



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2013-I-L1(C)
June 4, 2019

GENERAL LOCATION: The subject area is coterminous with the boundary of the Lincolnia Community Business Center (CBC) and extends as far north as Lincolnia Road and Wingate Street; south to 8th Street east of Manitoba Drive; and south of Fran Place west of Manitoba Drive.

SUPERVISOR DISTRICT: Mason

PLANNING AREA: Area I

PLANNING DISTRICT: Lincolnia Planning District

SUB-DISTRICT DESIGNATION:
Lincolnia Community Business Center (CBC)

For additional information about this amendment call (703) 324-1380.

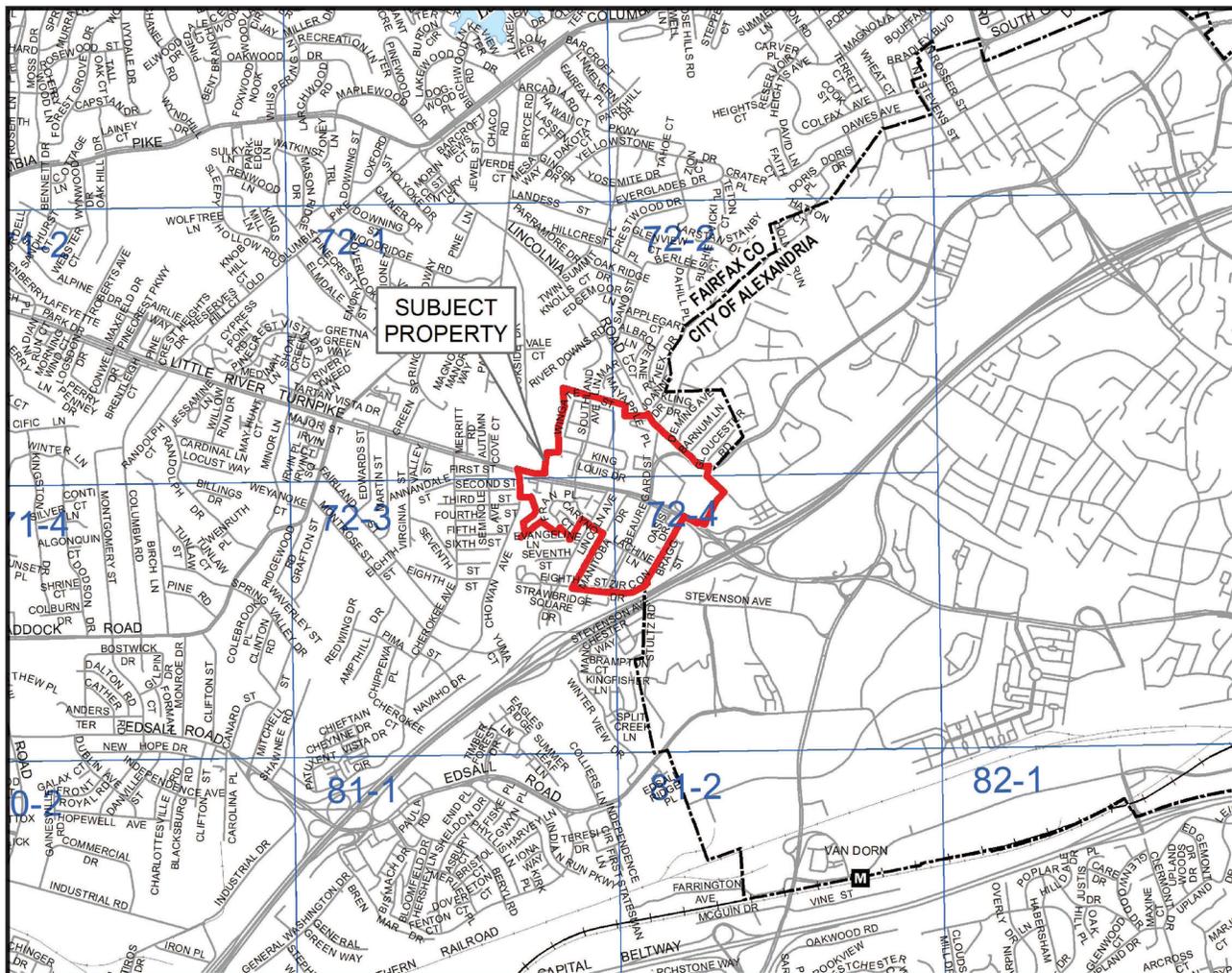
PLANNING COMMISSION PUBLIC HEARING:
Wednesday, June 26, 2019 @ 7:30 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, July 16, 2019 @ 4:00 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.



3000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
2013-I-L1(C) Lincolnia Planning District Study-Phase III Lincolnia CBC Land Use and Transportation Analysis



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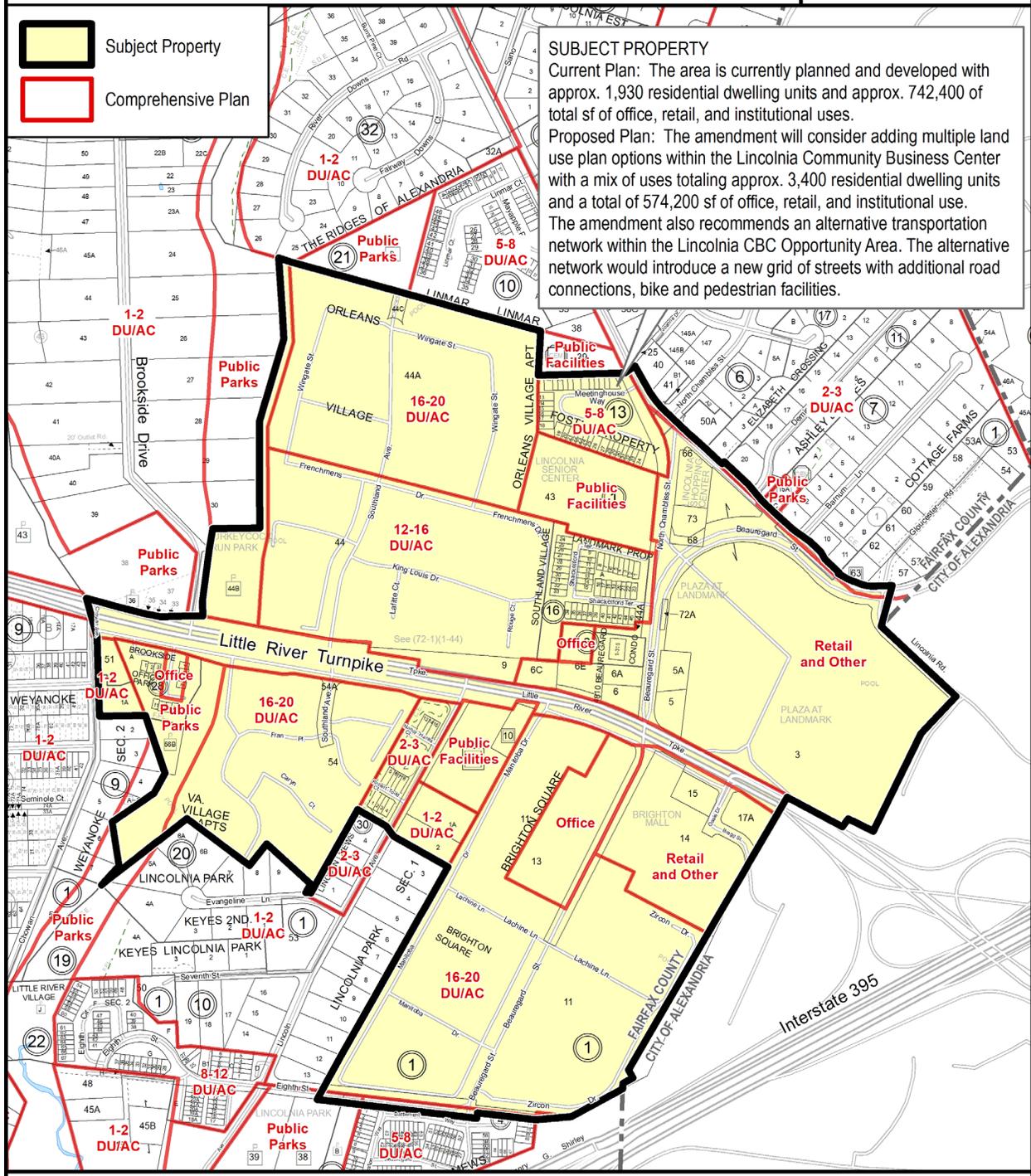
CURRENT PLAN AND PROPOSED CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

**ITEM:
PA 2013-I-L1(C)**

- Subject Property
- Comprehensive Plan

SUBJECT PROPERTY
 Current Plan: The area is currently planned and developed with approx. 1,930 residential dwelling units and approx. 742,400 of total sf of office, retail, and institutional uses.
 Proposed Plan: The amendment will consider adding multiple land use plan options within the Lincolnia Community Business Center with a mix of uses totaling approx. 3,400 residential dwelling units and a total of 574,200 sf of office, retail, and institutional use. The amendment also recommends an alternative transportation network within the Lincolnia CBC Opportunity Area. The alternative network would introduce a new grid of streets with additional road connections, bike and pedestrian facilities.



600 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
 PARCEL INFORMATION CURRENT TO MAY 2019
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STAFF REPORT
Phase III of the Lincolnia Planning District Study [Plan Amendment 2013-I-L1(C)]

BACKGROUND

On July 9, 2013, through the approval of the 2013 Comprehensive Plan Work Program, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2013-I-L1 for the Lincolnia Planning District. In Phase I of the study, new documentation of the existing conditions of the area and primarily editorial revisions to the adopted Comprehensive Plan were approved by the Board on October 20, 2015. In Phase II, a task force was appointed by Supervisor Gross and considered whether a portion of the planning district should be re-designated from a Suburban Neighborhood to a Community Business Center (CBC). The CBC designation was supported by the task force, staff and the Planning Commission. The new CBC was approved by the Board of Supervisors on March 6, 2018. Concurrent with this effort, a Commercial Revitalization Area (CRA) was designated for the same CBC area.

Following the CBC designation, land use and transportation network alternatives within the new Lincolnia CBC were evaluated as part of Phase III of the study. The task force, county staff, community members and stakeholders identified appropriate locations for redevelopment; the type, mix and intensity of land uses in redevelopment areas, and new multimodal transportation options. In addition to the CBC-specific efforts, a site-specific nomination process was initiated for the remainder of the larger Lincolnia Planning District. Two nominations known as “Halifax Office Park” and “Plaza 500” were submitted. The nominations are being considered in separate processes in a timeframe that differs from the CBC analysis. Detailed analysis and staff recommendations for the nominations will be provided in separate staff reports.

CHARACTER OF THE SURROUNDING AREA

The Lincolnia Planning District is approximately 2,056 acres in size. Residential use comprises approximately 54 percent of the total acreage, and is characterized by single-family detached, single-family attached (townhouses) and multi-family units (garden-style and low-rise apartments). Approximately 23 percent of the planning district’s acreage is non-residential use (industrial, office, retail, and public facilities/government/institutional). The remaining 23 percent is comprised of public recreation use or open space, private open space/common areas, private recreation use and vacant land. Green Spring Gardens and the Lincolnia Senior Center are prominent destinations within the planning district.

Commercial uses are primarily auto-oriented and located along Little River Turnpike. Within the CBC, two significant commercial properties include the New Grand and the Plaza at Landmark shopping centers. Both are proximate to the intersection of Beauregard Street/Little River Turnpike and the City of Alexandria boundary. Smaller commercial sites are clustered around the vicinity of the intersection Beauregard Street/Little River Turnpike. Interstate-395 (I-395), Beauregard Street and Little River Turnpike are heavily used through-commuter transportation routes that coexist with community-serving destinations, which poses a significant challenge to vehicular, pedestrian and bicycle mobility.

COMMUNITY ENGAGEMENT

For Phase III of the study, the task force provided feedback and recommendations on proposed land use, transportation and urban design recommendations for the Lincolnia CBC. The task force served as liaisons to their neighborhood or civic associations and provided localized feedback about existing development patterns and opportunities or challenges to redevelopment in the Lincolnia area. The task force also reviewed staff's preliminary considerations and analysis for the two site-specific proposals, Halifax Office Park and Plaza 500 and offered general feedback on the proposals.

The task force was comprised originally of 6 local residents and 2 commercial property owners, with 7 members remaining until the conclusion of the study. All task force meetings were open to the public with the task force chair inviting public comment at each meeting. Additional public outreach efforts included meeting notifications and study updates via social media channels, including NextDoor and Facebook, as well as postings to the study listserv and webpage. A total of 34 task force meetings were held between February 2017 and April 2019, with 18 meetings held during Phase III. On April 29, 2019, the task force voted 6-1 to support the proposed Comprehensive Plan recommendations.

Two community meetings were held in addition to task force meetings. The purpose of the meetings was to provide local residents and property owners with preliminary recommendations and analysis, and to ask for feedback that assisted with staff and the task force's consideration of Comprehensive Plan changes. Community meeting notifications included mailed letters to property owners within and adjacent to the subject area, including adjacent property owners in the City of Alexandria, and use of social media (NextDoor and Facebook).

ADOPTED COMPREHENSIVE PLAN

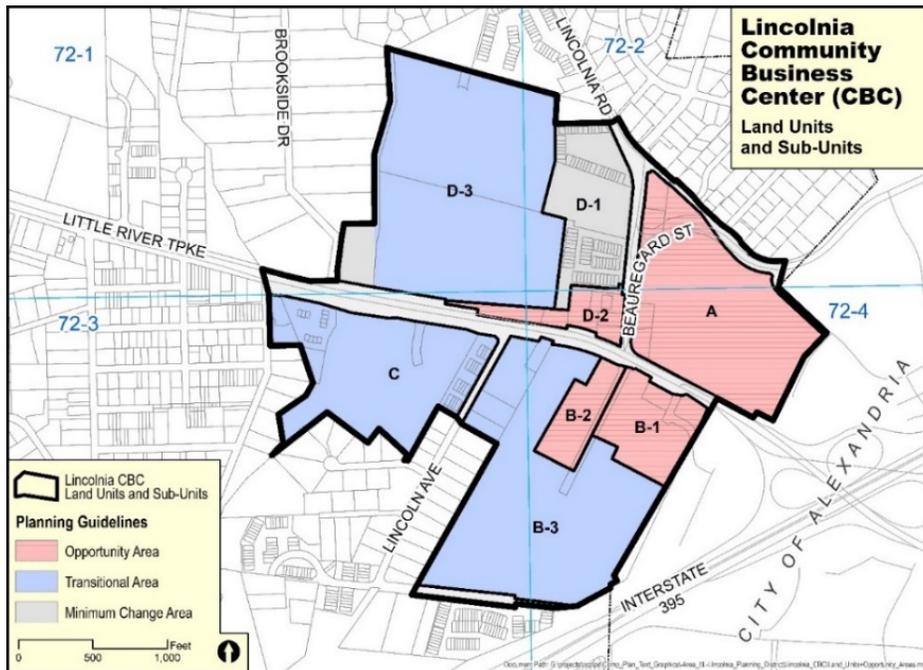
The Comprehensive Plan recommends office, retail, and residential uses for the subject area. Planned residential densities range from 5-8 dwelling units per acre (du/ac) up to 16-20 du/ac. The Plaza at Landmark is a planned for and developed as retail use at a floor area ratio (FAR) of 0.40. As an option, the Plan recommends a mix of uses to include either an assisting living facility or hotel, both with ground floor retail, at an intensity up to 3.0 FAR on two acres of the 23-acre Plaza at Landmark property. The adopted Plan guidance for the subject area is located in the Lincolnia Community Business Center section of the Lincolnia Planning District, following the district-wide recommendations. The CBC recommendations can be viewed at: www.fairfaxcounty.gov/planning-zoning/sites/planning-zoning/files/assets/compplan/area1/lincolnia.pdf. After July 1, 2019 the CBC recommendations can be viewed at: www.fairfaxcounty.gov/planning-development/sites/planning-zoning/files/assets/compplan/area1/lincolnia.pdf.

ANALYSIS

Phase III of the study included an evaluation of land use and transportation alternatives within the CBC. Analyses of schools, parks, and public facilities impacts were also conducted. The following sections summarize the process for the recommended Comprehensive Plan changes.

Land Units and Sub-units

An assessment of existing and planned uses, parcel assemblages, and property ownership was conducted to determine which areas within the CBC were most suitable for consideration of land use changes. A result of this assessment was the recommendation to divide the CBC into land units classified as Minimum Change, Transitional and Opportunity Areas as shown in Figure 1.



Lincolnia CBC Land Units Figure 1

Minimum Change Areas are to retain their existing uses and adopted Comprehensive Plan recommendations. Sub-unit D-1 is developed with the Lincolnia Senior Center that is planned for public facilities use and the Charleston Square and Stonegate townhome communities planned for residential use up to 12 du/ac.

Transitional Areas are expected to retain their existing use and Comprehensive Plan recommendations but could support moderate change in the future. Sub-units D-3 and B-3 and Land Unit C are primarily developed with residential uses including garden-style apartments, midrise buildings, and townhomes. Townhouse-style office buildings and a house of worship are located on the western edge of Land Unit C along Little River Turnpike in an area planned for office use. The portion of Sub-unit B-3 abutting the east side of Lincoln Avenue along Little River Turnpike contains the Lincolnia United Methodist Church and the Lincolnia Academy of Early Learning. The Comprehensive Plan Map recommends public facilities, governmental and institutional uses on the church property and residential use at 1-2 du/ac for the parcel developed with the daycare and kindergarten. It is not contemplated these land units will be redeveloped,

however examination in the future through a separate study process may be appropriate should change be proposed.

Opportunity Areas are considered the priority redevelopment areas and were central to staff's analysis and the task force's discussions. Sub-unit D-2 and Land Unit A are located on the north side of Little River Turnpike. Sub-unit D-2 is developed with several commercial pad sites including the Barnside Diner, an automotive repair shop, McDonald's, a Sunoco gas station and a 7-11 convenience store. A mid-rise condo office building is located adjacent to the Stonegate townhouse community. The Comprehensive Plan recommends retail and other uses for Sub-unit D-2. The need for significant parcel consolidation to achieve redevelopment will be a challenge this sub-unit.

Land Unit A contains the Plaza at Landmark shopping center which contains several retailers in a large-format "big box" configuration, including Marshalls, Giant Food, Hobby Lobby, Dollar Tree and Total Wine. Restaurants include national fast food chains and local establishments that are strip-commercial in form or stand-alone pad sites located on the shopping center property and the adjacent triangular area bounded by North Chambliss Street, Lincolnia Road, and North Beauregard Street. The Plaza at Landmark is under single ownership and comprises the largest amount of retail square footage in the CBC, nearly 500,000 square feet. While the shopping center's surface parking lot is utilized the most, a structured parking garage is located at the northeast corner of the land unit. The entirety of Land Unit A is planned for retail and other uses. A two-acre portion of Land Unit A has an option for assisted living or hotel use at an intensity up to 3.0 FAR.

Sub-units B-2 and B-1 are located on the south side of Little River Turnpike. Sub-unit B-2 is planned for office use and developed with a pair of three-story office buildings. Tenants include professional offices and services such as dry cleaners and restaurants. The buildings are oriented towards Beauregard Street. Sub-unit B-1 is planned for retail and other uses and contains the Grand Mart shopping center and a variety of restaurants. Similar to the existing development in Land Unit A, the commercial uses are configured in a strip-commercial manner and surface parked. Properties in the City of Alexandria and I-395 are adjacent to the eastern portion of Sub-unit B-1. Development in the City of Alexandria includes a Days Inn hotel, residential townhomes, a house of worship, and a mid-rise medical office center.

Mix and Intensity of Uses

The Fairfax County Concept for Future Development encourages Community Business Centers to be planned for a mix of uses with a core area of higher intensity, and developed in a manner that improves pedestrian amenities and circulation. Similarly, the Board of Supervisors' Economic Success Strategic Plan includes the goal of creating places where people want to be. The [Fall 2018 Update to the Economic Success Strategic Plan](#) discusses the benefits of "WalkUPs", or walkable mixed-use urban places accessible by foot, bike, bus, rail and cars. As described in the report, research shows that WalkUPs produce large economic and social benefits compared to drivable suburban development. The Concept for Future Development also notes that revitalization and redevelopment are appropriate to advance the economic vitality of these typically older commercial centers. As described in this section, a higher intensity mix of uses and connected grid network are recommended to advance the revitalization, economic and placemaking goals reflected in the Comprehensive Plan and the Economic Success Strategic Plan.

Apart from Sub-unit B-2 that is planned for office use, the Opportunity Area is currently planned and developed with retail and other commercial uses. In order to achieve the vision for a more urban and walkable place, staff considered land use scenarios that included adding a significant number of new residential units and reducing the amount of retail development potential.

Given its size and mostly single ownership, Land Unit A presents the greatest opportunity to create a focal point within the CBC. Approximately 1.5 million square feet of mixed-use development is envisioned to facilitate redevelopment of the land unit as a cohesive community with significant amenities and a walkable grid of streets. Most of the development potential, approximately 1.1 million square feet, is recommended as residential use, with the balance of approximately 400,000 square feet recommended for retail and office uses.

At about one-quarter of the size of Land Unit A, Sub-unit B-1 is also recommended for up to approximately 266,000 square feet of new residential use, of which up to 50,000 square feet is recommended for ground floor retail or other pedestrian-oriented non-residential use. A cohesive character should be achieved for these land units along both sides of Little River Turnpike. Sub-units B-2 and D-2 are also recommended to include an option for residential mixed-use development. The repurposing and reuse of the office buildings in Sub-unit B-2 is encouraged.

Table 1 below displays the dwelling units and non-residential square footage in 2018 and the proposed development potential for the entire CBC. In most cases, the 2018 land use also reflects the adopted Comprehensive Plan buildout. Most of the additional residential use is recommended for Land Unit A in the Opportunity Area. While retail square footage is recommended to decrease from the adopted Plan, 373,100 square feet of retail use with the addition of residential uses, public recreation and other non-residential uses will support the vision for a town center/lifestyle center.

Table 1: Existing Land Use (2018) and Estimate of Proposed Development Potential in the CBC

Land Use Category	2018 Existing Use	Proposed 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	574,200 sf & 3,400 dwelling units

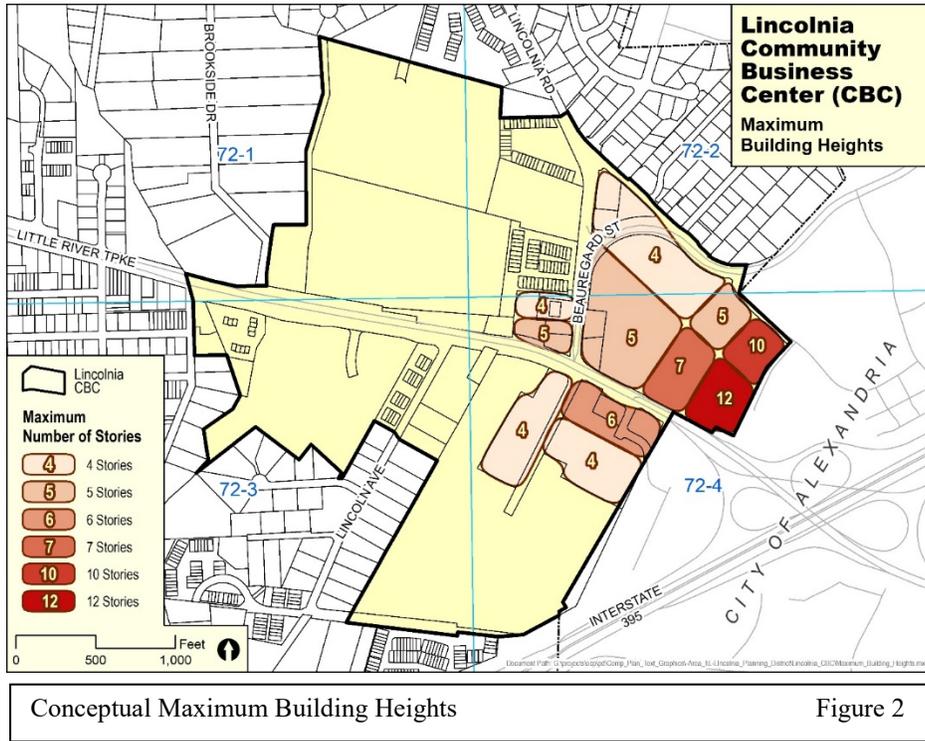
Note 1: *Development potential is approximate and inclusive of redevelopment options.*

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.*

Maximum Building Heights in the Opportunity Area

Maximum building heights are recommended as shown in Figure 2. The diagram represents a general concept for the organization of building heights in the Opportunity Area but is not intended to be prescriptive. Some variation of heights may be appropriate within blocks and would be evaluated as part of the development review process. The tallest structures are recommended along the eastern border of Land Unit A. Existing development in the neighboring portions of the City of Alexandria include mid- to high-rise hotel and residential uses. The balance of Land Unit A is recommended at a maximum of four to seven stories, with buffering and building step-backs to form appropriate transitions to neighboring development. Structures on the south side of Little River Turnpike are recommended to be a maximum of four to six stories in height



Transportation

A transportation analysis was conducted to evaluate the impacts of the proposed land use alternative and to identify multimodal transportation improvements to support mixed-use development. A primary objective of the transportation analysis was to find an alternative transportation network in place of the current recommendation for a partial interchange at Little River Turnpike/Beauregard Street which would advance the redevelopment goals for the area. The major components of the transportation analysis are summarized below.

Existing Conditions Assessment: The existing conditions assessment provided a snapshot of current transportation conditions. The assessment used numerous quantitative and qualitative data sources including peak period vehicular turning movement counts; Fairfax County GIS data for bicycle and pedestrian facilities; field observations of vehicular, pedestrian and bicycle conditions and behaviors, and transit ridership and schedule data.

Results of the existing conditions assessment include:

Vehicular: Peak period turning movement counts were collected at twelve intersections in the study area, and seven of them were in the Lincolnia CBC. In particular, the intersection of Little River Turnpike/Beauregard Street is a major bottleneck in the study area. Analysis of existing traffic conditions at this intersection showed that drivers experience long queues and severe congestion, resulting in level-of-service (LOS) E and F in the AM and PM peak hour, respectively. The congestion is due to a combination of factors including: the high number of turns from Beauregard Street; drivers favoring the outer turn lane that mainly serves the demand heading towards I-395; heavy through traffic on Little River Turnpike; and the inefficient allocation of green time. The remaining signalized intersections within the CBC generally operate at an acceptable level.

Pedestrian and Bicycle: Sidewalks exist along most of the major roadways in the study area, along some of the more minor roadways, and on some neighborhood streets. However, there are many gaps in the sidewalk network, with major gaps along Little River Turnpike between Southland Avenue and Seminole Avenue in the westbound direction. Further, there are worn walking paths along Little River Turnpike where sidewalks do not exist, indicating an unmet need for an improved pedestrian network. There are few controlled points to cross Little River Turnpike. Signalized pedestrian crossings are located at Beauregard Street and Oasis Drive; however, pedestrians experience extensive wait times due to the long signal cycle lengths along Little River Turnpike intersections (more than 3-minute cycle length both in the AM and PM peak). The next marked but unsignalized crossing of Little River Turnpike is about a quarter of a mile to the west at Southland Avenue, leaving a significant distance between marked crossings.

Bicycle Level of Traffic Stress (LTS) GIS information is available on Fairfax County's website at www.fairfaxcounty.gov/transportation/bike/map. All the major roadways such as Little River Turnpike, Lincolnia Road, and Beauregard Street are rated as "Less Comfortable" or "Use Caution", whereas collector and local streets tend to be rated "Most Comfortable" with some rated as "Somewhat Comfortable". Currently, there are no dedicated bicycle facilities on Little River Turnpike or on any roadways in the CBC.

Transit: Transit service in the corridor is provided by three operators- the Fairfax Connector, Washington Metropolitan Transit Authority (WMATA), and the City of Alexandria bus system (DASH). In general, WMATA bus service is most concentrated during the peak period and peak direction, with lower frequency service during the off-peak hours. WMATA service is mainly focused on moving riders to and from the Pentagon Metrorail Station which provides a direct Metrorail connection to Washington, D.C., and providing service to the west to Annandale and Fairfax City. DASH bus service connects to the Van Dorn Metro Station. The Fairfax Connector operates local service primarily along Little River Turnpike and Braddock Road. Characteristic features of transit service in this area are: frequent bus service on Little River Turnpike in the peak direction connecting to the Pentagon Metro Station; less frequent bus service to Burke Centre VRE, Vienna Metro Station and GMU; and multiple bus routes that overlap on Little River Turnpike.

2040 Baseline Transportation Scenario: Land use and transportation conditions assumed for the year 2040 were analyzed to understand future transportation conditions and identify future deficiencies in the transportation network. The baseline scenario evaluated the 2040 land use as forecasted by the Metropolitan Washington Council of Governments (MWCOCG), assuming buildout of the adopted Plan potential within the Lincolnia CBC, with all regional transportation improvements currently listed in the Constrained Long Range Plan (CLRP). The CLRP includes the regionally significant capital improvements to the highway and transit systems that transportation agencies expect to implement and be able to afford over the next 20 or more years. The principal improvement in the CLRP for the study area is the widening of Little River Turnpike from four to six lanes. While the adopted Comprehensive Plan recommends a flyover at the intersection of Little River Turnpike and Beauregard Street, the flyover was not incorporated in the baseline scenario since it is not in the CLRP and would be challenging to implement due to right-of-way constraints, cost and community concerns.

Results of the Baseline Transportation Scenario assessment showed that all intersections in 2040 would operate at an overall acceptable LOS, except for the intersection of Little River Turnpike/Beauregard Street which operated at LOS F in the PM, and Little River Turnpike/Braddock Road which had an overall LOS E. Some of the individual turn movements as well as the approach movements showed a slight deterioration from existing conditions. Movements which functioned at a LOS E under existing conditions operated at LOS F under the baseline transportation scenario; however, the change in delay was not significant. The congestion is attributable to growth in regional traffic.

Alternative Land Use and Network Analysis: In order to address vehicular deficiencies and transportation needs identified through the Existing Conditions and 2040 Baseline Conditions analyses, various transportation network alternatives were developed that could improve the conditions in the study area. In general, these alternatives fit into three groups:

- i. Alternatives that add a street grid in the Opportunity Area of the CBC and provide additional streets to make turn movements;
- ii. Alternatives that can divert traffic away from the congested Little River Turnpike and Beauregard intersection; and
- iii. Alternatives that can enhance intersection capacity through some form of alternative intersection types and removal of turn movements.

Several of these network concepts were presented to the task force which selected two for detailed evaluation, a one-way pair and the traditional grid. A set of measures of effectiveness (MOEs) was established to help evaluate the two network alternatives. The MOEs are shown in Table 2 and were based on the task force’s vision for a multimodal mixed-use environment and traffic operational efficiency. After full consideration by the task force and by staff, the traditional grid was selected as the preferred option to support the land use alternative.

Table 2. Alternative Transportation Network Objectives and Measures of Effectiveness

Objective	MOEs
Improve traffic operations	<ul style="list-style-type: none"> • LOS and delay by intersection and approach • 95th percentile queues by movement • Corridor travel time • Vehicle throughput • Network delay • Network throughput
Enhance pedestrian connectivity	<ul style="list-style-type: none"> • Pedestrian delay • Pedestrian crossing distance • Block/intersection density
Provide low-stress bike facilities	<ul style="list-style-type: none"> • Feasibility for low-stress bike facilities in the alternative
Enhance transit service	<ul style="list-style-type: none"> • Bus travel time • Accommodation of bus facilities
Minimize construction cost and disruption	Phasing and disruption during implementation
Transportation facilities that can advance context-sensitive solutions	Fit with the identified community objectives

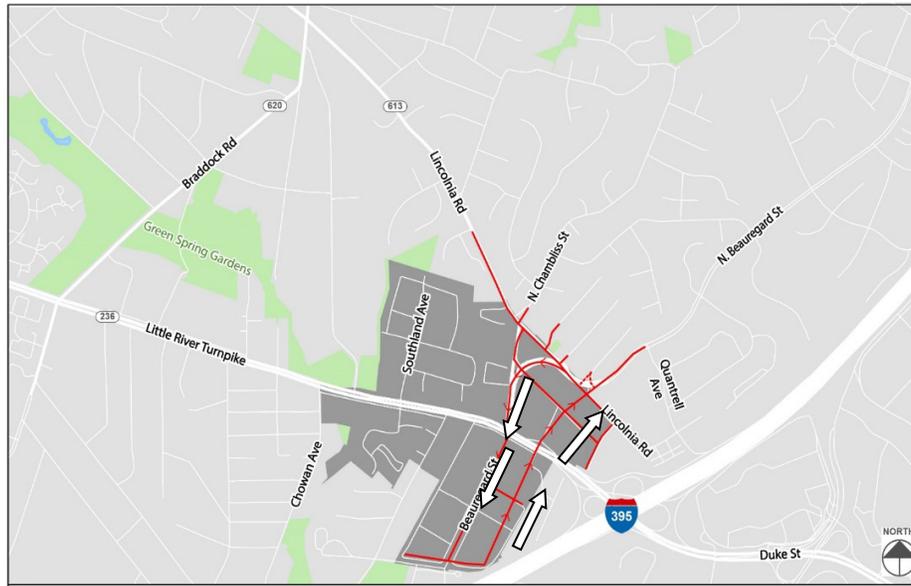
Alternative 1: One-Way Pair

One alternative that was selected by the task force and staff for more detailed analysis was a one-way pair concept, as shown in Figure 3. In this alternative, North Beauregard Street and a new Oasis Drive extension would serve as one-way pairs working counterclockwise. In addition to

new north-south connections through the Opportunity Area, new east-west streets would form a more connected network. Alternative 1 would improve traffic flow by reducing the number of signal phases, resulting in less intersection delay at the core intersections, and would improve the capacity of the road network. The one-way pair would eliminate the east leg cross walk at the intersection of Little River Turnpike and Beaugregard intersection to take advantage of the one-way streets.

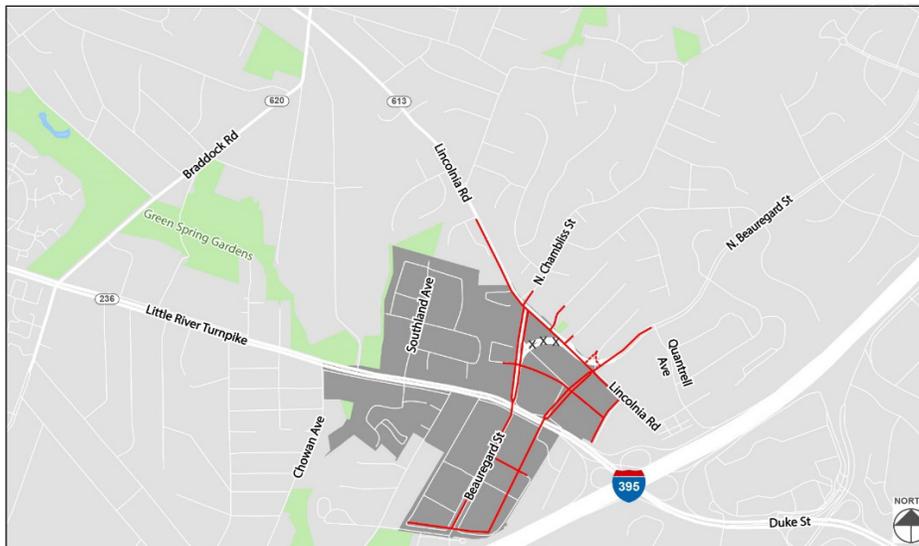
Alternative 2: Traditional Grid

The other alternative selected for more detailed analysis was a traditional grid, as shown in Figure 4. There are similarities between this concept and Alternative 1 in terms of creating a new grid network through the Opportunity Area.



One-Way Pair Alternative

Figure 3



Traditional Grid Alternative

Figure 4

In this alternative, the Oasis Drive extension and North Beauregard Street were each assumed to be four lane roads (two lanes in each direction). The curved portion of Beauregard Street in the northern portion of the Opportunity Area was eliminated with this alternative to reconfigure the road network in a manner consistent with the proposed grid of streets.

Like Alternative 1, Alternative 2 significantly reduces intersection delay compared with the baseline transportation scenario and improves traffic flow by reducing the number of signal phases. In both alternatives, the grid of streets enhances connectivity with all the surrounding land uses. In Alternative 2, the northbound left turn movement at the intersection of Oasis Drive/Little River Turnpike is prohibited to avoid pedestrian conflict with the west leg crosswalk at Oasis Drive. It is assumed that bicycle and pedestrian facilities would be implemented with the grid of streets. A major benefit of Alternative 2 is that the traditional grid of streets network provides greater flexibility as it is not dependent on concurrent redevelopment on both sides of Little River Turnpike to achieve good performance. The main drawback of this alternative is the additional grid capacity requires more right-of-way compared to the one-way pair. Lastly, for either concept, the proximity of the new intersection of Oasis Drive/Little River Turnpike to the I-395 interchange ramp would need federal approval through an Interchange Modification Report (IMR) prior to the implementation of these improvements.

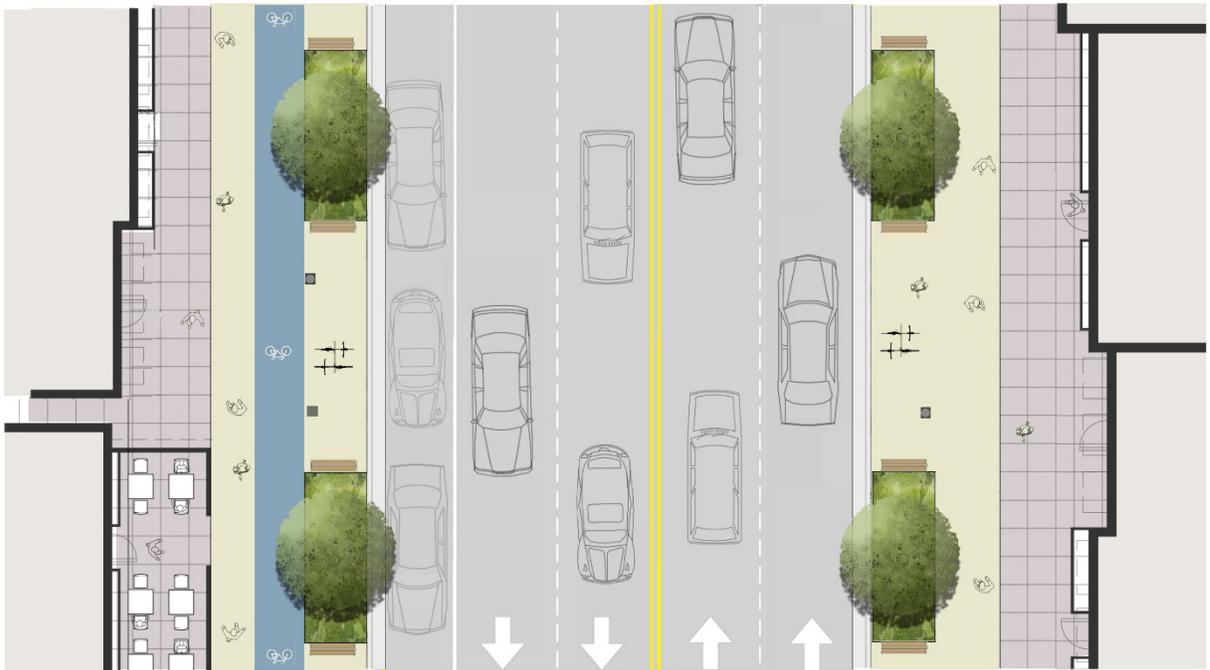
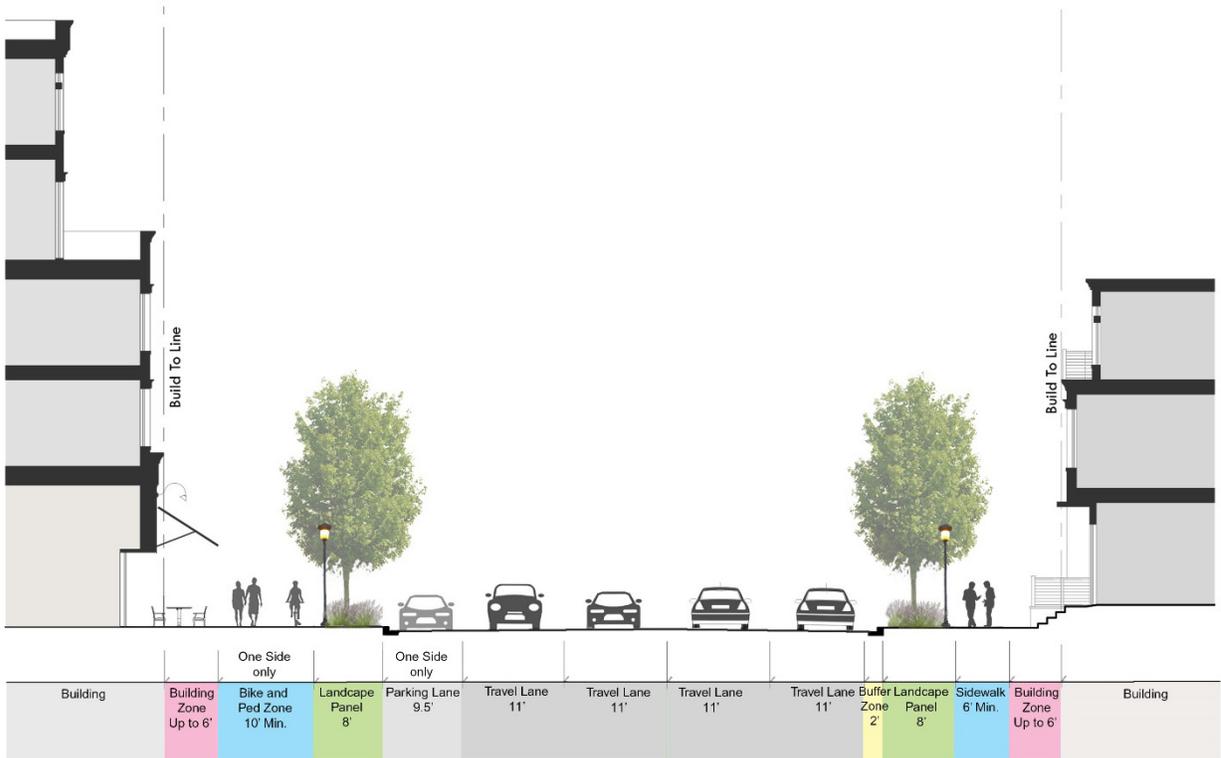
After the results of the two alternatives were presented, the task force recommended the traditional grid as the transportation network for redevelopment within the CBC. In both alternatives, the Little River Turnpike/Beauregard Street intersection remains the major bottleneck. However, delay at the Little River Turnpike/Beauregard Street intersection is reduced from the Baseline Scenario in both alternatives. Staff concurs with the task force recommendation.

As required by state law, a Chapter 870 traffic impact analysis (TIA) report was submitted to VDOT for their review. VDOT comments can be viewed on their website at <http://landtrx.vdot.virginia.gov/>

Multimodal Street Recommendations

Similar to the vision for other Commercial Revitalization Areas and mixed-use centers in the county, walkable blocks are recommended to support pedestrian and bicycle circulation and access and to achieve a sense of place. The proposed Plan guidance recommends creating a multimodal network in the Opportunity Area of the CBC. In addition to county policies, multimodal streets are supported by VDOT and the Department of Rail and Public Transportation (DPRT) guidelines to provide more transportation options. General recommendations for elements within the streetscape should be used in consultation with the *Volume I Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas*.

The proposed multimodal street designations are depicted in Figure 5. For the Lincolnia CBC, the multimodal street types that are recommended are Boulevards, Avenues, and Local Streets. Each street within the CBC has a recommended conceptual cross-section that depicts the streetscape (landscape panel, sidewalk, building zone); travel lanes; parking lane (where applicable); median (where applicable), and pedestrian and bicycle facilities. Figure 6 depicts the proposed cross-section and plan view recommended for North Beauregard Street to illustrate the streetscape in an multimodal environment as recommended for the CBC.



Cross-section and Illustrative Plan view – North Beauregard Street

Figure 6

Bicycle and Pedestrian Facility Flexibility

Flexibility for the inclusion or type of pedestrian and bicycle facilities is noted on the conceptual cross-sections in order to be responsive to future conditions and the additional evaluation that would be completed as part of the development review process. The Plan suggests the consideration of several factors at the time of detailed review of the bicycle and pedestrian facilities including the intensity and character of the proposed land use; the suitability of the proposed pedestrian and/or bicycle facility design in an urban context; connectivity to, and, to the extent possible, continuity with the larger network in the City of Alexandria and outside of the CBC; and, the design of facilities at signalized pedestrian crossings including consideration for compact intersection design to improve pedestrian and bicycle safety.

Implementation of the Comprehensive Plan

Within the CBC, flexibility in the implementation of the Comprehensive Plan may be appropriate as long as the major goals are achieved such as multimodal connectivity, pedestrian-scaled blocks, publicly accessible open spaces, a mix of uses and activation of streets on the ground-floor level. Phased development is likely to occur in the CBC; therefore, development proposals should demonstrate the ability to advance the vision and goals of the Comprehensive Plan in each phase. The Plan also recommends flexibility among types of non-residential uses, provided that proposed developments contribute to and/or do not preclude a pedestrian-oriented, mixed-use community, the implementation of a multimodal transportation network, and that the total amount of recommended non-residential square footage in the land unit or sub-unit is not exceeded. Lastly, interim development should demonstrate pedestrian connectivity, siting of buildings to be compatible to the grid of streets, streetscape improvements and other elements to meet the Plan objectives to the extent possible.

Parks, Recreation and Open Space

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 proposed Comprehensive Plan land use alternative is estimated to generate the need for approximately four acres of parkland within the CBC.

Furthermore, since few residents will have private yards within the CBC given the recommendation for predominantly multifamily residential unit types, the need for accessible and functional outdoor spaces is even more critical. The Comprehensive Plan recommends the creation of urban parks with development that meet the recommendations contained in the Urban Parks Framework to provide for the diverse needs of the community. The proposed plan guidance recommends a public civic plaza, common green, or hybrid space within Land Unit A of the CBC that contains certain core components, including a space that is welcoming, accessible and visible from the public realm for park users of all ages and abilities; the designation of an area to support community gatherings such as farmer's markets, art exhibits, festivals, concerts and other events; the integration of a variety of seating options with tables and shade elements; and the inclusion of active elements for park users to engage in physical and social activity which may include water features, skate parks, fitness courses, shaded picnic areas, gardens, amphitheaters, public art, and sport courts.

Public Schools

Under the envisioned Comprehensive Plan buildout and using the 2018 student generation ratio, the number of recommended residential 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 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 are included in the proposed Comprehensive Plan guidance.

Environment

The guidance contained in the environment section of the Comprehensive Plan for the CBC describes how redevelopment provides opportunities for significant environmental improvement such as integrating low impact development/green stormwater infrastructure approaches into projects to manage stormwater runoff. Implementation of best practices and innovative environmental strategies is recommended to be a key aspect of the redevelopment concepts in the CBC.

A higher standard for stormwater management and water quality controls is recommended for development proposals at or above an intensity of 1.0 FAR or equivalent residential density, or proposals that result in a substantial increase in impervious cover on site. The Comprehensive Plan recommends three options to achieve stormwater management goals for such development proposals. In addition, recommendations for residential and noise-sensitive uses and green building practices are contained in this section of the proposed Comprehensive Plan guidance.

Other Public Facilities: Libraries, Police, Fire and Rescue, Wastewater, Fairfax Water

An evaluation of these facilities indicates sufficient facilities and/or coverage to support the proposed land uses. Actual growth levels should be monitored so that an identified need for additional infrastructure capacity is phased with new development.

CONCLUSION

Plan Amendment 2013-I-L1(C) proposes revisions to the Lincolnia Planning District section of the Comprehensive Plan. The recommendations establish a vision for redevelopment and placemaking within the Lincolnia CBC. Public parks and open spaces will provide new recreational opportunities. The recommendations offer a mix of uses and transportation network enhancements consistent with the task force, community, and staff's vision and objectives. The proposed recommendations are also consistent with countywide goals for activity centers and the creation of a mixed-use environment.

RECOMMENDATION

Staff recommends the Comprehensive Plan guidance and figures be modified as indicated in the staff report and shown as Attachment A. Limited editorial updates to other sections of the Lincolnia Planning District are also proposed. The Plan guidance proposed to be added is shown with underline and text proposed to be deleted is shown with a ~~strike through~~. Text recommended to be replaced is noted as such.

COMPREHENSIVE LAND USE PLAN MAP

No changes to the Comprehensive Land Use Plan Map are proposed.

COUNTYWIDE TRAILS PLAN MAP

No changes to the Trails Plan Map are proposed.

TRANSPORTATION PLAN MAP

- 1) Remove the interchange at Beauregard Street and Little River Turnpike.
- 2) Add the extension of Oasis Drive as a dashed orange line and 4 lanes, “construct collector on new location”.
- 3) Show North Beauregard Street realigned and as a solid blue line and 4 lanes, “widen or improve collector”.

COUNTYWIDE BICYCLE MASTER PLAN

- 1) Change designation from “sharrow” to “shared use path” for North Beauregard Street.
- 2) Change designation from “sharrow” to “shared use path” for the portion of Lincolnia Road within the Opportunity Area.
- 3) Indicate option for cycle track or shared use path for the portion of Little River Turnpike within the Opportunity area.
- 4) Change designation from “policy road” to “shared use path” for the portion of Little River Turnpike in the remainder of the CBC.

Figure and Map Modifications:

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Lincolnia Planning District, amended through 7-31-2018, L1- Pinecrest Community Planning Sector; L2- Lincolnia Community Planning Sector; L3 – Bren Mar Park Community Planning Sector: Update all figure numbering.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Transportation Appendix 5 – Fairfax County Bicycle Master Plan, amended through 3-20-2017, Figure 23 Recommended Bikeway Network Mason District Supervisor District, page 96:

- 1) Change designation from “sharrow” to “shared use path” for North Beauregard Street.
- 2) Change designation from “sharrow” to “shared use path” for portion of Lincolnia Road within the Opportunity Area.
- 3) Indicate option for cycle track or shared use path for portion of Little River Turnpike within the Opportunity Area.
- 4) Change designation from “policy road” to “shared use path” for the portion of Little River Turnpike in the remainder of the CBC.

Modifications are shown as additions with underline or deletions with ~~striketrough~~. Comprehensive Plan guidance recommended to be replaced is noted as such.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I Volume, Lincolnia Planning District, amended through 7-31-2018, Overview:

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; and 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 ~~this portion are included in the Beltway South Industrial Area~~ are located in the Annandale Planning District, Area I volume of the Comprehensive Plan.

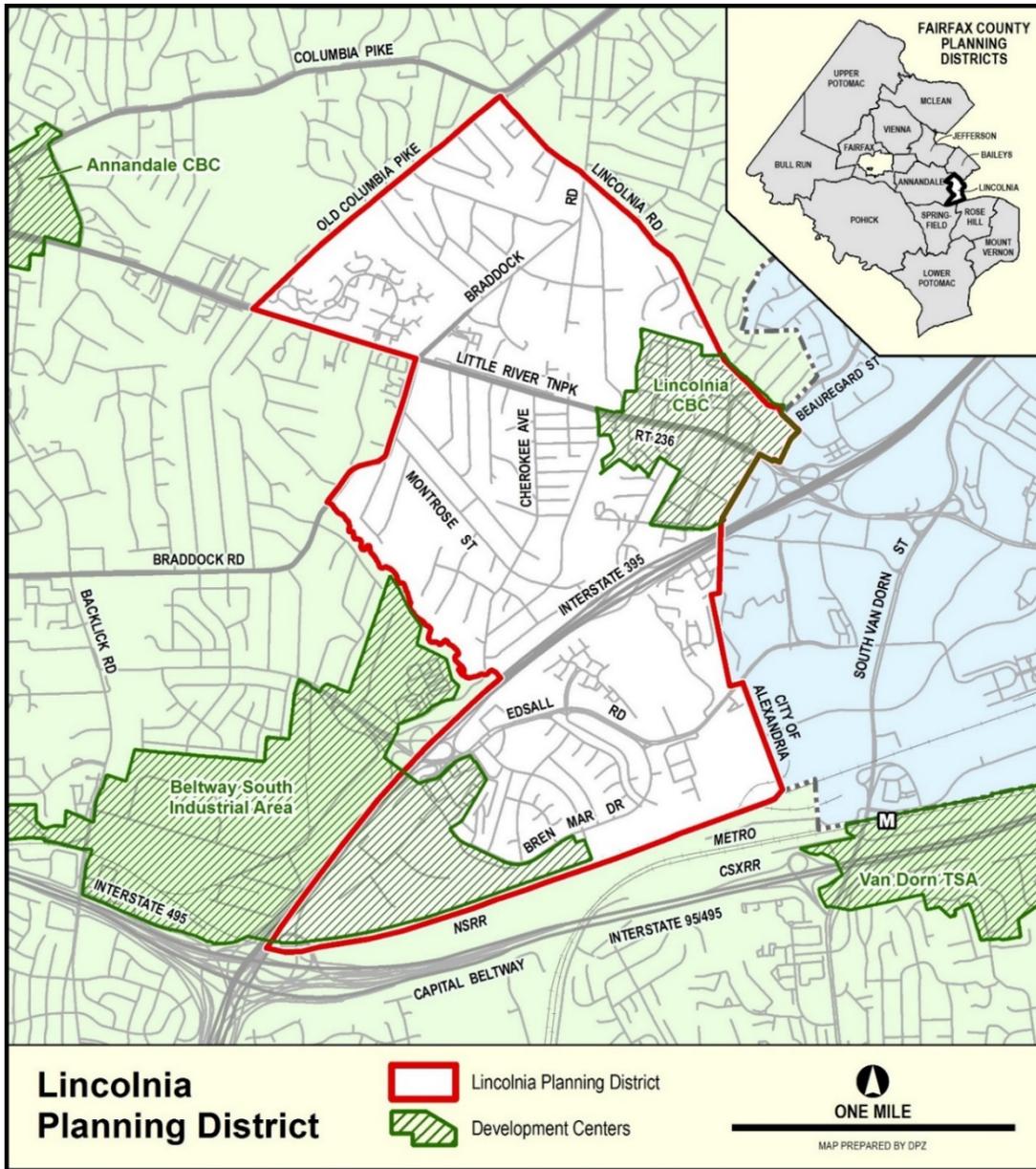
The Lincolnia Planning District is one of the older and more developed areas of Fairfax County, ~~and is~~ It is strongly influenced by the neighboring City of Alexandria and the intensive development along I-395. ~~The pPlanning dDistrict has three distinct community planning sectors~~ is divided by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

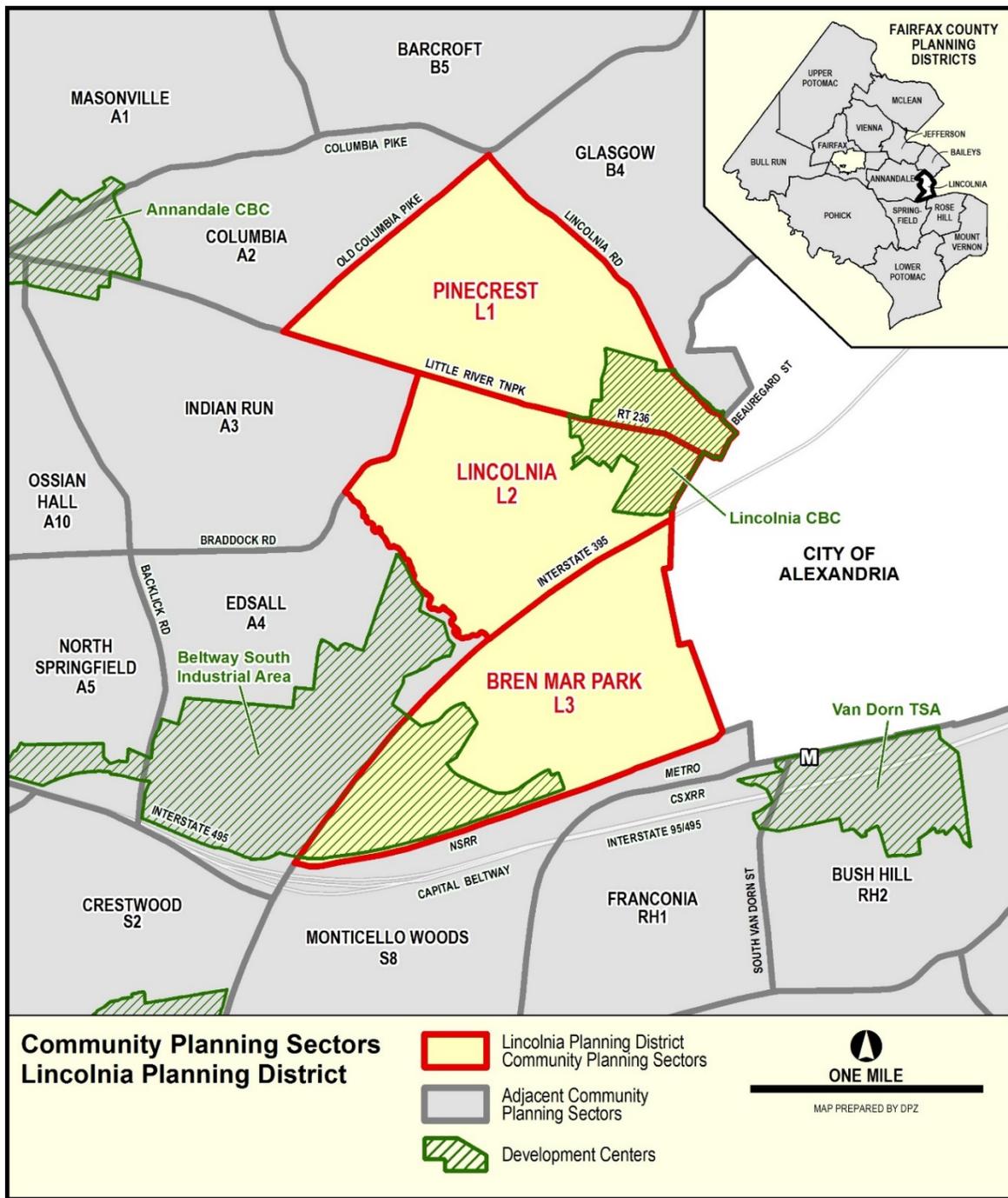
~~The Lincolnia Planning District is divided by several major transportation corridors, including Little River Turnpike and I-395. Commercial activity centers have, in large part, located in and around the intersections of these major thoroughfares. Some commercial and light industrial uses are located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

(THIS FIGURE HAS NOT BEEN MODIFIED)



LINCOLNIA PLANNING DISTRICT **FIGURE 1**

(THIS FIGURE HAS NOT BEEN MODIFIED)



**COMMUNITY PLANNING SECTORS
LINCOLNIA PLANNING DISTRICT**

FIGURE 2

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 Lincolnia Planning District has been designated as Suburban Neighborhoods, a Community Business Center and an Industrial Area. ~~This~~ The Suburban Neighborhood category emphasizes that large portions of the district are the predominantly residential character of the area and suggests guidelines which will help, with policies that seek to maintain this character by restricting potentially incompatible land uses encouraging compatible land uses and/or land use intensities. Neighborhood stability is further promoted through sound planning principles addressing appropriate transitions between adjoining land uses, environmental protection and other 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 as shown by the Concept~~ spans both sides of the I-395, generally in the vicinity of Interstate 495/Capital Beltway (I-495), Backlick Road and Edsall Road. The portion of the Beltway South Industrial Area within the Lincolnia Planning District is located in the Bren Mar Park Community Planning Sector (Sector L3). The Plan calls for maintaining this Consistent with overarching Comprehensive Plan goals, the area's predominantly industrial character, with appropriate guidelines for use 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;
- ~~Encourage~~ Provide pedestrian access to retail ~~areas~~ and services;
- ~~Encourage the creation of~~ 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

DISTRICT-WIDE RECOMMENDATIONS

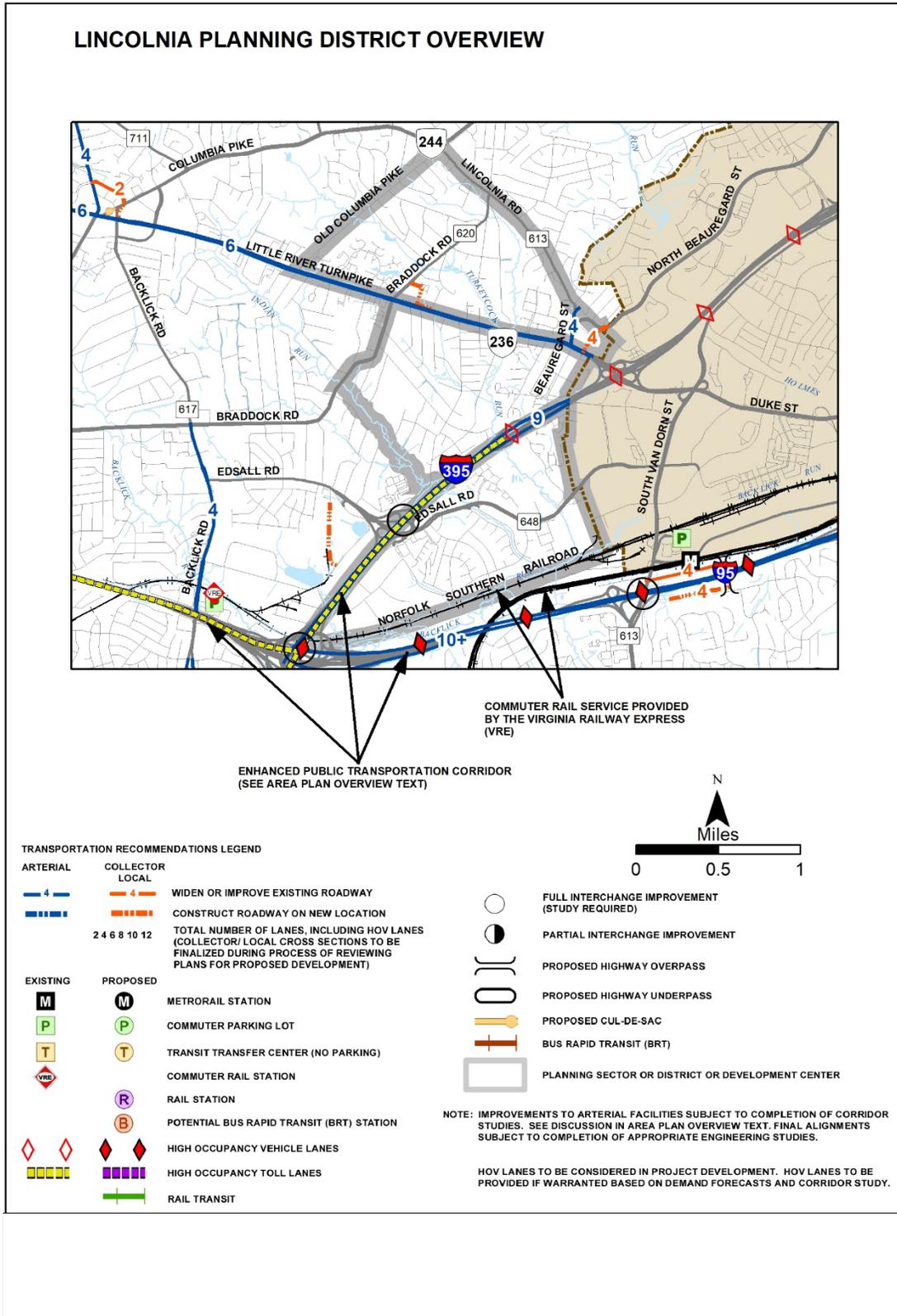
Transportation

Travel within and through the Lincolnia Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the planning district is comprised of several elements, many of which relate to more extensive countywide facilities, services and policies. The arterial and major collector roadways affecting the planning district are shown on Figure 2 ~~3~~. Other countywide Transportation elements are also depicted.

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

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

REPLACE: Fairfax County Comprehensive Plan, 2017 Edition, Lincolnia Planning District, amended through 7-31-2018, Overview, Countywide Transportation Recommendations Figure 2, page 4:



(THIS FIGURE HAS NOT BEEN MODIFIED)

FIGURE 34
LINCOLNIA PLANNING DISTRICT
EXISTING ASSISTED HOUSING
(Updated May 2015)

Rental	Planning Sector	Number of Beds or Dwelling Units	Type of Program and Ownership
Lincolnia Residences	L1	26 dwelling units	Fairfax County Rental (Elderly)
		52 beds	Senior Center/Adult Care Residence
Strawbridge Square	L2	128 dwelling units	Private/Section 8
Edsall Station	L3	135 dwelling units	Private/Section 8
Sullivan Place	L3	17 dwelling units	Affordable Dwelling Unit (ADU) rental program – privately owned units
Homeownership	Planning Sector	Number of Beds or Dwelling Units	Type of Program and Ownership
	District-wide	34 dwelling units	MIDS, First Time Home Buyers, or Affordable Dwelling Units

Housing

A list of existing assisted housing for the Lincolnia Planning District is shown in Figure 34. This list includes housing developments which, to the county's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

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

- Housing units owned or managed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and operated by the Department of Housing and Community Development under the Federal Public Housing program or the local Fairfax County Rental Program;
- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing;
- Federal Section 8 project based rental subsidy units, which are usually privately owned;
- Units subsidized under federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;
- Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;
- Tax Credit/Virginia Housing Development Authority (VHDA) financed projects with Low Income Housing Tax Credits and/or VHDA financing which establishes income eligibility requirements, many of which are privately owned;
- Nonprofit rental units and group homes serving nine or more individuals and owned by private entities, which were assisted with loans or grants from the Community Development Block Grant (CDBG), Section 108 loans, Home Investment Partnerships Program (HOME), or Fairfax County Housing Trust Fund;
- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home;
- Homebuyer Equity Loan Program (HELP) and Silver Lining Initiative are loan programs using federal funds to help moderate income families purchase market rate homes in the county. Financing is both down payment and gap financing in

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

- Work Force Housing (WDU) units are created through the Board of Supervisors WDU Policy, which was adopted in 2007, to provide affordable housing in mid and high-rise buildings which are exempt from the requirements of the Affordable Dwelling Unit (ADU) ordinance. The WDU policy is a proffer-based incentive system designed to encourage voluntary development of new housing affordable to a range of moderate income households earning up to 120% of the Area Median Income (AMI); and
- Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) median income and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.

In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included ~~on the figure in Figure 4. Also, the housing listed as part of the Section 8 program is only that where the Section 8 rent subsidy is tied to specific housing units (project based).~~ only the Section 8 units where the rent subsidy is tied to specific housing units (i.e. project based) are listed. Housing where eligible tenants are receiving assistance through the Section 8 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move.

Environment

The Lincolnia Planning District has wide floodplains, steep slopes and slippage prone soils over an area that is important to groundwater quality. Much of the ~~water~~ 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. ~~Parcels were Development of these parcels was bypassed during the earlier stages of growth 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 contemporary 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 45, and a map of those resources is shown on Figure 56. 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.

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

The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Register of Historic Places, and the county's Historic Overlay Districts promote the recognition of sites with historic, architectural and archaeological significance. Designation confers public recognition and can offer incentives for preservation to the property owner.

The county Inventory of Historic Sites includes properties that meet certain eligibility criteria and are officially designated by the county's History Commission. In addition to historic, architectural or archaeological significance, property properties that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the county's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Project review and approval by the county's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Appendix 9 Residential Development Criteria, #8 Heritage Resources.

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

The county's Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, demolition and building materials must be reviewed and approved by the county's Architectural Review Board.

(THIS FIGURE HAS NOT BEEN MODIFIED)

FIGURE 45
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

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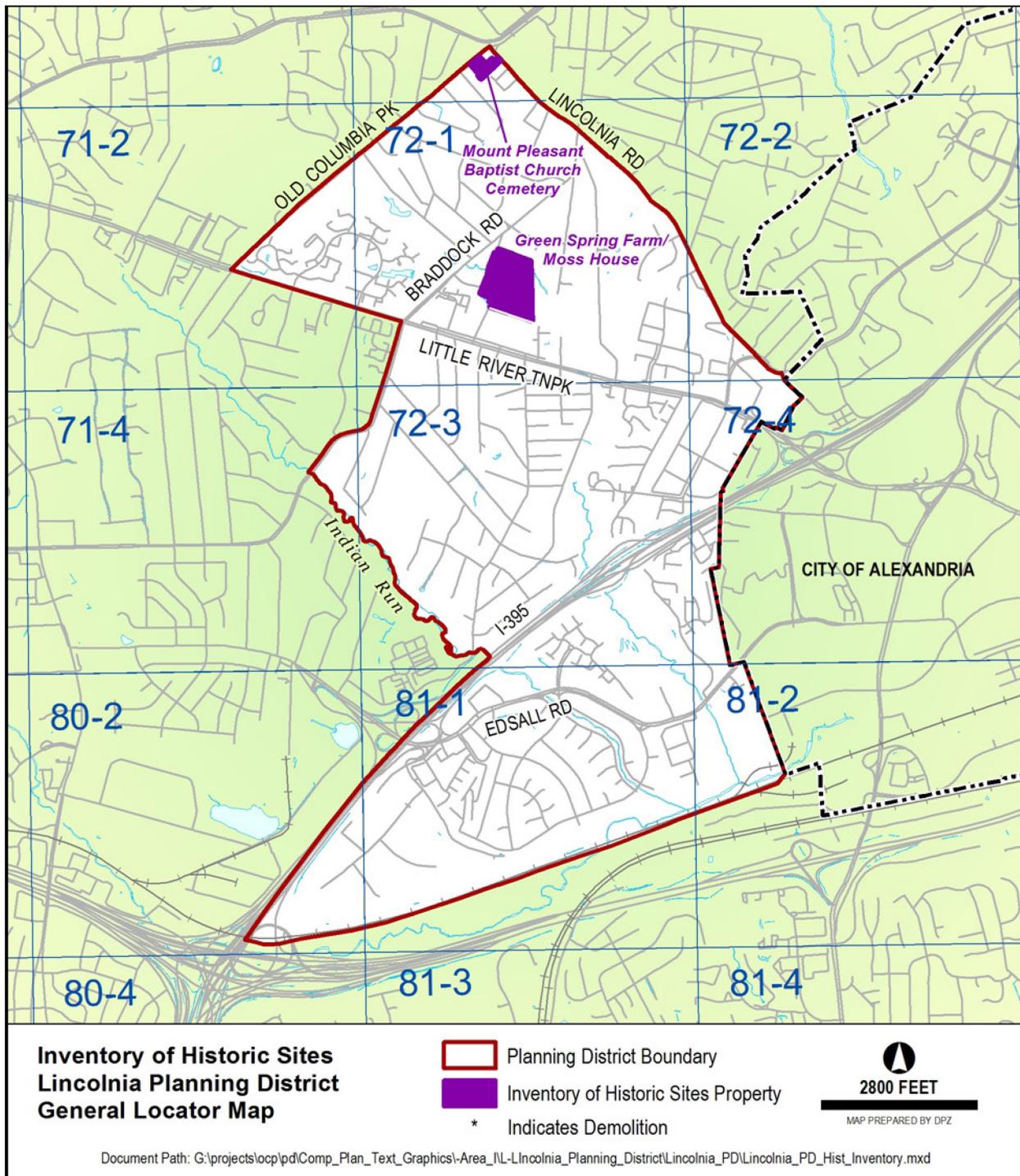


FIGURE 5 6

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

Prior to any zoning action, heritage resource staff from the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. 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 in Figure 67. 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 ~~on~~ in Figures 78 and ~~shown in~~ Figure 89. 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 public parks in the district are Green Spring Gardens and Pinecrest Golf Course. Green Spring Gardens is Fairfax County's premiere

horticultural park with several thematic demonstration gardens, a horticultural center with library and greenhouse, educational programming, as well as wooded trails, ponds, and magnolia bogs. Pinecrest Golf Course is a 9-hole par 35 executive golf course offering a clubhouse with indoor golf simulation, ~~snack bar~~, 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.

(THIS FIGURE HAS NOT BEEN MODIFIED)

FIGURE 67
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

(THIS FIGURE HAS NOT BEEN MODIFIED)

FIGURE 7 8
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.	

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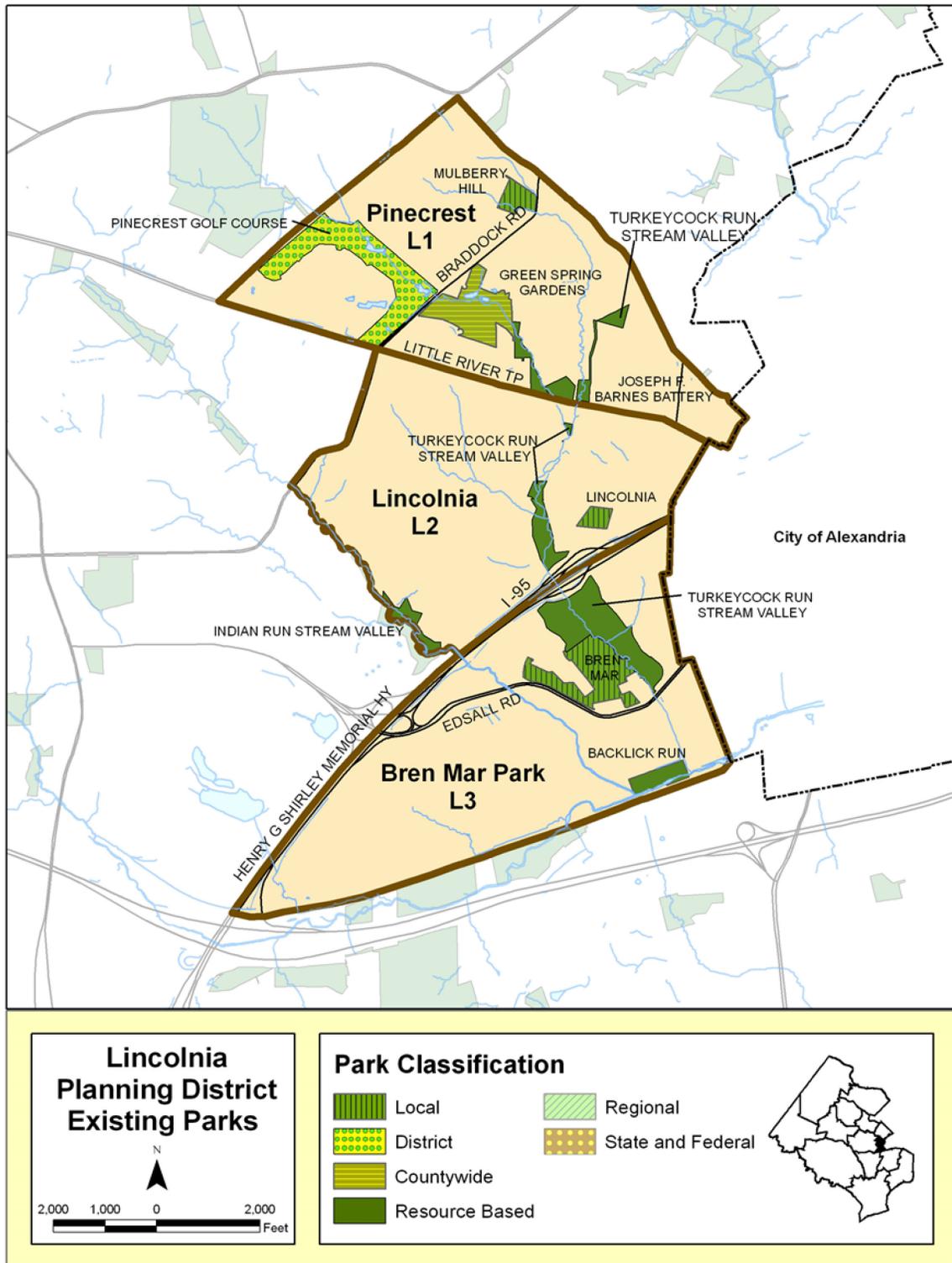


FIGURE 9

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 a deficiency of

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

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

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

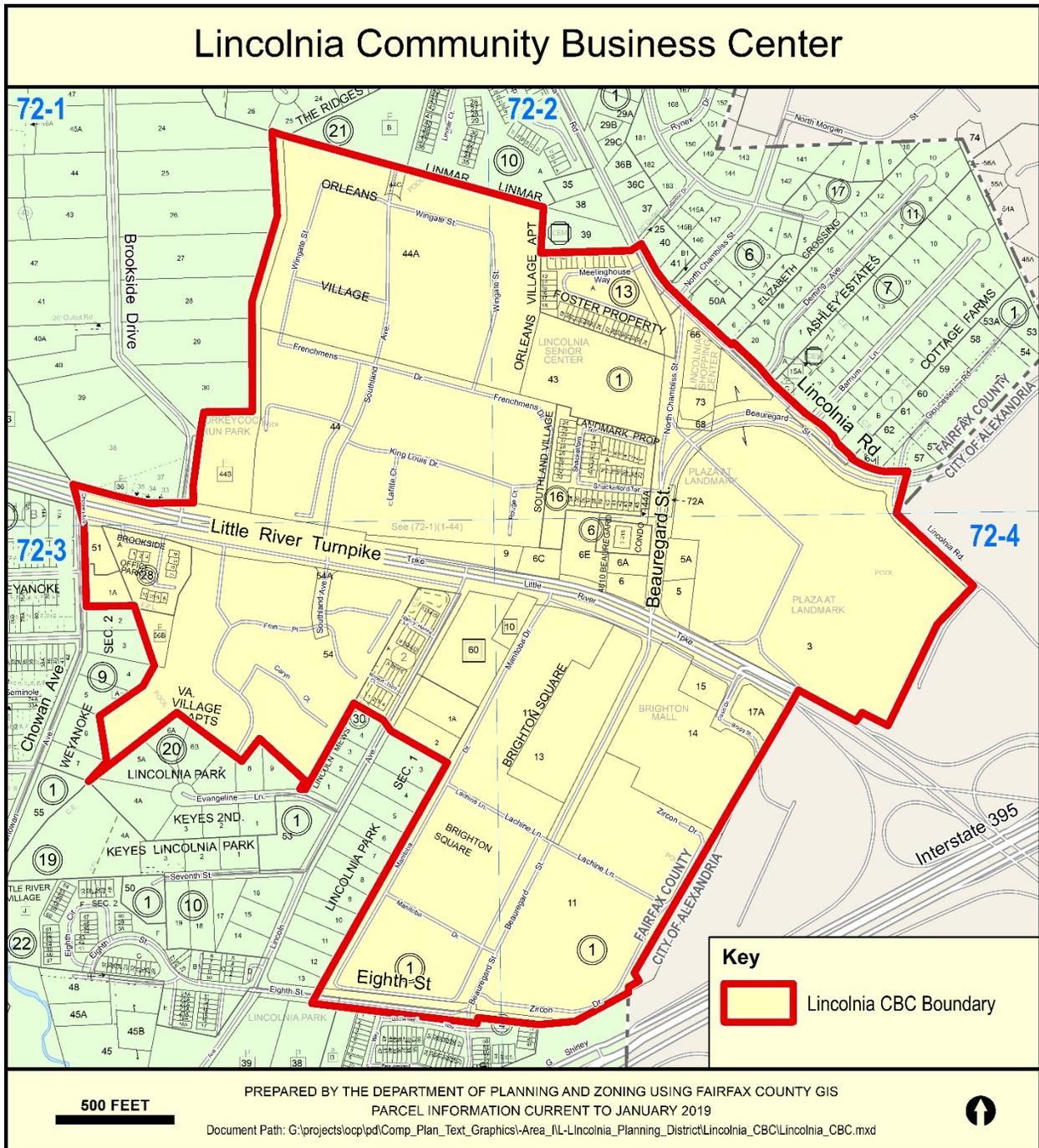
REPLACE: Fairfax County Comprehensive Plan, 2017 Edition, Area I Volume, Lincolnia Planning District, amended through 7-31-2018, Lincolnia Community Business Center:

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 10). 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 10

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 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 spaces 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

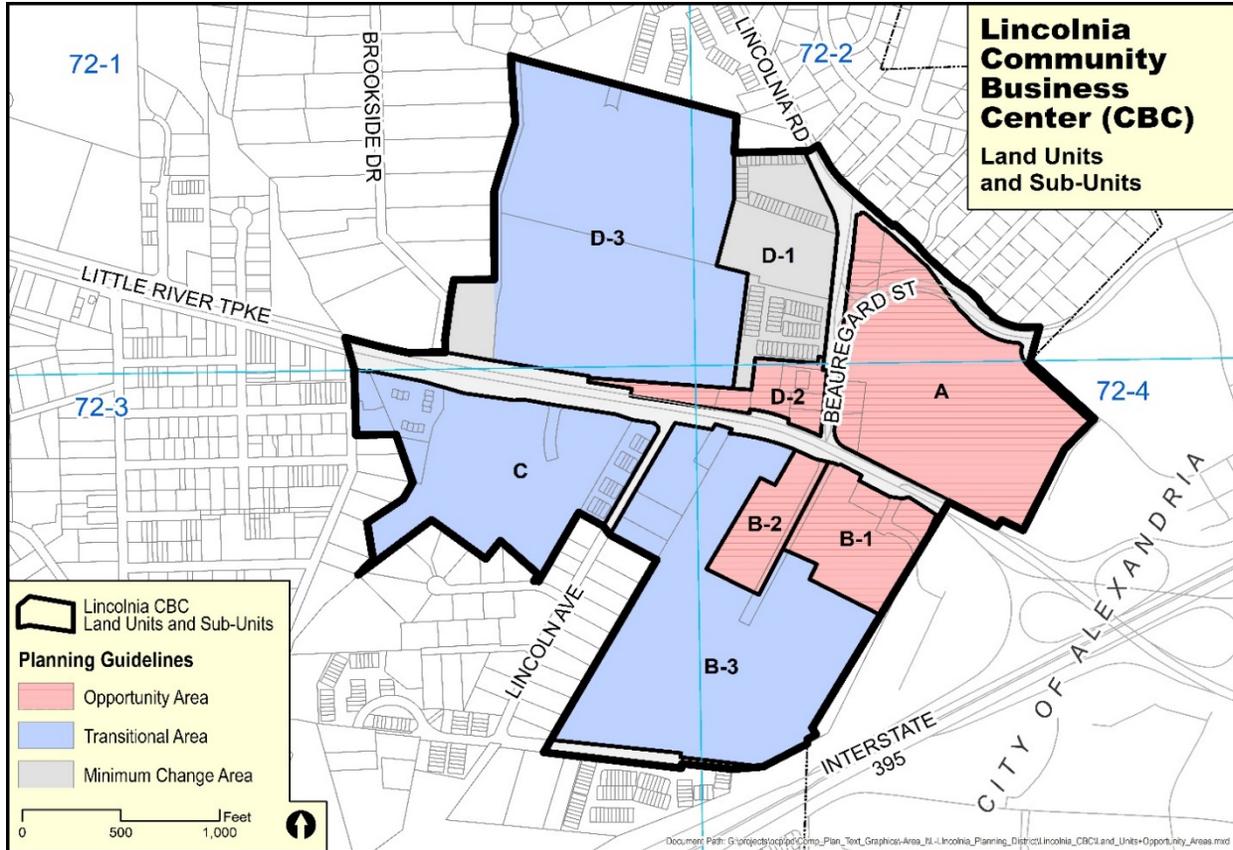
The Lincolnia CBC contains three distinct planning areas characterized as Opportunity, Transitional, and Minimal Change Areas (Figure 11). The Opportunity Areas within the CBC are considered the priority redevelopment areas. Redevelopment is primarily recommended using a form-based approach that uses scale, design and function to guide the implementation of the recommended intensity and mix of uses. Transitional Areas are expected to maintain their existing use but could support moderate change in the future. Changes to land uses and/or intensity in the Transitional Areas may be contemplated if proposals are consistent with the overall goals and vision of the CBC. 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 12 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 COMMUNITY BUSINESS CENTER (CBC)
Land Units and Sub-Units**

FIGURE 11

Figure 12
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 12, 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 Affordable Dwelling Units (ADUs) or Workforce Dwelling Units (WDUs) are preferred to be provided on-site. The units should accommodate a variety of households for people of all ages and abilities. Flexibility in the total number of affordable units provided may be considered for projects that meet additional housing needs that have been identified by the county. Examples include providing a higher proportion of units in the lowest income tiers or providing units with more bedrooms than would otherwise be expected. Such proposals should be evaluated on a case-by-case basis.

Efforts should be made to preserve market rate housing units that are affordable to households earning below 100 percent of Area Median Income (AMI). Land owners may meet their affordable housing objective by purchasing existing units and preserving their affordability as set forth in the Board of Supervisors' WDU 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 13.

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 13 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 13: 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).*

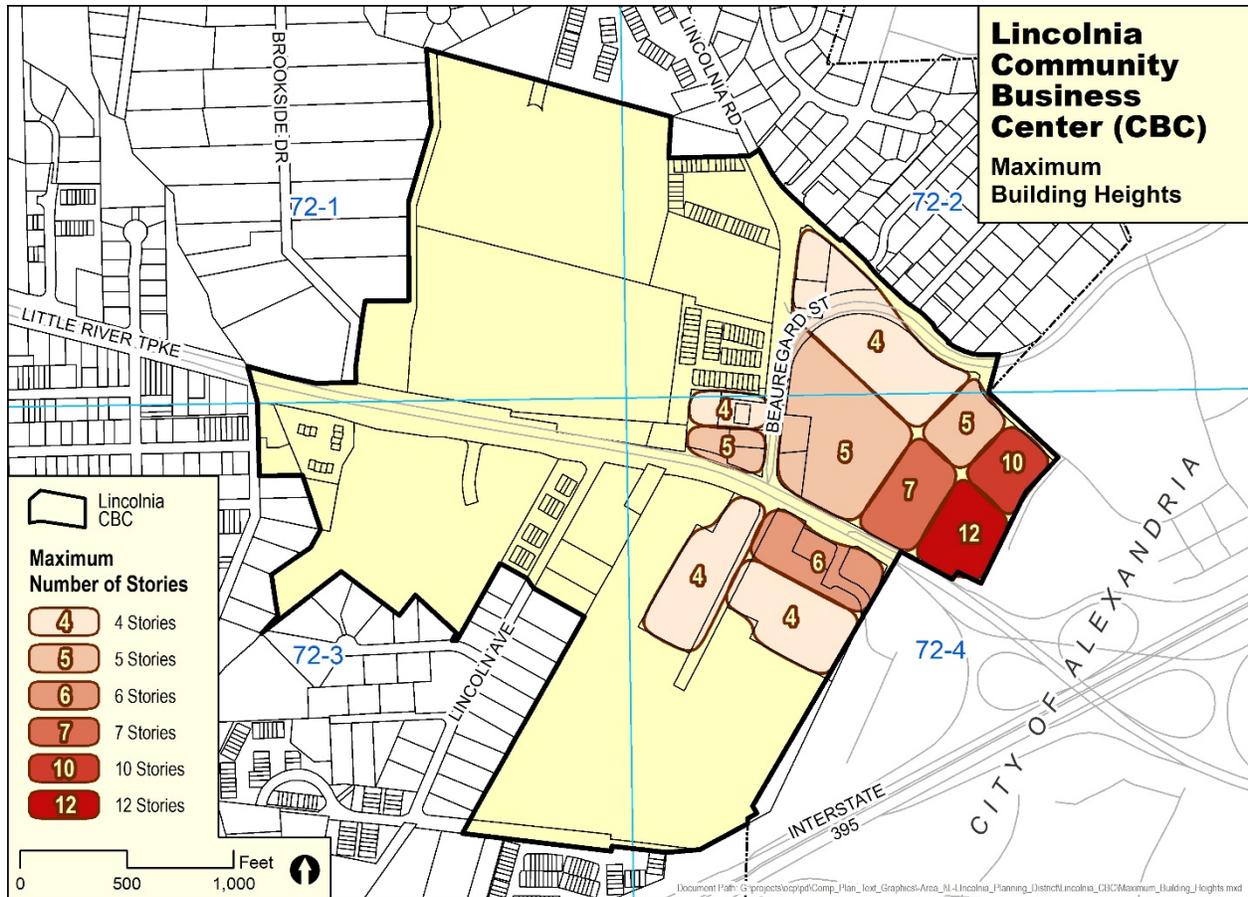
Note 3: *The Plan recommends flexibility among the types of non-residential uses as described in the section that follows.*

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 14, Maximum Building Heights, to address impacts of scale.



LINCOLNIA COMMUNITY BUSINESS CENTER (CBC) **FIGURE 14**
Maximum Building Heights within Opportunity Areas

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 15. 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.

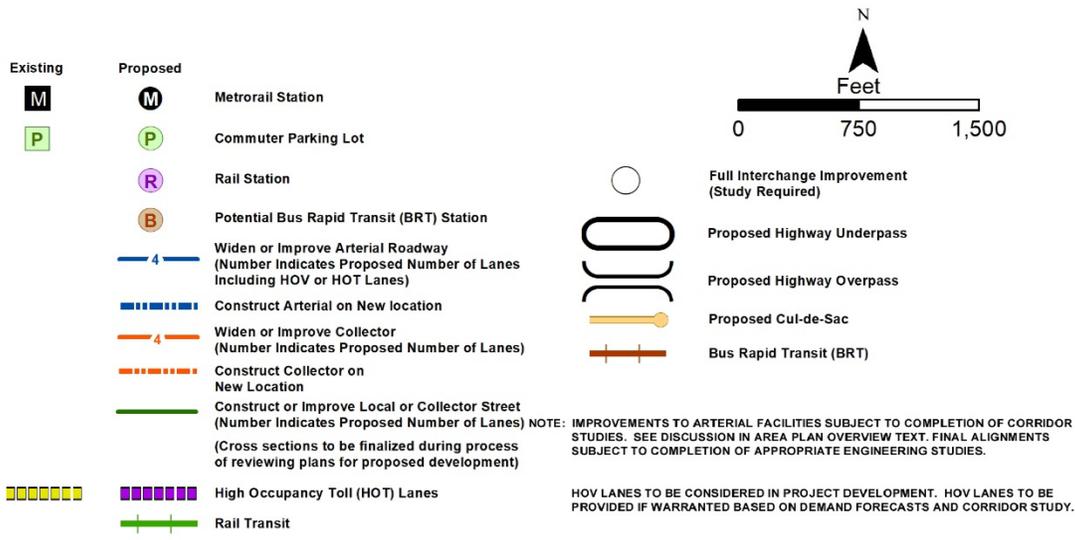
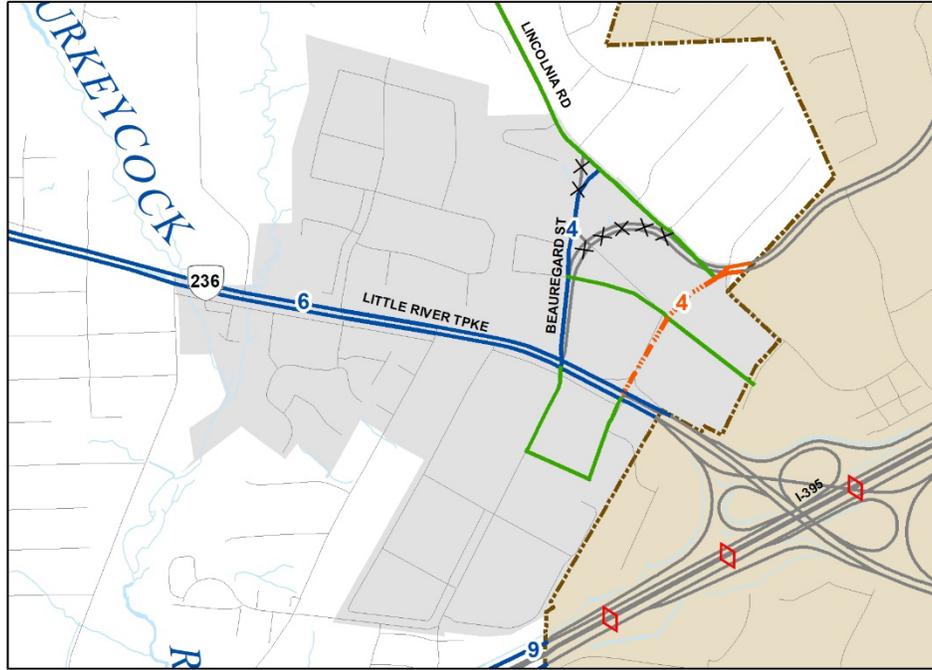
Access Management

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 STREET NETWORK**



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

FIGURE 15

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

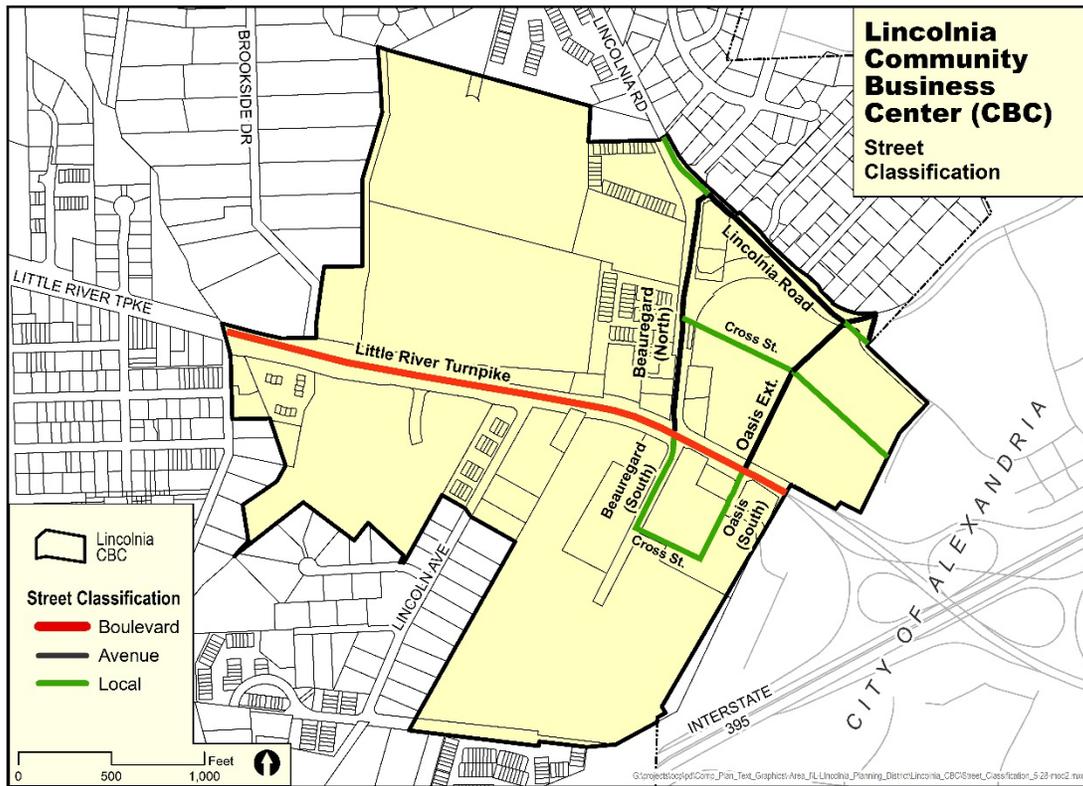
A new network of streets within the CBC Opportunity Area is critical to achieving a multimodal transportation system that serves both through traffic and local needs and facilitates high-quality redevelopment. The new blocks created by the grid should generally follow the block dimensions and characteristics 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 16. 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 17 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) FIGURE 16
Multimodal Street Classification

Figure 17
 Cross-Reference between Traditional Highway Functional Classification and Multimodal Street Types

		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 Types	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.

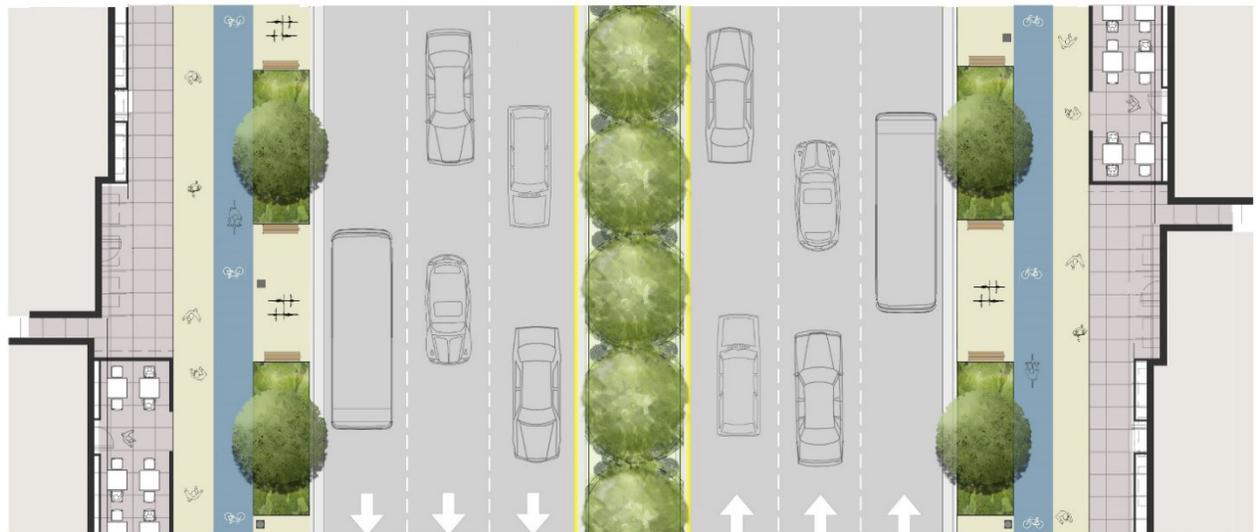
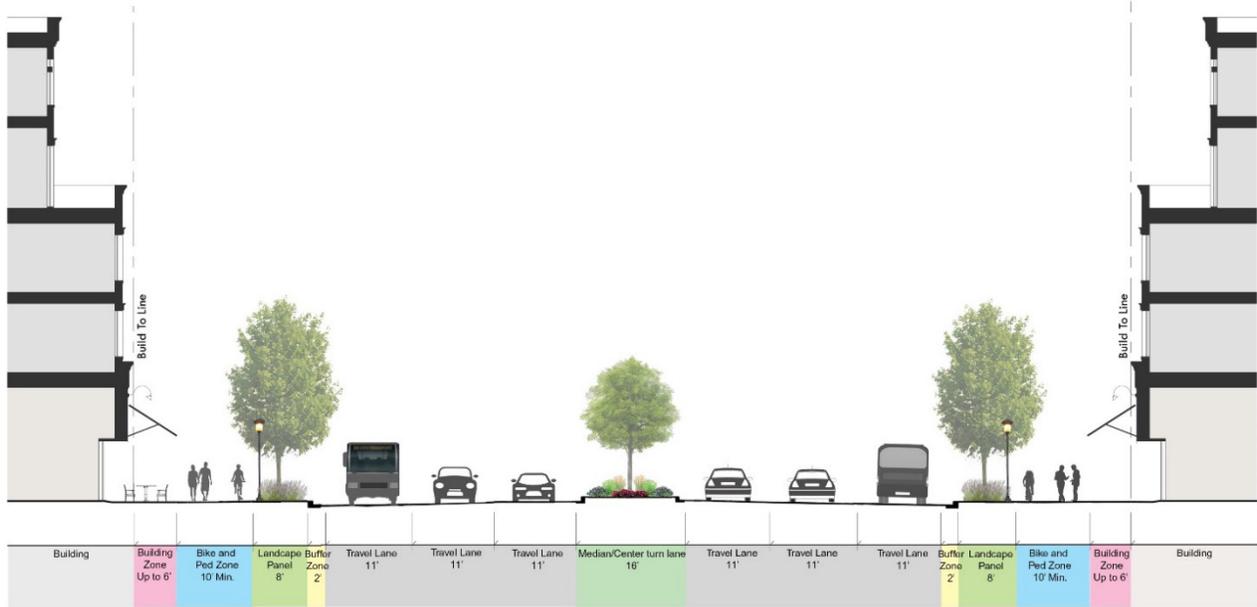
Pedestrian and Bicycle Facility Flexibility

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 18, 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
Conceptual cross-section and plan view

FIGURE 18

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):

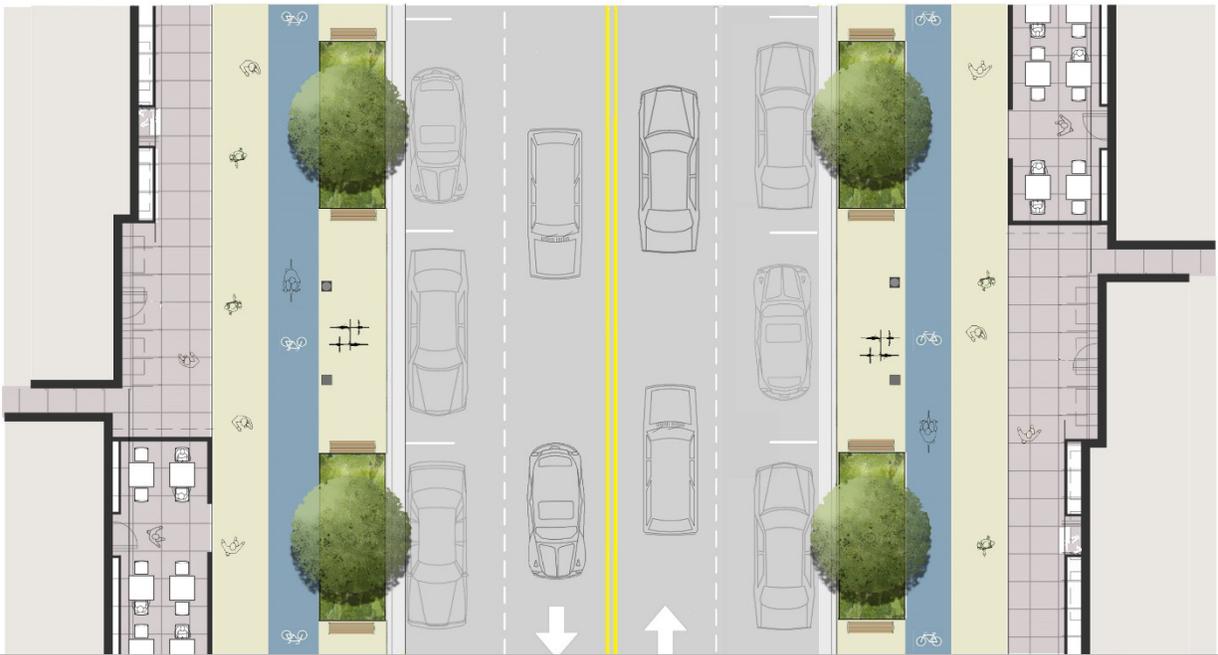
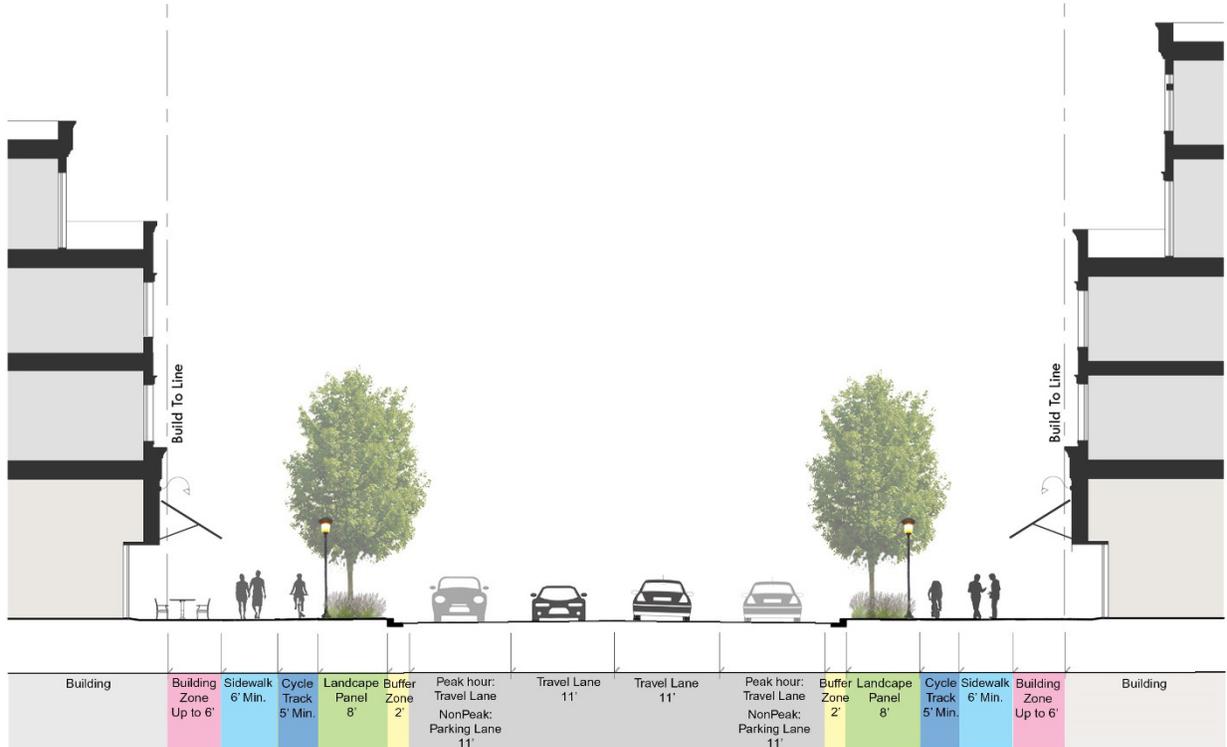
- Drive Lanes – Three travel lanes per direction (11-foot typical for each lane; however, lane widths may vary based on site characteristics and anticipated traffic volumes).
- A 2 to 2.5-foot buffer zone is recommended between the travel lane and landscape panel.
- Median – A 16-foot median should be 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 19

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):

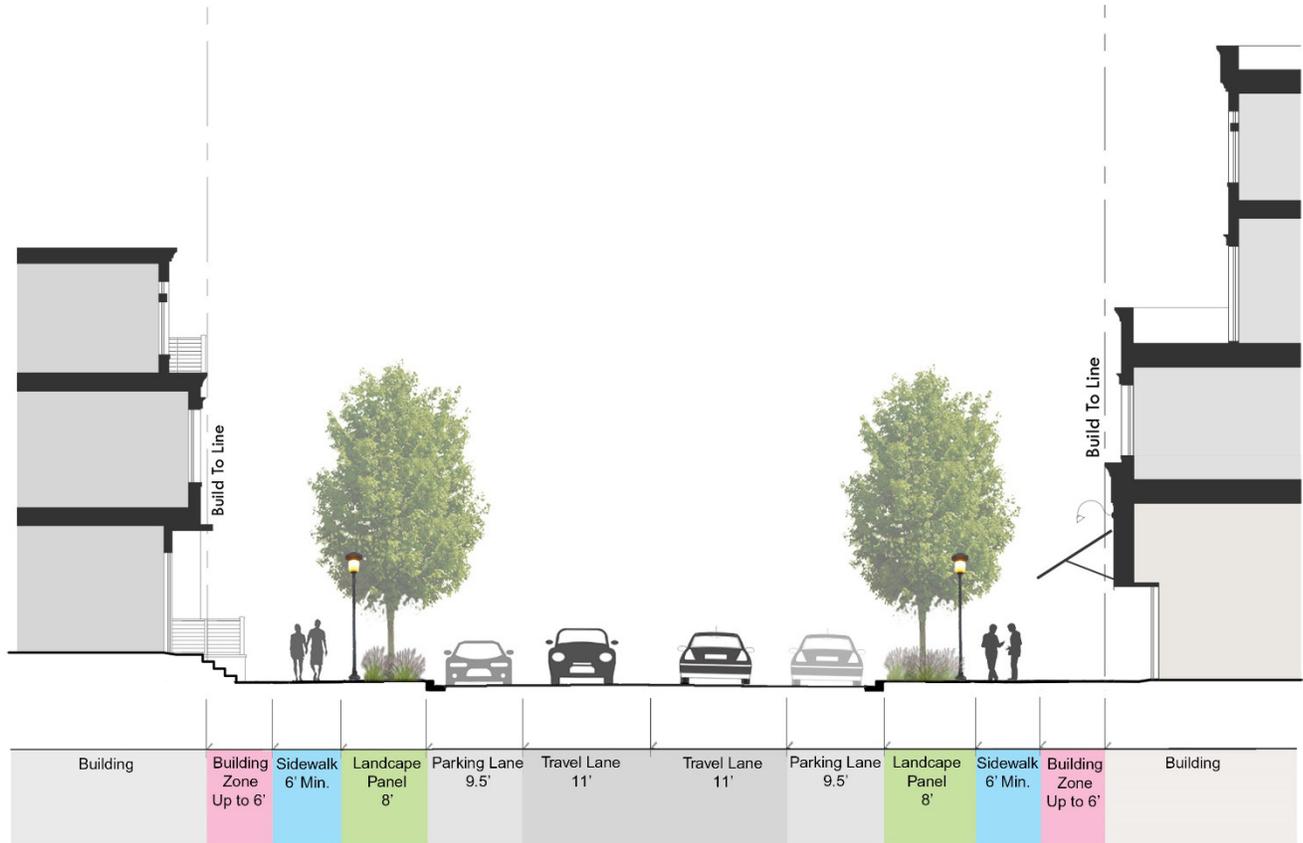
- Drive Lanes – Two travel lanes per direction (11 foot typical for each lane; however, lane widths may vary based on site characteristics and anticipated traffic volumes).
- A 2 to 2.5-foot buffer zone is recommended between the travel lane and landscape panel.
- Parking Lane – The two outer travel 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 20 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 and plan view

FIGURE 20

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

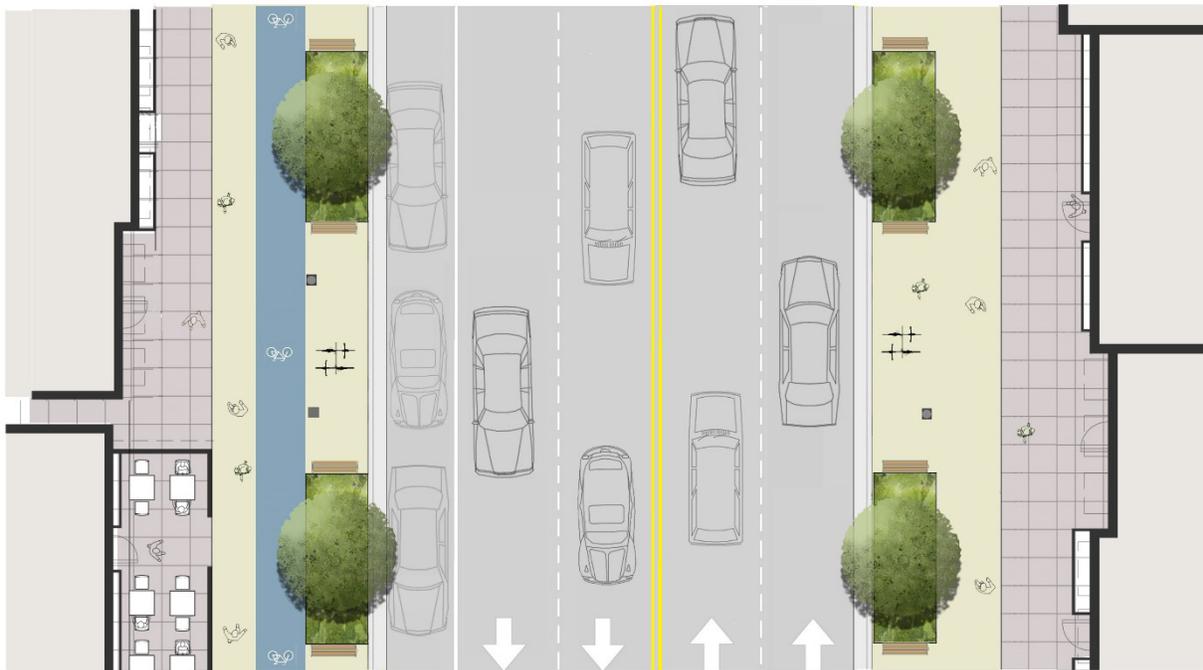
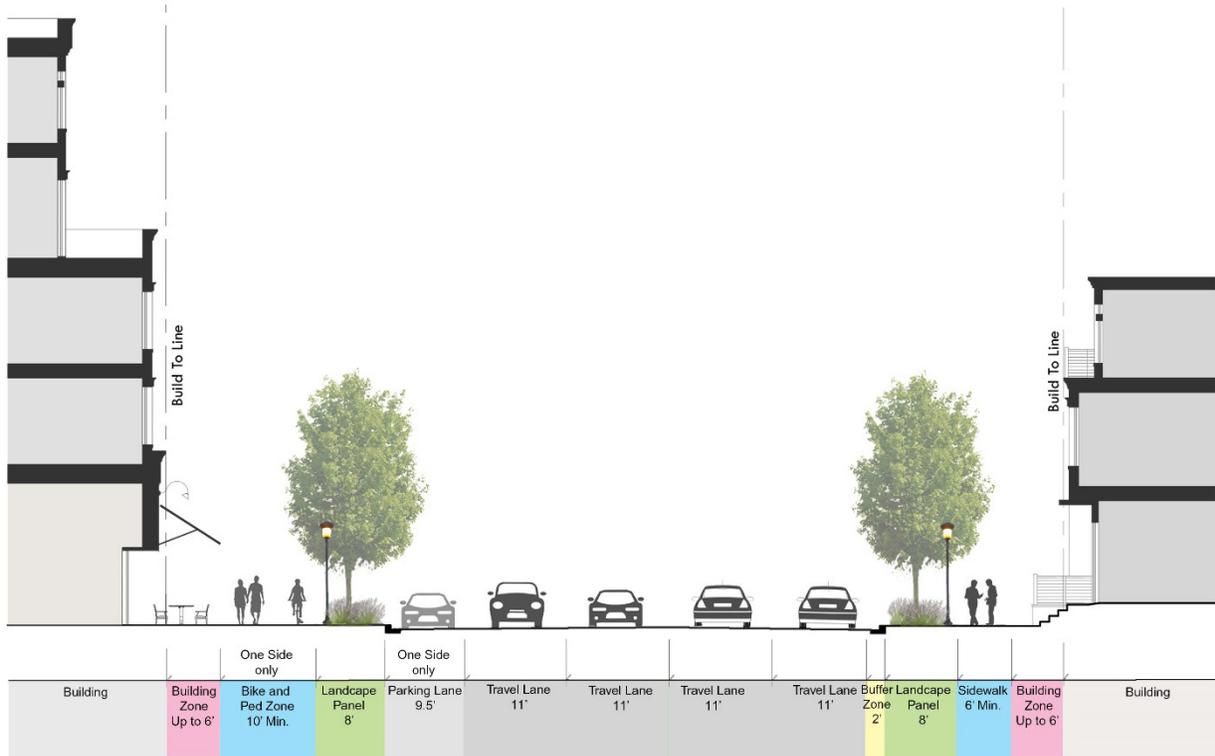
sides of the roadway, or a minimum 8-foot bi-directional cycle track on one side of the roadway. If a bicycle facility is recommended, it should be located between the landscape panel and sidewalk. Efforts should be made to match the design and location of the bicycle facility to Oasis Extension to the 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 15, 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 21 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)
Conceptual cross-section and plan view

FIGURE 21

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):

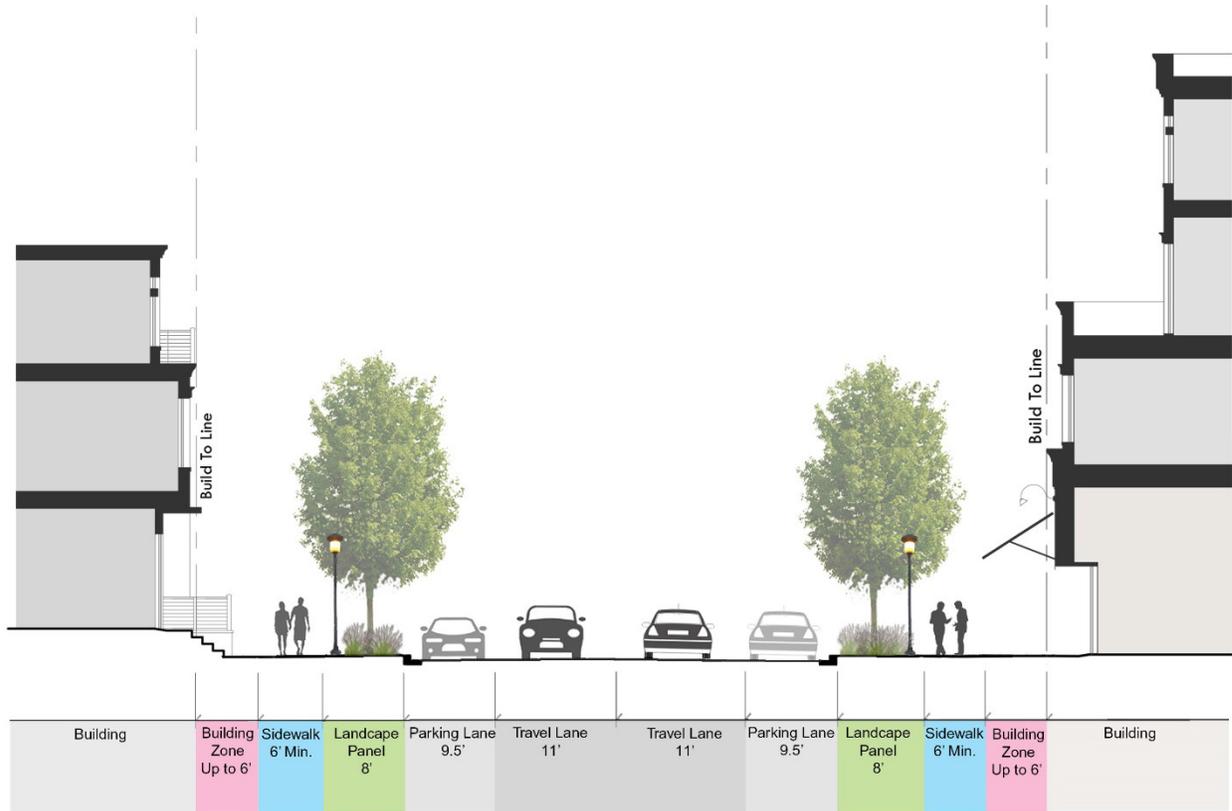
- Drive Lanes – Two travel lanes per direction (11 foot typical for each lane; however, lane widths may vary based on site characteristics and anticipated traffic volumes).
- Parking Lane – A 9.5-foot wide parallel, on-street parking lane on one side of the street inclusive of curb and gutter. The need 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 22 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)
Conceptual cross-section

FIGURE 22

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.

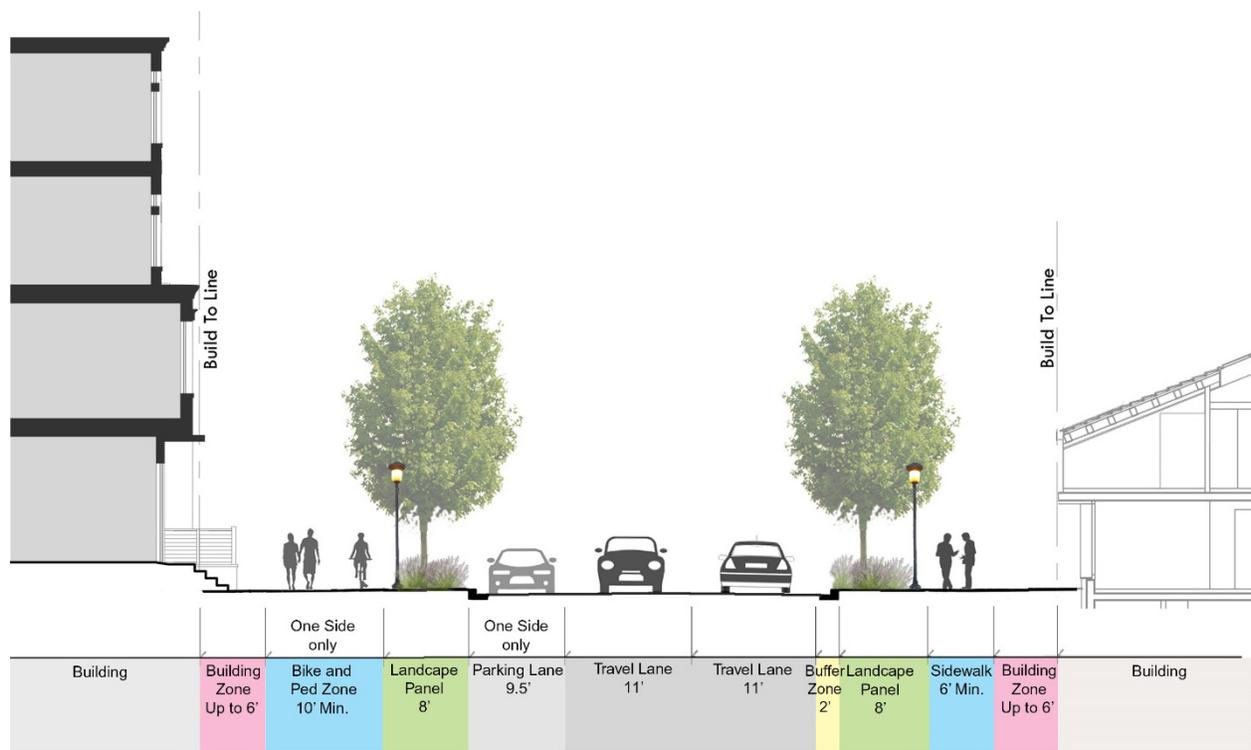
- Sidewalk – A minimum 6-foot sidewalk on the side(s) of the roadways without a shared pedestrian/bicycle zone. A sidewalk up to 8-feet is recommended based on the character or intensity of nearby uses.

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 23**

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.

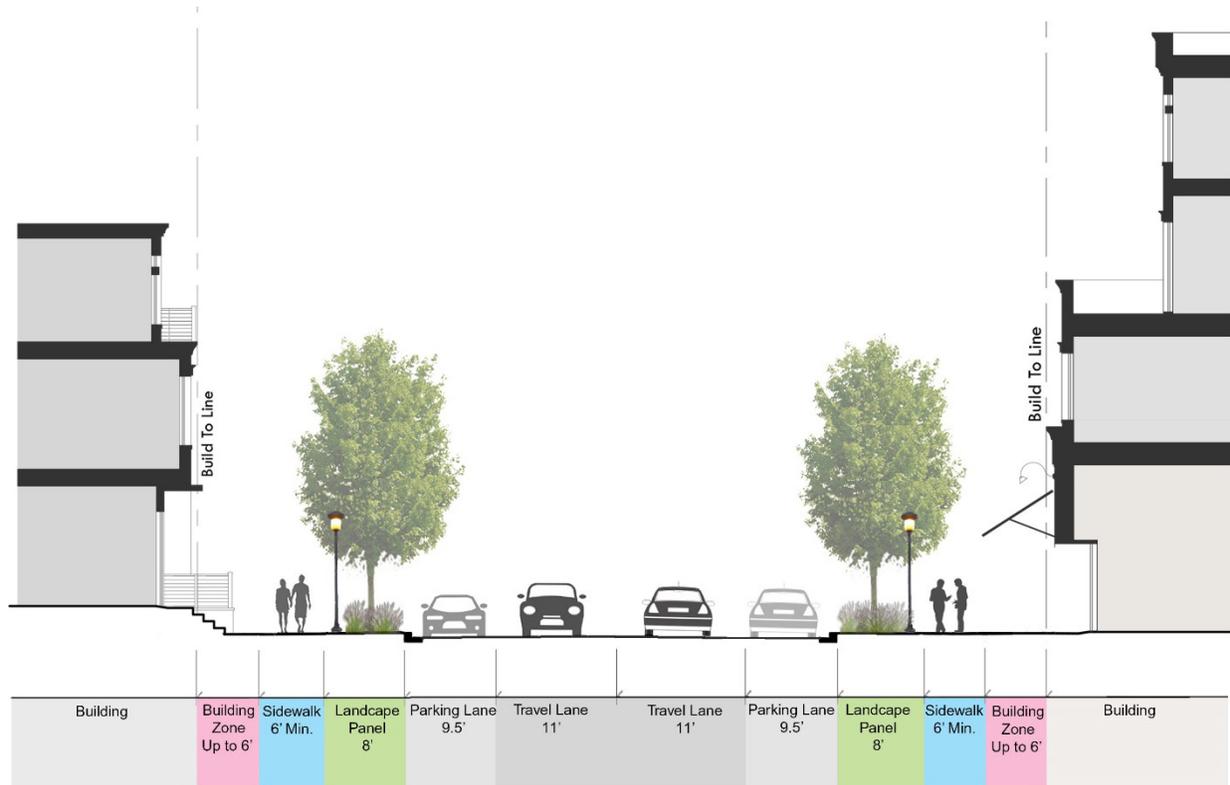
Outside of the right-of-way:

- 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 23, 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 24 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
Conceptual cross-section

FIGURE 24

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. 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. 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)

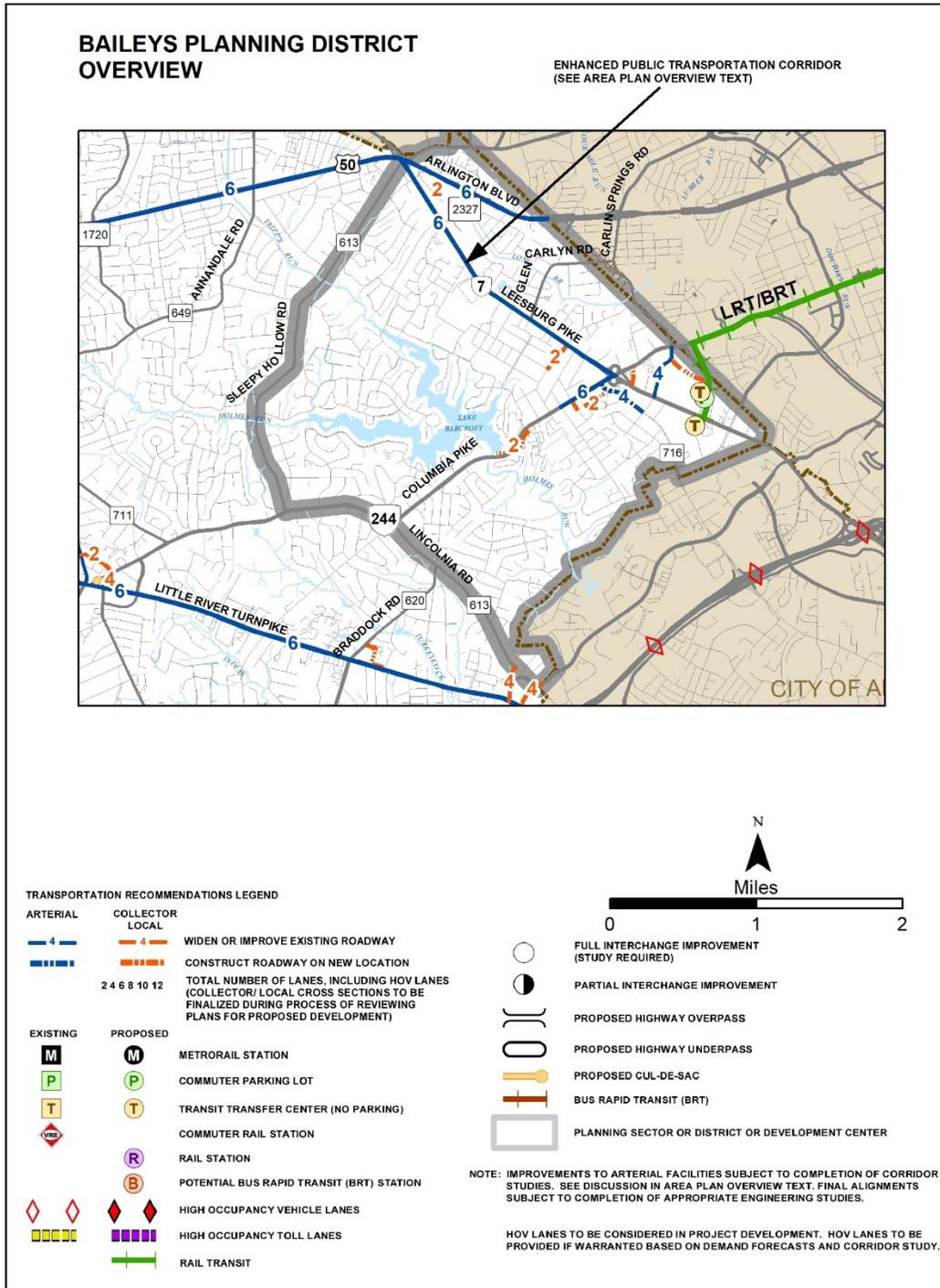
Sub-unit D-2 is approximately 4.3 acres and located at the northwest quadrant of the intersection of Little River Turnpike and North Beauregard Street. The sub-unit is primarily characterized by community serving, highway-oriented retail services and limited office space exists within the Beauregard 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.

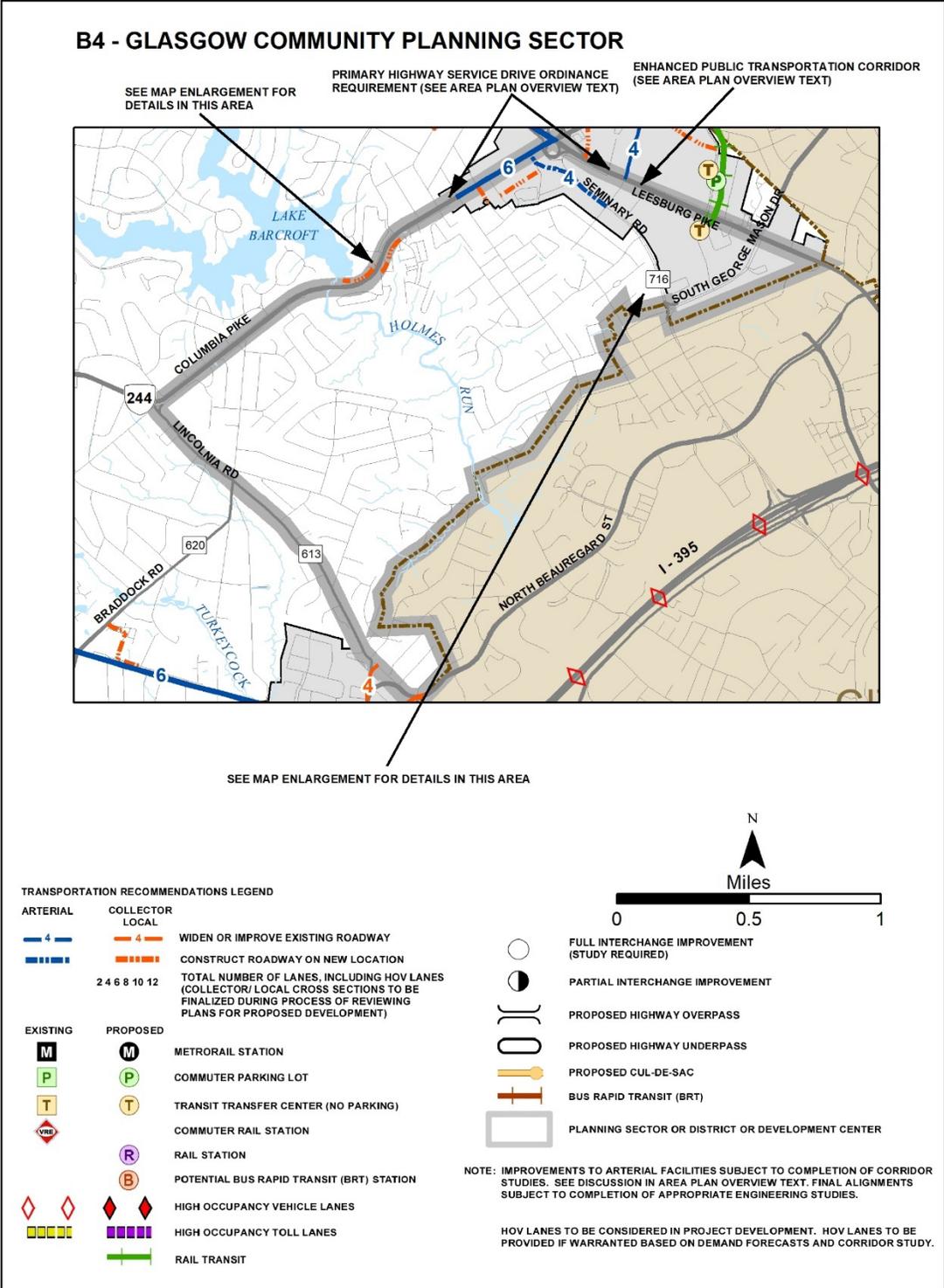
Sub-unit D-3 (Transitional Area)

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. Future considerations should follow the Guiding Planning Principles and General Land Use Recommendations for the Lincolnia CBC.

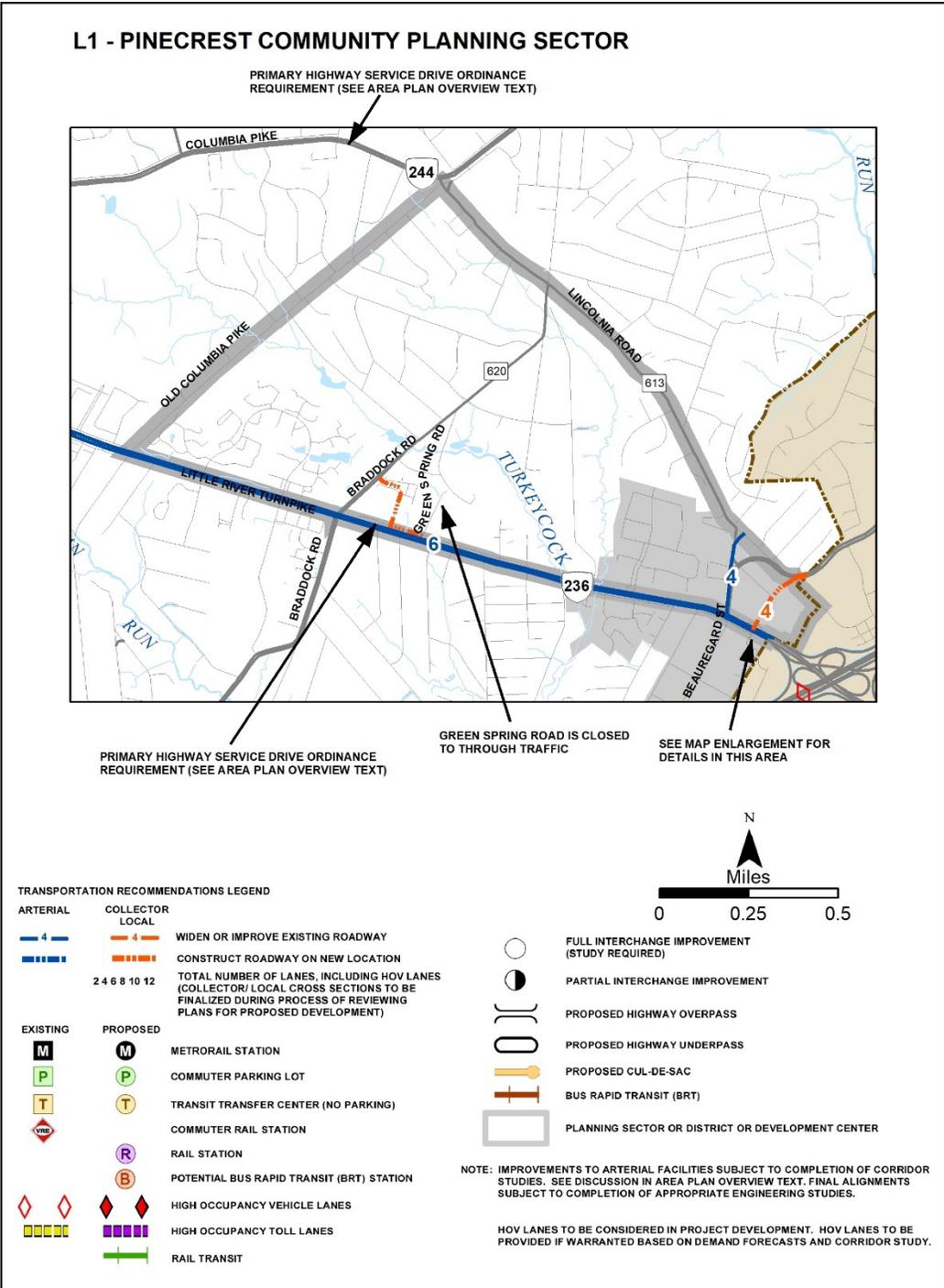
REPLACE: Fairfax County Comprehensive Plan, 2017 Edition, Baileys Planning District, amended through 10-16-2018, Overview, Countywide Transportation Recommendations Figure 2, page 4:



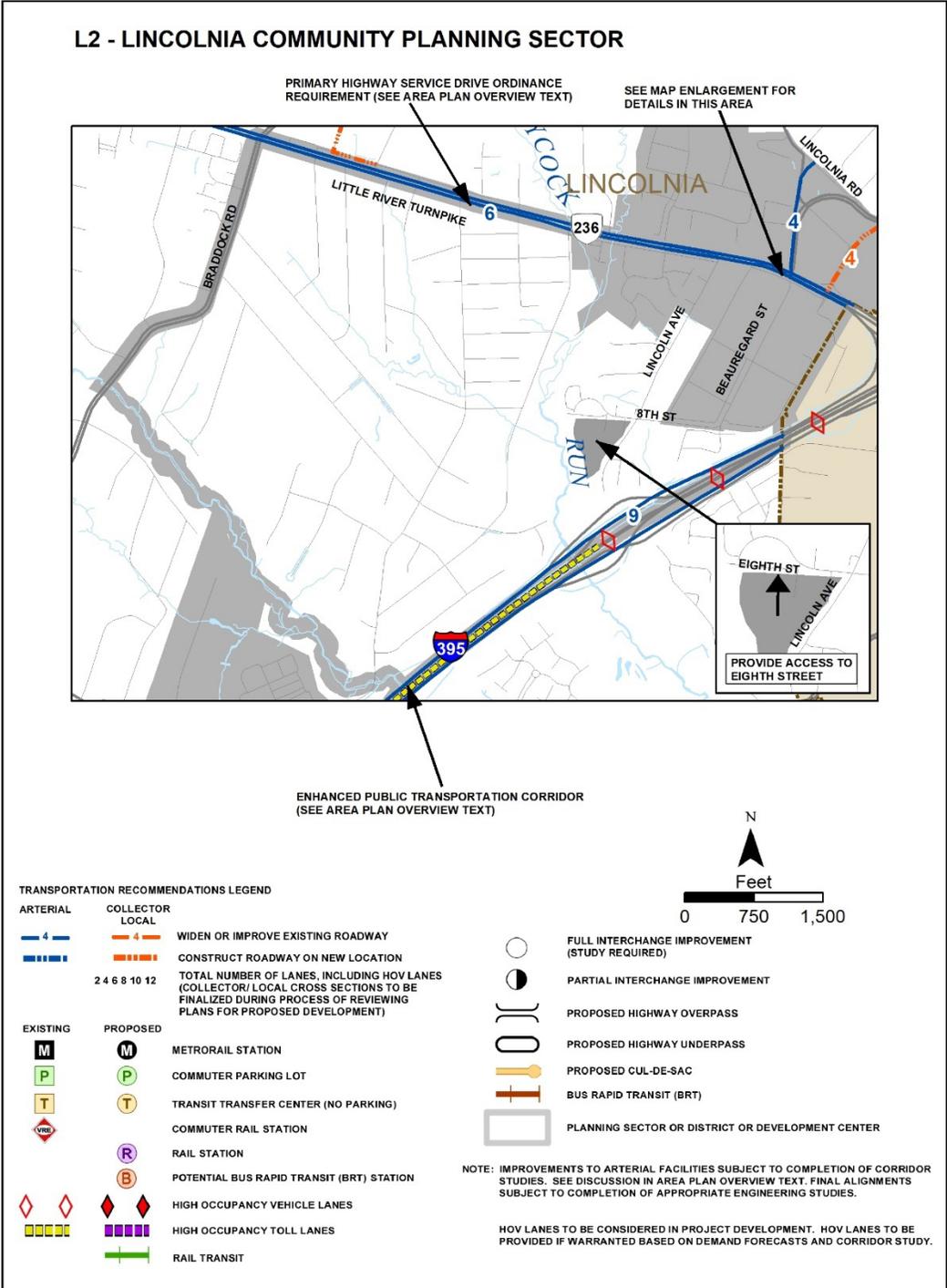
REPLACE: Fairfax County Comprehensive Plan, 2017 Edition, Baileys Planning District, amended through 10-16-2018, B-4 Glasgow Community Planning Sector, Transportation Recommendations Figure 59, page 196:



REPLACE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Lincolnia Planning District, amended through 7-31-2018, L1 - Pinecrest Community Planning Sector, Figure 12:



REPLACE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Lincolnia Planning District, amended through 7-31-2018, L2 – Lincolnia Community Planning Sector, Figure 14:



REPLACE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Lincolnia Planning District, amended through 7-31-2018, L3 – Bren Mar Park Community Planning Sector, Figure 15:

