



**A Publication of the County of Fairfax, Virginia  
Department of Planning & Zoning**

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**STAFF REPORT  
2009-2010 SOUTH COUNTY AREA PLANS REVIEW**

**SUPERVISOR DISTRICT:** Lee

**APR ITEM:** 09-IV-2S

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**NOMINATOR(S):** Sarah E. Hall on behalf of Inova Health Care Services

**ACREAGE:** 8.16 acres

**TAX MAP I.D. NUMBERS:** 91-1 ((1)) 11A

**GENERAL LOCATION:** North of Franconia-Springfield Parkway and east of Walker Lane

**PLANNING AREA(S):** IV  
**District(s):** Springfield  
**Sector:** Beulah (S9)

**ADOPTED PLAN MAP:** Alternative Uses

**ADOPTED PLAN TEXT:** Residential use at a density of 3-4 dwelling units per acre (du/ac) or office use up to an intensity of 0.25 floor-area ratio (FAR) with conditions. Option for office and support retail use up to an intensity of 0.55 FAR and up to 110,000 square feet (SF) of office use with option for child care facility may be appropriate with at least 15-acre consolidation and other conditions.

Complete Plan text: <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/springfield.pdf>,  
Page 97-101

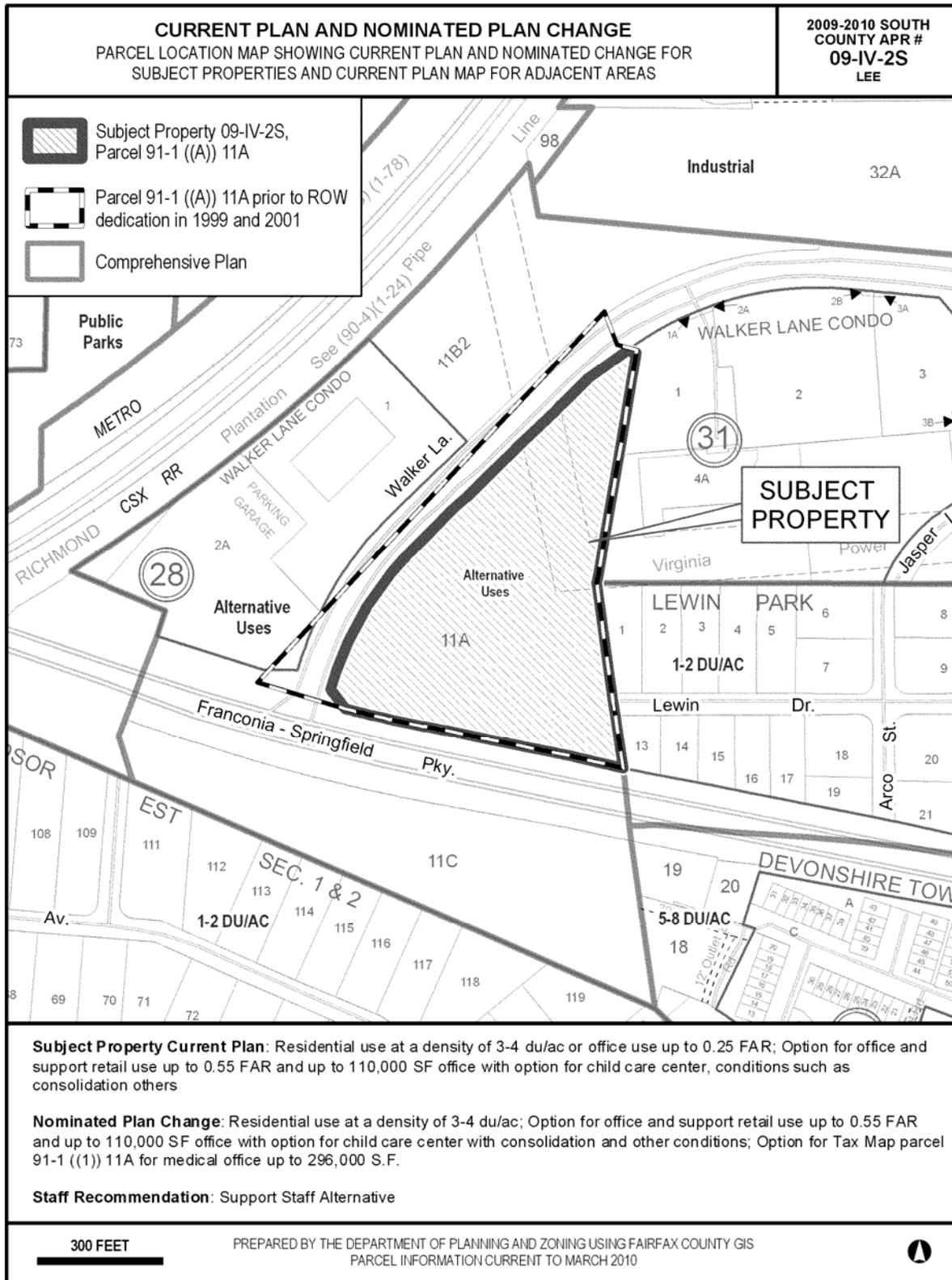
**PROPOSED PLAN AMENDMENT:** Medical office use up to 0.65 FAR

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**SUMMARY OF STAFF RECOMMENDATION**

- Approve Nomination as submitted  
 Approve Staff Alternative  
 Retain Adopted Plan

Staff recommends an alternative that would provide for medical care facilities, medical office use, and ancillary retail uses on the subject property up to 296,000 square feet with a building height limitation of 8 stories or 100 feet and 60-foot height maximum for the parking structure. Staff also recommends that conditions be included within this development, similar to adjacent land units. See proposed text at the end of this staff report.



**CONTEXT**

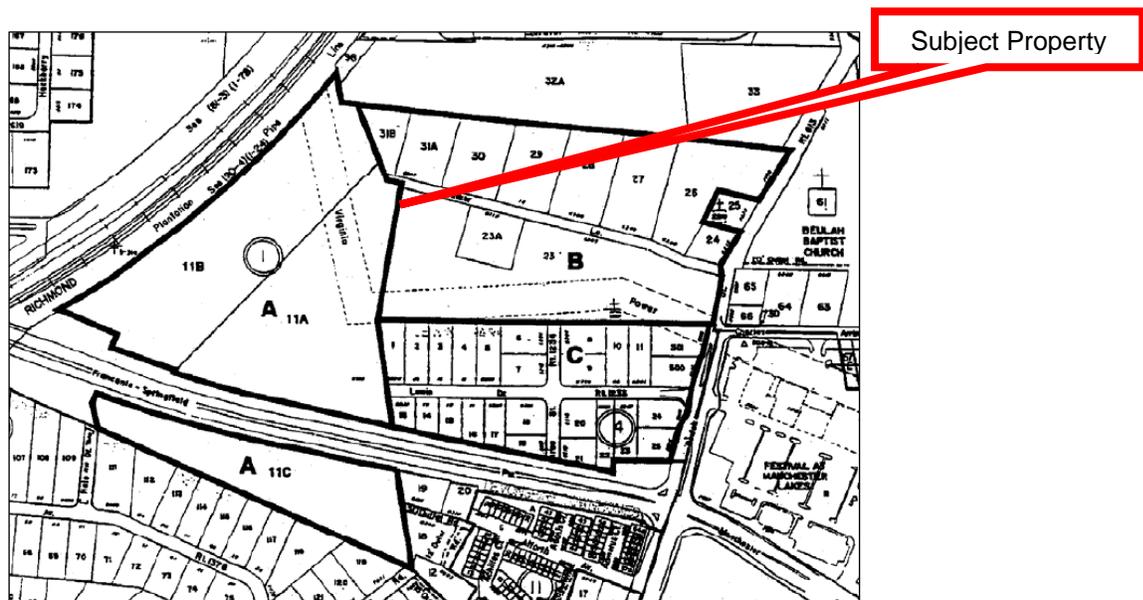
**General Location:**

**Existing and Planned Land Use and Zoning:**

**Subject property:** The 8.16-acre subject property is located north of the Franconia-Springfield Parkway and east of Walker Lane. The Springfield Inova Healthplex, a 5-story, 149,000 square foot (SF) medical office building and medical care facility, is located on the subject property. A Virginia Power easement traverses the property, as shown on the map on the previous page. When the medical facility was developed, two dedications of right-of-way were made in order to connect Walker Lane to the Franconia-Springfield Parkway. The dedications resulted in the reduction of land area of the subject area from 10.46 acres to the current 8.16 acres. The map on the previous page also illustrates the parcel boundaries, pre- and post-right-of-way dedication.

The current Plan recommendations for the property are located within Land Unit A of the S9 Beulah Community Planning Sector within the Springfield Planning District, as shown on the following map. At the baseline, the Plan recommends residential use at a density of 3-4 dwelling units per acre (du/ac) or low intensity office use up to an intensity of 0.25 floor-area ratio (FAR). The Plan also states that no direct vehicular access through the Lewin Park community to the east of the subject property or to the Parkway should be provided. Emergency vehicles should be allowed access to the Parkway, only under certain conditions. As an option, the Plan also recommends office use with support retail uses up to an intensity of 0.55 FAR and up to 110,000 gross square feet total for office with an option for a child care center. Conditions for redevelopment under this option include consolidation of at least 15 acres of Land Unit A and all of Land Unit B, the provision of a unified development plan, transit orientation, and building height limitations, among others.

S9 Beulah Community Planning Sector Land Unit Map: Walker Lane/ Lewin Park Area



The property is zoned I-4 Medium Intensity Industrial District. The I-4 district categorizes medical office use as a permitted use under the office use classification and hospital use as a special exception use under medical care facility classification. The maximum intensity of this district is 0.5 FAR. This maximum would equate to 228,000 square feet (SF) of development, based on the original 10.46 acres of the property, assuming the transfer of density is permitted from the dedicated right of way.

***Adjacent Area:***

The approximately 37-acre area to the south, west, north, and part of the area east of the subject area either are currently part of the Metro Park development or were dedicated to the Fairfax County Board of Supervisors as open space during the Metro Park development. The Metro Park development is planned within the same recommendation for the option for Land Units A and B as the subject property, which recommends office use with support retail use at an intensity of up to 0.55 FAR and up to 110,000 SF total for office use with an option for a child care center. This option was implemented by Rezoning (RZ) 1998-LE-048, approved in August 1999. The development consolidated the entirety of Land Units A and B, except for the subject property of this APR nomination.

The approval of RZ 1008-LE-048 permitted office, retail, hotel, and child care uses at an intensity of up to 0.55 FAR in five to six story buildings with structured and surface parking, adjacent to the subject property. The development is concentrated on the land area west, north, and partially east of the subject property with an effective intensity of 0.62 FAR after the land area to the south that was dedicated as open space to Fairfax County is deducted from the total. All areas, including the land dedicated to the county, are zoned Planned Development Commercial (PDC). The effective intensity of the area to the east of the subject area of the APR nomination is 1.1 FAR.

The remaining area to the east of the subject area, approximately 12 acres not consolidated into Metro Park, is the Lewin Park neighborhood. The majority of the parcels within this neighborhood are developed with single-family detached homes. The area is zoned R-1. The current Plan recommends residential use at a density of 1-2 dwelling units per acre with an option for office and/or hotel with support retail uses at an intensity of up to 1.5 FAR with conditions related to consolidation, design, transportation, green building, and open space. Currently this area is the subject of pending rezoning application RZ 2010-LE-009, which is requesting the approval of office and hotel mixed use up to a 1.5 FAR, to implement the Plan option. The current development plan shows 8-story buildings up to 100 feet, as per the conditions of the option.

**PLANNING HISTORY**

There have been no Comprehensive Plan amendments on the subject property since 1995.

**ADOPTED COMPREHENSIVE PLAN TEXT**

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Springfield Planning District, S9: Beulah Community Planning Sector, , page 97-101, as amended through 7-27-2009:

“Land Use

- ...
1. The area of approximately 64 acres generally located in the northwest quadrant of Franconia-Springfield Parkway and Beulah Street consists of an older residential neighborhood and land zoned for industrial use (I-4 and I-5). Access to the industrial area is available only through the residential neighborhood due to a limited access easement along the Franconia-Springfield Parkway. This area is located in close proximity to the Joe Alexander Transportation Center. Given the unique characteristics of the site, additional planning objectives for this area are to resolve the issue of land use compatibility and promote transit oriented development at this location. The area is divided into Land Units A, B, and C as depicted on Figure 47.

**LAND UNIT A**

At the baseline, Land Unit A, located east of the CSX Railroad tracks, north of the Franconia-Springfield Parkway, and at the terminus of Lewin Drive, is planned for residential use at 3-4 dwelling units per acre or for low-intensity office use up to .25 FAR. In all instances, the portion of the land unit located south of the Franconia Springfield Parkway should be dedicated to the County for open space with the intensity associated with this area shifted to the portion of the land unit north of the Parkway.

Development should provide well-designed interior circulation with no direct vehicular access through the Lewin Park community or to the Parkway. Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation. Attention should be paid to proper siting of structures to enhance the relationship to the transportation center.

**LAND UNIT B**

The area north of Lewin Park, west of Beulah Street, and south of the industrial uses along Gravel Avenue is planned for residential use at 3-4 dwelling units per acre at the baseline. If consolidation of all parcels occurs, office or hotel use up to .25 FAR may be appropriate if a buffer, at least 25 feet in width, and a 7-foot brick wall are provided to assist in creating a transition to the residential community to the south. The buffer should contain evergreen trees to provide year round screening.

**OPTION FOR LAND UNITS A & B**

As an option, office with support retail uses up to .55 FAR and up to 110,000 gross square feet total for office with an option for a child care center may be appropriate, if at least 15 acres of Land Unit A and all of Land Unit B are consolidated to create a mix of uses on the site and provide a transition to development along Beulah Street. To assist in creating the transition, the office and child care uses are envisioned to be located in the eastern portion of Land Unit B near Beulah Street. In addition, the following conditions should be met:

**Land Use/Design**

- The development features a coordinated plan under a single application or concurrent applications which provides for high quality and coordinated architecture, streetscape treatment, and signage; efficient, internal vehicular circulation; efficient vehicular access; and usable open space such as urban parks and/or plazas;
- The development demonstrates transit orientation by locating buildings close to the Joe Alexander Transportation Center, by minimizing front yard setbacks along the internal roadway system, and by providing a pedestrian circulation system that interconnects buildings, parking lots and bus shelters, and provides a pedestrian link to the Franconia-Springfield Parkway trail;
- Building height is a maximum of 12 stories, tapering down to a maximum of approximately 60 feet for structures set back 150 feet from Beulah Street and a maximum of 40 feet for structures closer than 150 feet to Beulah Street;
- Retail uses are limited to support uses, such as dry cleaners and restaurants that are functionally integrated within other buildings;
- The portion of Land Unit A located south of the Franconia-Springfield Parkway is dedicated to the County for open space. The development potential may be transferred to the area north of the Parkway;
- Until such time as Land Unit C redevelops with non-residential uses, a minimum 25-foot vegetated buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community. The buffer should contain evergreen trees to provide year round screening. See additional text under "Transportation/Access" for guidance pertaining to the possible conversion of the buffer to a road under certain conditions;
- Parking structures are well landscaped with trees and shrubs in order to provide a buffer to the surrounding office and hotel uses and Lewin Park;
- The existing family cemetery should be preserved and access provided;
- Site lighting is located, directed, and designed to reduce glare and minimize impact onto the adjacent residential property;

**Transportation/Access**

- Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation;
- Shuttle bus service and pedestrian access are provided to the Joe Alexander Transportation Center with the initial phase of development;

- Provision should be made to accommodate a future connection for pedestrian and shuttle bus access to the Joe Alexander Transportation Center from a point within Land Unit A via a bridge over the CSX and Metrorail tracks;
- To encourage transit use, the amount of parking should be minimized to the extent feasible;
- Access is provided from Land Unit C through Land Unit B to Beulah Street;
- If Land Unit C has redeveloped for non-residential use, a road to serve the redeveloped area should be provided in lieu of the 25-foot buffer, which is planned to be located north of Land Unit C. However, in the event that 760,000 gross square feet of the approved development in Land Units A (excluding Parcel 11A) and B occur prior to the redevelopment of Land Unit C, this road should be constructed along the northern edge of the 25-foot buffer and the buffer area preserved; and
- A Transportation Demand Management Program (TDM) is put in place which encourages the use of the Joe Alexander Transportation Center as an alternative to single occupant vehicle commuting.”

## **NOMINATED PLAN AMENDMENT**

The nomination proposes an expansion of the existing medical care facilities, offices, and accessory uses from the current 149,000 SF up to approximately 296,000 SF, which would almost double the amount of development on the site. The expansion would result in an intensity of up to 0.65 FAR, based on the original 10.46-acre land area of the parcel, which equates to an intensity of 0.83 FAR with the current parcel size, post right-of-way dedication, of 8.16 acres. The nomination describes the proposed expansion as an additional 8-story building and associated structured parking.

## **ANALYSIS**

### Land Use

Consideration of a Plan amendment on the subject property is warranted as the current Plan option for the subject property is no longer feasible and the base Plan is an impractical redevelopment scenario relative to the existing zoning. The adjacent Metro Park development consolidated the surrounding area within Land Units A and B, and the subject property cannot achieve the recommended 15-acre consolidation within the current Plan option. Therefore, the Plan recommendation for the subject property is limited to the base Plan of residential use at a density of 3-4 du/ac or office use up to an intensity of 0.25 FAR. Redevelopment under the base Plan would be unlikely since the current I-4 zoning allows office use at an intensity of up to 0.50 FAR. This type of redevelopment would not be preferred as new development on the site should provide an opportunity for additional amenities or improvements.

The more intense uses that are planned on properties adjacent to the subject property support the consideration for a higher planned intensity on the subject property. The Metro Park development has an effective intensity of 1.1 FAR to the east of the subject property, and the recently replanned Land Unit C (Lewin Park neighborhood) is planned with an intensity up to 1.5 FAR, east of the subject property. The Plan for Land Unit C was based on the Base Realignment and Closure Area Plans Review (BRAC APR) nomination 08-IV-2S, adopted in August 2009. BRAC APR 2S amended the Plan for Land Unit C of the Beulah Community Planning Sector to include an option for office and/or hotel with support retail uses at up to 1.5 FAR. The proposed intensity for APR 09-IV-2S, which is effectively 0.83 FAR due to previous right-of-way dedications for Walker Lane, would be considered within range of existing options on adjacent land uses.

In regards to the type of land use, the proposed expansion of medical related uses, such as medical office use, medical care facilities, and accessory uses on the site would complement the existing Inova Healthplex and serve the surrounding neighborhoods. Medical-related uses on this site would be preferable to conventional office use, allowed under the existing I-4 zoning, in order to avoid competing with Land Unit C, which included up to 750,000 SF of office use, and the existing Metro Park development, which is approved up to approximately 980,000 SF of office use. These areas are adjacent to the nominated parcel, and additional conventional office use on the nominated parcel could reduce the viability of these adjacent areas. In addition, expansion of the Healthplex as noted in the nomination would be consistent with Objective 8 of the Human Facilities section in the Policy Plan to “(e)nsure that health care services are provided where they are most needed... (l)ocate primary health care centers in commercial, retail or office land use areas. Facilities must be accessible to their target population and must have adequate parking,” (See page 14-15 of 21 on the nomination form.)

In order to provide consistency with nearby developments, the applicable Plan guidance from these areas should be included in any proposed language. For example, the option for the adjacent Land Unit C recommends that redevelopment should be conditioned on high-quality design, building height maximum of 8-stories or 100 feet tapering towards Beulah Street, structured parking limited to 60-foot height, reduction of front yard setbacks, circulation plan, usable open space, landscaping, buffering towards the neighborhood to the south, achievement of Leadership in Energy and Environmental Design (LEED) Silver certification, shuttle service, and a transportation demand management program, especially in relation to the Joe Alexander Transportation Center, among others. Several of the conditions are proposed in this nomination. The proposed building height maximum of 8 stories and 60 foot height for parking structures mimic the Land Unit C guidance.

The Plan recommendations for the adjacent Metro Park development address the interim condition related to buffering of Land Unit C (Lewin Park), prior to its planned redevelopment. The Plan states that:

“Until such time as Land Unit C redevelops with non-residential uses, a minimum 25-foot vegetated buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community. The buffer should contain evergreen trees to provide year

round screening

...

If Land Unit C has redeveloped for non-residential use, a road to serve the redeveloped area should be provided in lieu of the 25-foot buffer, which is planned to be located north of Land Unit C. However, in the event ... development in Land Units A (excluding Parcel 11A) and B occur prior to the redevelopment of Land Unit C, this road should be constructed along the northern edge of the 25-foot buffer and the buffer area preserved..."

In a similar manner, the impact on the residential uses within the Lewin Park neighborhood in Land Unit C should be protected against the impact from the building height and parking structure of the proposed expansion. The expansion should be recommended at such time that the rezoning of Land Unit C is approved for non-residential uses.

Revitalization

One of the primary strategies to the future revitalization and redevelopment of the nearby Springfield area is the intensification of residential use concentrated near the Franconia-Springfield Metrorail station and Joe Alexander Transportation Facility. Medical facilities should be provided opportunities to grow and expand along with residential growth. An expansion could assist the site in better accommodating existing and future demand as well as on-site parking.

Transportation

The nomination would generate approximately 9,500 daily trips, or an estimated 4,700 more trips than under the current development on the site permitted by the existing use, which is greater than the current Plan for office use up to 0.25 FAR. Most of this impact would be felt on the Franconia-Springfield Parkway and Beulah Street, two arterial roadways in the immediate vicinity of the site. In the critical peak hours of travel, the proposed Plan change is estimated to result in approximately 300 new AM trips and 450 new PM trips. Most of this traffic would be oriented inbound to the site in the AM peak hour, and outbound in the PM peak hour.

**Trip Generation Estimates for APR 09-IV-2S (Adjusted Totals)**

	<u>Daily</u>	<u>AM</u>		<u>PM</u>	
		<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
<b>Current Existing Use</b>					
Medical office 149,000 SF (build-out)	4790	240	64	123	334
<b>Proposed Plan</b>					
Medical office 296,000 SF	9523	479	127	245	665
<b>Difference</b>	+ 4733	+ 239	+ 63	+ 122	+ 331

NOTES:

Trip rates and formulas used are from the Institute of Transportation Engineers (ITE) Trip Generation, 8<sup>th</sup> Edition, 2008.  
 Trip generation estimates are adjusted to account for reductions due to proximity to transit.

These volumes of additional traffic may require improvements to the access to the property at the intersections of Walker Road with Beulah Street and the Franconia-Springfield Parkway. Improvements should be made to maintain level-of-service (LOS) D or better conditions at these

intersections and on roadway links immediate to the site, as per county policy. With its proximity to the Franconia-Springfield Metro Station and Joe Alexander Transportation Center, transit shuttles and transportation demand management (TDM) measures should be provided to further mitigate the traffic impacts of the increased development. The proposed development also should ensure that adequate pedestrian connections are made to the Metro station and to/from surrounding development, to ensure maximum pedestrian and transit access to the development. It is also recommended that a monetary contribution toward the future interchange and other necessary off-site improvements be made at the time of rezoning, based on the results of the traffic impact study performed at that time.

The transportation issues associated with any development on the subject property, particularly those associated with access, will need to be addressed during the course of the normal rezoning review process. The development plan for the property should address circulation patterns, turning movements, signalization issues, parcel consolidation, pedestrian circulation, safety issues, and transit amenities. Circulation and access as well as safety issues (particularly pedestrian related) are of primary concern. Dedication of right-of-way for trails, sidewalks, roadway improvements, roadway widening, and associated easements may be required.

***VDOT Chapter 527 Analysis:*** In accordance with Virginia Chapter 527 traffic impact analysis regulations, a traffic impact study for the proposed APR nomination was submitted by the nominator to the Virginia Department of Transportation (VDOT) for review. The VDOT comments are appended to this staff report as Attachment A. The Chapter 527 traffic study was found to be consistent with the findings of the transportation analysis performed by Fairfax County Department of Transportation (FCDOT) staff, as described in the previous paragraphs. In their comments, VDOT notes that the proposed additional medical office use would add approximately 5,500 daily trips to local area roadways, including more than 300 additional trips during each of the critical AM and PM peak hours of travel.

As directed by Fairfax County staff, the Chapter 527 analysis took into consideration the construction of a grade-separated interchange at the intersection of Beulah Street and the Franconia-Springfield Parkway, as identified in the Comprehensive Plan. This intersection would otherwise reach failing conditions (LOS F) in both the AM and PM peak hours as this development and the adjacent Land Unit C (Lewin Park) redevelopment build out. VDOT notes that traffic volumes at adjacent intersections that would be closed by this interchange should be accounted for at the other intersections in the traffic analysis to get a more accurate picture of “worst case” traffic conditions at these locations in the future.

VDOT also notes that the volume-to-capacity (v/c) link analysis performed in the study shows the need for additional capacity on Walker Lane. The capacity deficiency is particularly acute in the westbound (southbound) condition, where the exit to Franconia-Springfield Parkway drops to a single lane. This condition should be addressed at the time of rezoning, and should not require additional Plan guidance.

Last, VDOT suggests that the Plan amendment approval language should be tied to the transportation improvements identified in the Comprehensive Plan being in place. This is typically not being required as a condition of development approval, and would require that this and other adjacent developments pay for the construction of a grade-separated interchange. Since the future interchange improvement would serve much more than adjacent development traffic, such a condition in the Plan language would create an unfair burden on the property owner and adjacent other future development. Rather, it is recommended that a monetary contribution toward the future interchange and other necessary off-site improvements be made at the time of rezoning, based on the results of the traffic impact study performed at that time.

### Parks and Recreation

The existing medical facility on the subject property hosts numerous employees, patients, and visitors throughout the week. Patients and visitors may spend long hours at the complex. Employees have a need to access recreational amenities at lunchtime or after work. The current use does not provide any outdoor amenities or leisure spaces for people at the complex to utilize. As one of the region's largest health care providers, the expansion should seek to remedy its current unhealthy auto-oriented design.

The Park and Recreation element of the Policy Plan supports the concept of integrating urban-scale public open spaces in major employment centers. Therefore, it is appropriate to integrate publicly-accessible open spaces or features within the development to serve employees, patients, and visitors. This will provide critical on-site leisure resources that will enhance the desirability of the project, contribute to redevelopment efforts, and add to a sense of place. Ideally, a system of walking paths and trails with waysides, healing garden, picnic areas, and play equipment integrated throughout the facility would greatly enhance the environment and provide healthy outdoor leisure options for employees, patients and visitors. Additional development should integrate publicly-accessible parks and/or features within the development to serve employees, patients, and visitors.

A major paved regional trail is provided along Franconia Springfield Parkway on the subject property's south side. This trail is a vital part of the planned trail system in the area with connections to the Franconia Springfield Transit Station Area. Connections to this trail to internal and adjacent uses to support connectivity in and around the existing Metro Rail, Virginia Railway Express (VRE) station and bus stop, all located less than half a mile to the west of the site. Since there are many residents around the proposed development, connecting adjacent uses through internal circulation design will open the potential for this trail to facilitate commuting via public transit, thereby reducing traffic. Redevelopment should connect internal pedestrian circulation facilities to onsite amenities, adjacent uses and the existing major paved trail parallel to the Franconia-Springfield Parkway to facilitate pedestrian and bicycle access to the Joe Alexander Transportation Center.

This subject property is currently almost 100% impervious surface area in close proximity to the Long Branch Resource Protection Area, upstream of several parks in the Accotink Creek

watershed. Redevelopment should strive to make significant reductions of stormwater flows over existing conditions, which could greatly benefit the receiving streams and associated parkland. Green roofs and rain gardens should be considered and could be designed as an amenity for the medical facility by planting native vegetation that supports wildlife habitat. Development should integrate the design of stormwater controls, including green roofs and rain gardens into the site as urban park amenities.

Stormwater Management

There are two proposed structural projects in the Draft Accotink Creek Watershed Management Plan in close proximity to the subject area of the APR nomination. AC9117 Stormwater Pond Retrofit proposes converting the existing dry pond treating runoff from a part of Fleet Industrial Park to a wet pond by raising the restrictor to create a permanent pool to improve water quality treatment. AC9118 Stormwater Pond Retrofit proposes to convert the dry pond behind Gravel Road at Fleet Industrial Park to a wet pond by raising the restrictor to increase the wet area and thus improve water quality in the receiving waters. Reforestation is also recommended. These are both under the long term, 25-year project list so there are no project fact sheets for them.

In general, stormwater quantity and quality control measures should be provided that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume or significantly delaying entry into Accotink Creek and its tributaries. The emphasis should be on low impact development (LID) techniques and best management practices (BMP) that evapotranspire water, filter water through vegetation and/or soil, return water in to the ground or reuse it.

There are two upcoming Total Maximum Daily Loads (TMDLs) plans, which will impact development in this area. The proposed Accotink Creek benthic TMDL dictates that existing stormwater discharges must be reduced by 49.7%; new development and redevelopment must achieve no net increase in flow. At present, the current goal for completion of this TMDL is the end of December 2010, with implementation anticipated to take place no later than May 2011. Additionally, the Chesapeake Bay TMDL is forthcoming and will impact development requirements throughout Fairfax County.

Wastewater

The existing wastewater facilities have adequate capacity to accommodate the changes in the development resulting from the proposed APR nomination.

Water Service

Water service in the subject area is served by Fairfax Water which is a non-profit Water Utility that serves Northern Virginia. The subject property is served from 12-inch diameter and smaller ware mains traversing the site. Specific details pertaining to water distribution infrastructure will be developed during the subsequent rezoning, site planning and engineering process. Future

development of a Springfield booster pump station is anticipated to accommodate growth in the Springfield and Franconia areas.

**RECOMMENDATION**

As an alternative to the nominations, staff recommends the following text be added:

**MODIFY:** Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Springfield Planning District, S9 Beulah Community planning Sector, Land Unit A, page 97, as amended through 7-27-10:

**“LAND UNIT A**

At the baseline, Land Unit A, located east of the CSX Railroad tracks, north of the Franconia-Springfield Parkway, and at the terminus of Lewin Drive, is planned for residential use at 3-4 dwelling units per acre or for low-intensity office use up to .25 FAR. In all instances, the portion of the land unit located south of the Franconia Springfield Parkway should be dedicated to the County for open space with the intensity associated with this area shifted to the portion of the land unit north of the Parkway.

Tax Map parcel 91-1 ((1)) 11A is the location of the Springfield Inova Healthplex. As an option, the health care facility is planned for expansion to include medical care facilities, medical office use, and ancillary uses up to 296,000 square feet of total development at such time that the rezoning of Land Unit C (Lewin Park) is approved for non-residential use. Medical office use may include administrative services, related to the medical care facilities and medical office uses. In order to foster consistent standards for development, this option should be implemented using the conditions for redevelopment at the optional level of Land Unit C, including high-quality design, connectivity, circulation, urban parks, and park features. Building heights should not exceed 8 stories or a maximum of 100 feet with the height of above-ground parking structures limited to a maximum of 60 feet. Stormwater management should be enhanced on the site through infiltration, retention, and other Low Impact Development techniques, including rain gardens and green roofs, or, if this cannot be accommodated, off-site through contributions to stormwater management pond retrofits. Green building/energy efficient certification, such as Leadership in Energy and Environmental Design, is encouraged. Development should connect internal pedestrian circulation facilities to onsite amenities, adjacent uses, and the existing major paved trail parallel to the Franconia-Springfield Parkway to facilitate pedestrian and bicycle access to the Joe Alexander Transportation Center. Vehicular conflicts with pedestrian traffic should be minimized. Development also should contribute toward the future interchange at Beulah Road and the Franconia-Springfield Parkway and other necessary off-site transportation improvements.

Any development, either under the base or the option, should provide well-designed interior circulation with no direct vehicular access through Land Unit C (the Lewin Park community) or to the Parkway. Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a

right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation. Attention should be paid to proper siting of structures to enhance the relationship to the transportation center.”



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

**Greg Whirley**  
COMMISSIONER

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)  
November 3, 2010

Mr. Thomas W. Burke, P.E.  
Senior Transportation Planner  
Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, Virginia 22033

Re: INOVA Springfield  
Traffic Impact Analysis

Dear Mr. Burke:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the proposed Comprehensive Plan Amendment Traffic Study was submitted to the Virginia Department of Transportation (VDOT) for review on August 11, 2010.

We have evaluated the subject traffic study and prepared comments on the results of our evaluation. The comments present our key findings.

Our comments are attached to assist the Department of Transportation and Board of Supervisors in their decision making process regarding the Plan Amendment.

Please contact me if you have any further questions.

Sincerely,

Noreen H. Maloney  
Transportation Engineer

## **APR 09 – IV – 2S INOVA Springfield Healthplex Comprehensive Plan Amendment Traffic Impact Statement**

The subject site is located in the northwest quadrant of the intersection of Beulah Street and Franconia Springfield Parkway. The area of the parcel is about 8.2 acres and is served by Beulah Street to the east, Franconia Springfield Parkway to the south and Walker Lane to the north and east. INOVA is seeking to increase planned development on the site from 0.25 FAR to a 0.65 FAR (or 296,165 gross square feet). The site is currently developed at 0.32 FAR (or 145,341 square feet). This increase would allow for approximately 150,824 gross square feet of additional medical care facilities and support/complementary uses on site over the currently existing facilities on the property. The proposed additional development will result in a total of 312 additional trips during the AM peak hour and total of 308 additional trips during the PM peak hour and about 5,550 additional daily trips in the study area.

Following are our comments on the study:

For the analysis of 2030 conditions without and with the nomination it is assumed that an interchange will be constructed at the intersection of Beulah Street and Franconia Springfield Parkway per the comprehensive plan recommendations. As such the intersection of Lewin Drive and Beulah Street as well as Metro Park Drive and Beulah Street are not analyzed as they would be replaced. However, the traffic forecasts are and site traffic assignments are shown for these intersections. If these intersections are replaced then the traffic volumes at these intersections should be assigned to other intersections for analysis of worst conditions given the proximity of these intersections with the proposed interchange facility.

The link analysis conducted shows that volumes on Walker Lane will exceed the capacity ( $V/C = 1.0$ ) in 2030 during the AM peak hour in the westbound direction without the subject nomination. With the subject nomination the volumes will further exceed the capacity ( $V/C = 1.17$ ) during the AM peak hour in the westbound direction indicating a need for additional capacity. It is suggested that the transportation plan recommendations in the comprehensive plan for the area include additional capacity improvements along Walker Lane.

Several improvements in the comprehensive plan are assumed to be completed in 2030 such as an interchange at Franconia Springfield Parkway and Beulah Street, six lanes on Beulah Street south of Walker Lane. Therefore, it is suggested that the comprehensive plan amendment approval language should be tied to the assumed improvements being in place.