LINCOLNIA PLANNING DISTRICT STUDY

COMMUNITY MEETING

Saturday, October 13, 2018

Holmes Middle School
AGENDA
Saturday October 13, 2018

1. Open House
2. Remarks from Supervisor Gross
3. Staff Presentation
4. Questions and Answers
5. Open House/Adjourn
Supervisor Penny Gross
Mason District, Fairfax County
Study Background
Lincolnia Planning District Study authorized by the Board of Supervisors on July 9, 2013. Existing conditions analysis forms the basis for proposed editorial updates to the LPD Plan guidance. Plan revisions adopted by the BOS on Oct. 20, 2015.


Task Force identifies a smaller, 40-acre Opportunity Area within the CBC for further study. Staff and the Task Force consider land use and transportation alternatives within the Opportunity Area. Process for submitting site-specific proposals outside of the CBC is initiated, resulting in the submission of two proposals.
Lincolnia Planning Study Phase 3 Process

**Visioning Exercise**
Discuss potential land use and transportation network changes for the opportunity areas.

**Transportation Conditions**
Analyze transportation network under existing and future conditions.

**Transportation Solutions**
Based on feedback from the Visioning Exercise, staff presents five alternative transportation network scenarios. Task Force selects two scenarios for testing.

**Land Use Vision**
Based on feedback Visioning Exercise, the Task Force reviews potential land use alternatives for the CBC.

**Transportation Results**
Results from the two selected transportation scenarios presented. The Task Force recommends a preferred scenario.

**Finalize Land Use Scenario**
Finalize land use scenario based on the Task Force discussions and the impacts analysis results.

**Community Meeting**
To help refine land use and transportation recommendations

**Finalize Land Use + Transportation Scenario**
The refined land use scenario and preferred transportation scenario will be tested.
Opportunity Area within the Lincolnia CBC
Opportunity Area
Boundary and draft subunits
PLANNING OBJECTIVES
LINCOLNIA COMMUNITY BUSINESS CENTER

+ Create a vibrant neighborhood destination with public open spaces, parks, outdoor dining and cafes, and entertainment areas.
+ Strategically focus appropriate growth to protect Lincolnia’s low density residential neighborhoods from development pressure.
+ Create an integrated multimodal approach to transportation challenges in the area.
  + Create an attractive neighborhood through quality urban design guidance.
  + Preserve and expand Lincolnia’s housing affordability.
For compatibility, the tallest buildings are proposed in the *eastern portion* of the opportunity area.
## Opportunity Area Land Use Comparison

<table>
<thead>
<tr>
<th></th>
<th>Existing Development &amp; Comprehensive Plan</th>
<th>Draft Land Use Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Retail</strong></td>
<td>approx. 586,300 sf</td>
<td>approx. 373,100 sf</td>
</tr>
<tr>
<td><strong>Office</strong></td>
<td>approx. 98,400 sf</td>
<td>approx. 143,400 sf</td>
</tr>
<tr>
<td><strong>Residential</strong></td>
<td>approx. 0 sf</td>
<td>approx. 1,468,000 sf</td>
</tr>
</tbody>
</table>

*Existing development represents build out of the adopted Comprehensive Plan*
Opportunity Area Transportation Analysis

12 intersections counted in November 2017
Opportunity Area Transportation Analysis: Existing Conditions

- Heavy movements from SB Beauregard to EB Little River Turnpike
- Heavy EB and WB thru movements on Little River Turnpike
- Delays heaviest at the Little River Turnpike & Beauregard intersection in the PM
Opportunity Area Transportation Analysis – Baseline Results: Adopted Comp Plan Land Use (2040)

- Significant delay and congestion within the CBC
- Beauregard and Little River Turnpike shows LOS F for both AM and PM
- Queuing along Little River Tnpk, Beauregard, N Chambliss and Lincolnia, both AM and PM
Opportunity Area Transportation Analysis – Alternatives 2 & 3 Identified for Testing

*Alternative 2: Oasis Extension as a 2-Lane Road testing is underway*
Opportunity Area Transportation Analysis – Proposed Land Use and Alternative 3 LOS (AM/PM)

- Alternative 3 vs. Baseline
  - Major reduction in travel delay
  - Better bicycling and walking opportunities
  - Provides improved access to the CBC
  - Overall operational improvement
  - Reduction in delay and queuing along Chambliss St.
  - Slight intersection degradation at Little River Turnpike and Oasis Dr.
Opportunity Area Parks Need

Urban Parks Framework:
- Increase in residents and employees generates a need for 4.07 acres of urban park land.
- Urban parks should be integrated into the development.

Comp Plan Considerations:
- Support the creation of a Central Green or Civic Plaza.
- Provide trail connections.
Schools Serving the Opportunity Area as of SY 2018-19

**Elementary**
Parklawn
Weyanoke

**Middle School**
Holmes

**High School**
Annandale
## Opportunity Area Public Schools

### School Capacity

<table>
<thead>
<tr>
<th>School</th>
<th>Program Capacity SY 2017-18</th>
<th>Membership (9/30/17)</th>
<th>Program Capacity Utilization SY 2017-18</th>
<th>Projected Membership SY 2022-23</th>
<th>Capacity Utilization SY 2022-23</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annandale HS</td>
<td>2,519</td>
<td>2,136</td>
<td>85%</td>
<td>2,220</td>
<td>88%</td>
</tr>
<tr>
<td>Holmes MS</td>
<td>1,176</td>
<td>993</td>
<td>84%</td>
<td>980</td>
<td>83%</td>
</tr>
<tr>
<td>Parklawn ES</td>
<td>798</td>
<td>713</td>
<td>89%</td>
<td>667</td>
<td>84%</td>
</tr>
<tr>
<td>Weyanoke ES</td>
<td>646</td>
<td>510</td>
<td>79%</td>
<td>523</td>
<td>81%</td>
</tr>
</tbody>
</table>

Capacities and projected memberships based on the adopted FY 2019-23 Capital Improvement Program (January 2018)

### Projected Student Yield

<table>
<thead>
<tr>
<th>School Level</th>
<th>Proposed Student Yield</th>
</tr>
</thead>
<tbody>
<tr>
<td>High</td>
<td>47</td>
</tr>
<tr>
<td>Middle</td>
<td>29</td>
</tr>
<tr>
<td>Elementary</td>
<td>93</td>
</tr>
<tr>
<td>Total Student Count</td>
<td>169</td>
</tr>
</tbody>
</table>

2015 Countywide Student Yield Ratios (Nov 2016)

Capital Improvement Program updated annually, and includes:
- School capacity data
- Estimated student yield from proposed development
- Potential solutions for consideration to alleviate current and projected school capacity deficits
Site-Specific Proposals
Proposal to convert two existing office buildings into multifamily residential use for a total of approx. 130 dwelling units. Proposal also adds 3 stories to the existing structures for a building height of seven stories.

3.2 acres Developed and planned for office use
130,000 sf residential use (130 dus) proposed
## Trip Generation Comparison

<table>
<thead>
<tr>
<th>Land Use (ITE Code)</th>
<th>Quantities</th>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daily Trips</td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td><strong>Current Plan</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office (710) Halifax Office - Trip Generation Comparison</td>
<td>69 KSF</td>
<td>743</td>
<td>79</td>
</tr>
<tr>
<td><strong>Total Trips Generated (unadjusted)</strong></td>
<td>743</td>
<td>79</td>
<td>13</td>
</tr>
<tr>
<td><strong>Proposed Plan</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multifamily Mid Rise (221)</td>
<td>130 DU</td>
<td>707</td>
<td>11</td>
</tr>
<tr>
<td><strong>Total Trips Generated (unadjusted)</strong></td>
<td>707</td>
<td>11</td>
<td>33</td>
</tr>
<tr>
<td><strong>Gross Impact Over Comprehensive Plan</strong></td>
<td>-36</td>
<td>-68</td>
<td>20</td>
</tr>
</tbody>
</table>

Trip generation is derived from the Institute of Traffic Engineers (ITE), Trip Generation, 10th edition (2017).

Trip Generation estimates are provided for general order of magnitude comparisons only, and do not account for pass by, internal capture, or traffic reductions as result of proximity to transit stations.
**Halifax Office Park - Transportation (cont.)**

- **Access and Pedestrian Connections**
  - One vehicular access point, un signalized intersection of Cherokee Ave. and Navajo Dr.
  - Cherokee Ave. daily volume is 3700 (VDOT data)
  - There are no pedestrian facilities to access the site, such as sidewalks along Cherokee Ave.

- **Trails Plan**
  - A minor paved trail is planned along the Indian Run Stream Valley on the western and southern edge of the property
  - The Fairfax County Trails Map shows a major paved trail planned along Cherokee Ave.

- **Transit Services**
  - The area is not directly served by transit services
  - Bus stop located 3/4 mile to the south on Edsall Road (Fairfax Connector Routes 321 and 322)
Halifax Office Park - Generated Parks Need

Area is outside of CBC
Proposal: 130 Multifamily Dwelling Units
Allowable Residential Population: 368

<table>
<thead>
<tr>
<th>Parkland Need Generated</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Suburban</td>
<td>1.84 acres</td>
</tr>
<tr>
<td>District/Countywide</td>
<td>4.78 acres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Multiuse Courts</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Rectangle Fields</td>
<td>0.14 fields</td>
</tr>
<tr>
<td>Playgrounds</td>
<td>0.13 playgrounds</td>
</tr>
</tbody>
</table>

- The additional park needs are calculated based on the proposed density.
- Halifax Office Park is located outside of the CBC, therefore the Urban Parks Framework does not apply.
Schools Serving Halifax
Office Park as of SY 2018-19

**Elementary**
Bren Mar Park

**Middle School**
Holmes

**High School**
Edison
## Halifax Office Park - Public Schools

### School Capacity

<table>
<thead>
<tr>
<th>School</th>
<th>Program Capacity SY 2017 18</th>
<th>Membership (9/30/17)</th>
<th>Program Capacity Utilization SY 2017 18</th>
<th>Projected Membership SY 2022 23</th>
<th>Capacity Utilization SY 2022 23</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edison HS</td>
<td>2,102</td>
<td>2,060</td>
<td>98%</td>
<td>2,234</td>
<td>106%</td>
</tr>
<tr>
<td>Holmes MS</td>
<td>1,176</td>
<td>993</td>
<td>84%</td>
<td>980</td>
<td>83%</td>
</tr>
<tr>
<td>Bren Mar Park ES</td>
<td>540</td>
<td>504</td>
<td>93%</td>
<td>465</td>
<td>86%</td>
</tr>
</tbody>
</table>

Capacities and projected memberships based on the adopted FY 2019 23 Capital Improvement Program (January 2018)

### Projected Student Yield

<table>
<thead>
<tr>
<th>School Level</th>
<th>Proposed Student Yield</th>
</tr>
</thead>
<tbody>
<tr>
<td>High</td>
<td>4</td>
</tr>
<tr>
<td>Middle</td>
<td>2</td>
</tr>
<tr>
<td>Elementary</td>
<td>8</td>
</tr>
<tr>
<td>Total Student Count</td>
<td>14</td>
</tr>
</tbody>
</table>

2015 Countywide Student Yield Ratios (Nov 2016)

Capital Improvement Program updated annually, and includes:

- School capacity data
- Estimated student yield from proposed development
- Potential solutions for consideration to alleviate current and projected school capacity deficits
Developed with primarily industrial use with limited office use. Planned for industrial use. Proposed to redevelop as a primarily residential mixed use development with some retail.

- 34.4 Acres / Industrial
- 744,005 sf Planned Potential
- 80,000 sf retail / 2.9 mil sf res Proposed
Plaza 500 – Generated Parks Need

Area is outside of CBC

Proposal: 1,400 Multifamily Dwelling Units

Allowable Residential Population: 3,962

- The additional park needs are calculated based on the proposed density.
- Halifax Office Park is located outside of the CBC, therefore the Urban Parks Framework does not apply.

<table>
<thead>
<tr>
<th>Parkland Need Generated</th>
<th>19.81 acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Suburban</td>
<td></td>
</tr>
<tr>
<td>District/Countywide</td>
<td>51.51 acres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Field Type</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rectangle Fields</td>
<td>1.47 fields</td>
</tr>
<tr>
<td>Youth Baseball Fields</td>
<td>0.55 fields</td>
</tr>
<tr>
<td>Youth Softball Fields</td>
<td>0.45 fields</td>
</tr>
<tr>
<td>Multiuse Courts</td>
<td>1.89 courts</td>
</tr>
<tr>
<td>Playgrounds</td>
<td>1.42 playgrounds</td>
</tr>
</tbody>
</table>
### Plaza 500 - Transportation

#### Trip Generation Comparison

<table>
<thead>
<tr>
<th>Land Use (ITE Code)</th>
<th>Quantities</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daily Trips</td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td><strong>Current Plan</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Warehouse (150)</td>
<td>746 KSF</td>
<td>1,224</td>
<td>98</td>
</tr>
<tr>
<td><strong>Total Trips Generated</strong></td>
<td></td>
<td>1,224</td>
<td>98</td>
</tr>
<tr>
<td><strong>Proposed Alternative</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-Family High Rise (222)</td>
<td>1400 DU</td>
<td>5,728</td>
<td>97</td>
</tr>
<tr>
<td>Retail (820)</td>
<td>80 KSF</td>
<td>5,166</td>
<td>47</td>
</tr>
<tr>
<td><strong>Total Trips Generated</strong></td>
<td></td>
<td>10,894</td>
<td>144</td>
</tr>
<tr>
<td>Gross Impact Over Comprehensive Plan</td>
<td></td>
<td>9,670</td>
<td>46</td>
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Plaza 500 - Transportation (cont.)

- Chapter 870, 2011 Acts of Assembly:
  - A Plan amendment that results in an additional 5,000 daily trips requires VDOT review
  - Plaza 500 meets 5,000 daily trips threshold

- Access
  - Access via Edsall Road in Fairfax County and Pickett Street in City of Alexandria
  - Average Annual Daily Traffic (AADT) for Edsall Road: 17,000  VDOT data
  - Pickett Street accessing the site is a two lane roadway with parking and a bike lane on both sides
  - AADT of Pickett Street: 12,000  VDOT data
Plaza 500 - Transportation (cont.)

- **Transit Services**
  - Metro Bus Routes 21A and 21D provide service
  - Fairfax Connector Routes 321 and 322 operate along Edsall Road
  - Alexandria Dash Routes AT 1, 5 and 8 provide service near the site

- **Transit Oriented Development (TOD):**
  - Van Dorn Metro station more than a mile away
  - Fairfax County TOD guidelines generally apply ¼ – ½ mile from Metro Station

- **Bicycle Facilities**
  - No existing on street biking facilities in the Edsall Rd. (Fairfax County side)
  - Bike Map indicates biking on Edsall Rd. requires significant caution
  - Bicycle Master Plan recommends bike lanes and shared use path along Edsall Rd.
  - For the northern section of Plaza 500, Bicycle Master Plan recommends sharrows connecting S. Pickett St. to Edsall Rd.

- **Trails Plan**
  - Stream valley trail planned adjacent to the Turkeycock Run Stream Valley
  - A major trail is planned along Edsall Rd.
Schools Serving Plaza 500
as of SY 2018-19

Elementary
Bren Mar Park

Middle School
Holmes

High School
Edison
## Plaza 500 - Public Schools

### School Capacity

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<tr>
<td>High</td>
<td>53 to 59</td>
</tr>
<tr>
<td>Middle</td>
<td>31 to 34</td>
</tr>
<tr>
<td>Elementary</td>
<td>106 to 116</td>
</tr>
<tr>
<td>Total Student Count</td>
<td>190 to 209</td>
</tr>
</tbody>
</table>

2015 Countywide Student Yield Ratios (Nov 2016)

- Projected student yield based on concept provided by the Dept. of Planning and Zoning that includes a mix of single-family attached and multi-family residential units.
Questions + Answer
End of Presentation