

## F. FRANCONIA-SPRINGFIELD TRANSIT STATION AREA

The Franconia-Springfield Transit Station Area (TSA) is bounded by Franconia Road/Route 644, Richmond-Fredericksburg and Potomac Railroad, Franconia Springfield Parkway, and I-95 (see Map 28). The TSA study area includes the Joe Alexander Transportation Center; retail, office, and hotel uses west of Loisdale Road; retail uses along the east side of Frontier Drive; the General Service Administration's (GSA) Parr Warehouse; and the Springfield Center Industrial Park. A majority of the housing in this study area consists of multi-family units. The northeast quadrant of the TSA, bounded by Franconia Road, Elder Avenue, Franconia Springfield Parkway, and I-95, is primarily occupied by the Springfield Mall, one of the county's largest retail shopping centers. As noted in the Concept for Future Development for the Franconia-Springfield TSA, this location is designated for mixed-use, transit-oriented development, with specific focus around the Joe Alexander Transportation Center and the area around the Springfield Mall.

### **Existing Development**

The Franconia-Springfield TSA consists of 511 acres, excluding roads. The distribution of land use by acreage is listed below:

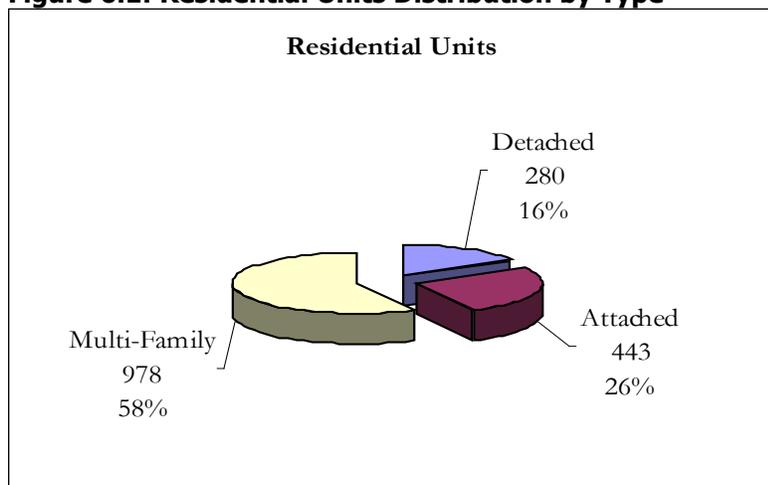
- 105 acres (21%) is governmental/public facilities/institutional use and transportation/utilities uses.
- 11 acres (2%) are developed with hotel uses.
- 93 acres (18%) are developed with industrial uses.
- 19 acres (4%) are developed with office uses.
- 11 (2%) acres are park uses.
- 28 acres (6%) are private recreation use.
- 116 acres (23%) are in residential use.
- 119 acres (23%) are developed with retail uses.
- 9 acres (2%) of the area is vacant.

Map 29 illustrates the existing land uses in Franconia-Springfield TSA area.

#### *Residential*

The types of housing units in the Franconia-Springfield TSA are categorized into detached, attached, and multi-family. Figure 6.1 summarizes their distribution in graphical form and Figure 6.2 in tabular form. The Franconia-Springfield TSA contains a total of 1,701 residential units. Of these units, 16% are single-family detached, 26% are single-family attached townhouse units, and 57% are low rise multi-family units. When comparing the residential land use of the study area to County totals in Figure 6.2, the TSA contains a significantly larger proportion of multi-family units at 58% compared to the County-wide proportion of 28%. This reflects the County's desire to maintain and encourage higher density, transit-oriented development in areas close to transit stations. In the TSA, 16% of the housing stock is detached units, whereas the County has 49% detached units. The study area proportion of attached units is 26%, comparable to the County's proportion of 22%.

**Figure 6.1: Residential Units Distribution by Type**



**Figure 6.2: Existing Residential Unit Distribution by Unit Type**

Residential Unit Types	Existing Development (units)		Proportion of Development	
	County Total	Study Area Total	% of County	% of Study Area
Detached	185,292	280	49%	16%
Attached	84,642	443	22%	26%
Multi-Family	106,965	978	28%	58%
Mobile Homes	1,740	0	0.5%	0%
<b>Total</b>	<b>378,639</b>	<b>1,701</b>	<b>100%</b>	<b>100%</b>

### *Non-Residential*

Figure 6.3 compares the distribution of land area for residential and non-residential uses, and also compares the non-residential GFA between land uses. Figure 6.4 shows the non-residential land use distribution in the study area, and Figure 6.5 compares that distribution to the county as a whole.

### **Office**

Most office use is located along I-95 and Loisdale Road. These facilities include low rise office buildings no taller than four stories and mid-rise structures no taller than five stories. There are over 560,000 square feet of office facilities, or 11% of the total non-residential GFA. The Franconia-Springfield TSA proportion of office use is significantly less than the 54% of the County non-residential GFA that is in office use.

### **Retail and Hotel**

The character of the TSA is defined by the Springfield Mall and surrounding retail centers. These centers are located along Spring Mall Road, Frontier Drive, and Loisdale Road. Motor vehicle sales centers are also located along Spring Mall Road. In total, the Franconia-Springfield TSA contains approximately 2.7 million square feet of retail use, which accounts for 44% of the area's non-residential development. For purposes of comparison, the Tysons Corner area contains 5.6 million square feet of retail uses.



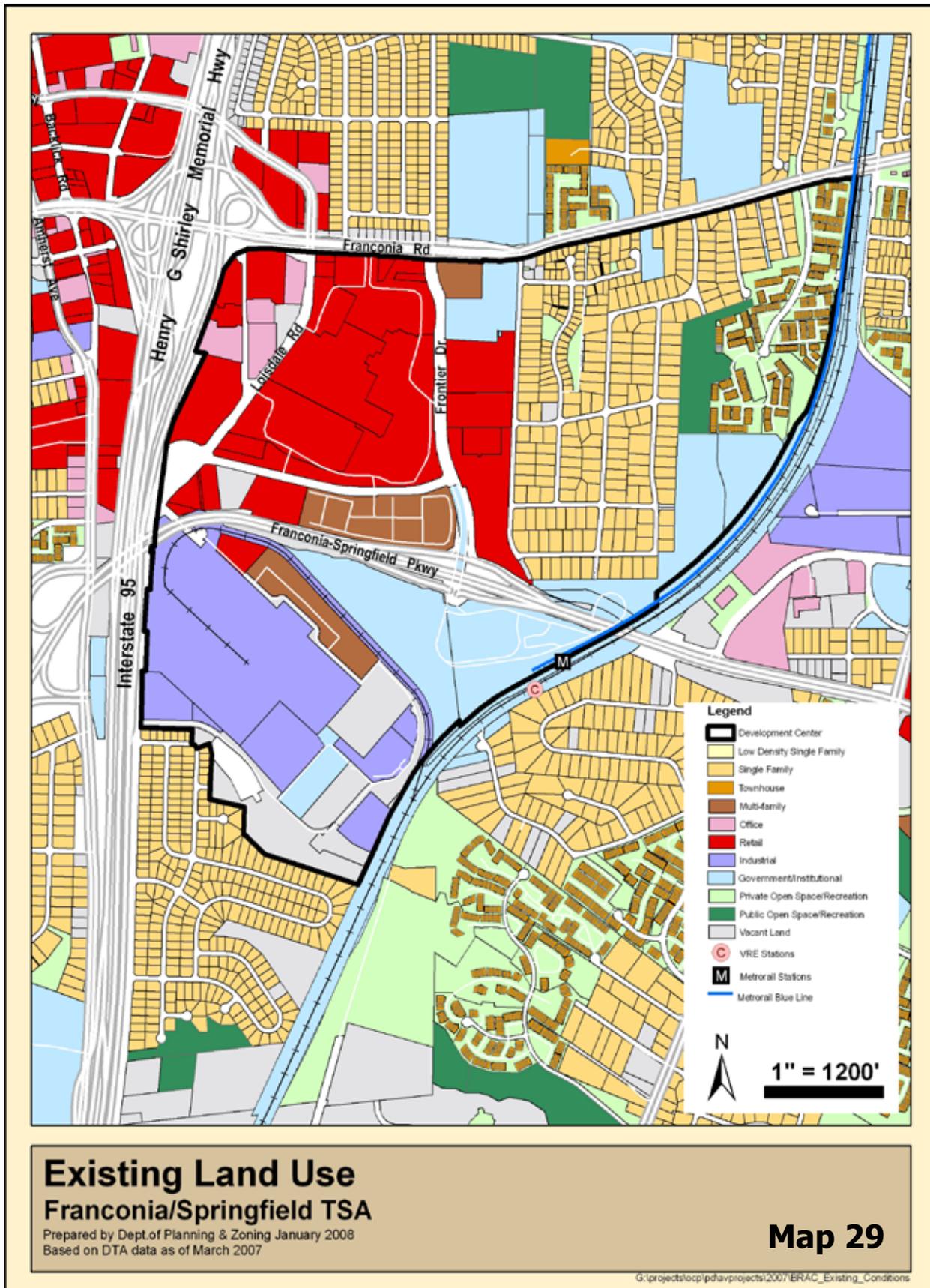
# Aerial Franconia/Springfield TSA

Prepared by Dept. of Planning & Zoning January 2008  
Flight Date: March 2004

## Map 28

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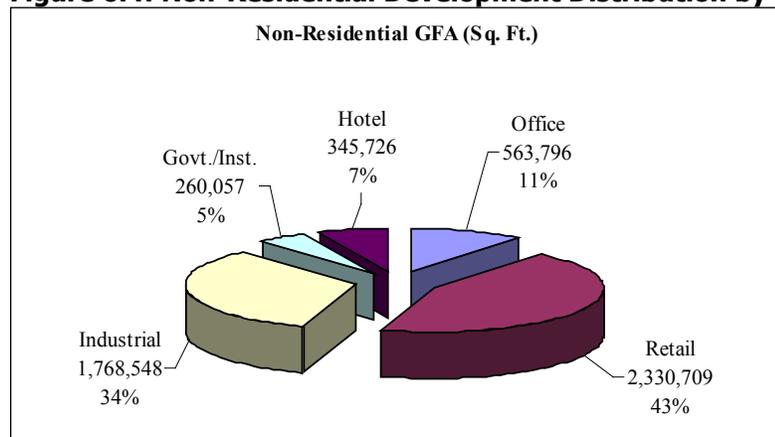
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There are four hotels in the Franconia-Springfield TSA with a total GFA of 345,726 square feet, representing about 7% of the non-residential use in the study area. Hilton Springfield is the only full service hotel in the Springfield area. Hampton Inn Springfield has 153 rooms. Comfort Inn offers 4,000 square feet of conference and banquet space that accommodates up to 500 people. Extended Stay America contains studios that cater to long-term travelers. Together, retail and hotel use account for 51% of the total nonresidential use in the TSA, compared to a 25% average Countywide.

**Figure 6.3: Distribution of Development by Land Use in GFA and Acres**

Land Use	GFA (Sq Ft)	Percent of Total Non-res GFA	Land Area (Acres)	Percent of Total Non-res Land Area	Percent of Total Land	Non-Res FAR
Residential	N/A	N/A	115.5	N/A	23%	N/A
Office	563,796	11%	18.9	5%	4%	0.68
Retail	2,330,709	44%	118.1	30%	23%	0.45
Industrial	1,768,548	34%	92.7	24%	18%	0.44
Gov't/Institutional	260,057	5%	105.4	27%	21%	0.06
Open Space	N/A	N/A	0	0%	0%	N/A
Hotel	345,726	7%	10.8	3%	2%	0.73
Parks	N/A	N/A	10.5	3%	2%	N/A
Private Recreation	0	0%	28.3	7%	6%	N/A
Vacant	N/A	N/A	8.6	2%	2%	N/A
<b>Total</b>	<b>5,268,836</b>	<b>100%</b>	<b>508.8</b>	<b>100%</b>	<b>100%</b>	<b>N/A</b>

**Figure 6.4: Non-Residential Development Distribution by Land Use**



### Industrial

Within the Franconia-Springfield TSA, industrial facilities are located south of the Franconia Springfield metro station. They include wholesale, warehousing, storage, research and testing facilities, and the GSA Warehouse. Industrial use is the second largest land use in the TSA, occupying 34% of total non-residential GFA, which is over 1.7 million square feet. This is a higher proportion than countywide, where 21% of all non-residential GFA is development with industrial uses. The federally-owned GSA Parr Warehouse comprises a majority of the industrial land use with a GFA of approximately 1.2 million square feet, and is one of the

largest warehouses east of the Mississippi River. Built in 1952, the building obsolescence and maintenance requirements are pressing concerns.

### Government/Public Facilities/Institutional

A majority of land use in this category is for right-of-way, rapid rail transit, and terminals. This land use accounts for approximately 105 acres, 21% of the total land area in the TSA

**Figure 6.5: Existing Non-Residential Development Distribution by Land Use**

Land Use Types	Existing Development (GFA)		Proportion of Non-Residential Development	
	County Total	Study Area Total	% of County	% of Study Area
<b>Office</b>	102,844,513	563,796	54%	11%
<b>Retail (Includes Hotel)</b>	48,147,367	2,676,435	25%	51%
<b>Industrial</b>	41,150,059	1,768,548	21%	34%
<b>Govt/Institutional</b>	N/A	260,057	N/A	5%
<b>Total</b>	<b>192,141,939</b>	<b>5,268,836</b>	<b>100%</b>	<b>100%</b>

### Private Recreation/Open Space

Over 28 acres of land are used for private recreation, which accounts for 6% of total land. These parcels are the common areas of developments zoned for higher density residential use.

### Vacant

Only 9 acres, 2% of the total land, are vacant. This land is mostly accounted for by small parcels located within the single-family detached residential community along Franconia Road and Elder Avenue. Other vacant parcels are located along the Franconia-Springfield Parkway and along Loisdale Road.

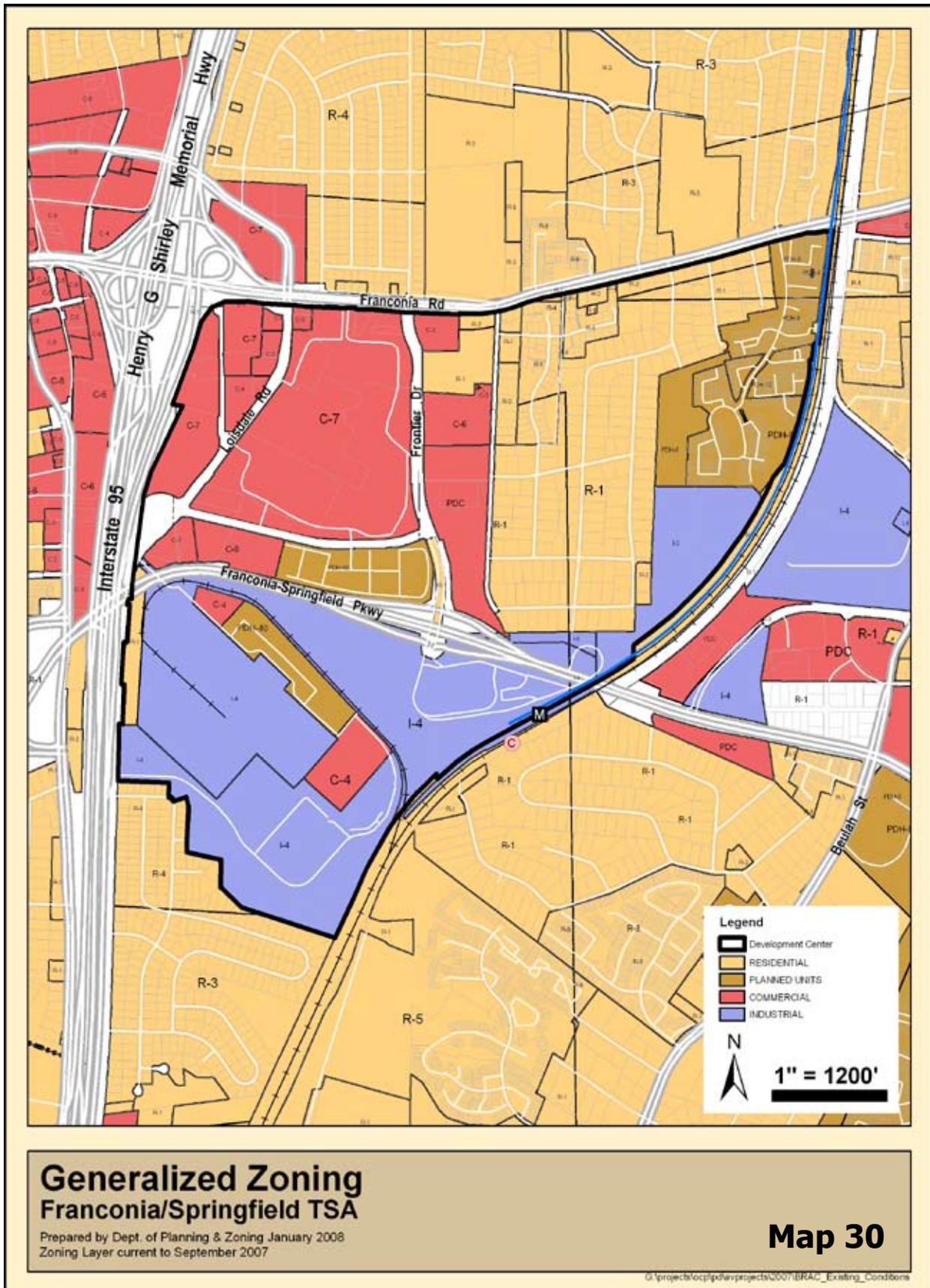
### Zoning Potential

Map 30 shows the zoning district designations for the Franconia-Springfield TSA. Development beyond what currently exists may be possible under current zoning. By-right development options are defined in the zoning ordinance. Proffered agreements are voluntary offerings by a property owner that become legally binding conditions of a rezoning action and run with the land; proffers often contain details about the uses and development intensities allowed on a property. Figure 6.6 shows a range of non-residential uses that are possible under current zoning, including proffered development.

**Figure 6.6: Non-Residential Zoning Potential (GFA) by Land Use**

Use	Low	High
Office	641,256	5,862,006
Retail	2,348,327	5,934,002
Industrial	0	2,901,721
<b>Total Potential: 9,790,777</b>		

The zoning potential represented in Figure 6.6 reflects that, in many cases, more than one use is permitted within a district. For example, certain commercial districts allow retail or office



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uses, while office is a permitted use in some industrial districts. In addition, uses may be permitted in varying proportions within the districts. The accompanying quantification provides an estimate of what intensities these districts may yield. Regardless of the distribution of uses or development options permitted by-right and under existing proffered conditions, GFA in the study area will not exceed the total non-residential zoning potential that is shown at the bottom of the chart

In the Franconia Springfield TSA, 5.2 million square feet of non-residential development exists. Under approved zoning, non-residential use could increase to nearly 9.8 million square feet. Most of this development potential is located at the federally owned GSA Parr Warehouse and the Springfield Mall Shopping Center.

**Figure 6.7: Residential Zoning Potential (Units) by District**

Zone	Single Family Detached	Single Family Attached	Multifamily	TOTAL
R-1	280	0	0	280
PDH-8	0	443	0	443
PDH-40	0	0	1,177	1,177
<b>TOTAL</b>	<b>280</b>	<b>0</b>	<b>1,177</b>	<b>1,900</b>

Existing zoning would also allow additional residential units to be built in the study area, as shown in Figure 6.7. If all the acreage zoned for residential use met site, subdivision and zoning ordinance requirements, an additional 199 multi-family residential units could be developed for a total of 1,900 dwelling units in the Franconia-Springfield TSA. No additional single family detached or attached units are allowed under current zoning. All of the 199 multi-family units that could be developed are located in PDH areas. This additional residential development potential is unlikely because these developments are often “proffered down” in such a way that there is less development potential; if this is the case, the construction of these units is not possible.

### **Comprehensive Plan Potential**

Planning objectives for the TSA include providing opportunities for high density residential development in proximity to the Joe Alexander Transportation Center; encouraging mixed-use projects that incorporate existing topography, character, and open space to optimize the TSA’s opportunities; and supporting a coordinated program of transportation system management and creating strategies that reduce traffic congestion and increase transit ridership.

In June 2006, a Board of Supervisors (BOS) authorization requested staff to consider a Plan amendment that would accommodate a mixed-use redevelopment focused on the approximately 80-acre Springfield Mall area that could include additional retail, residential, office, hotel uses at an intensity up to 2.0 FAR as well as pedestrian and transportation connectivity improvements. The area identified to be studied in is both the Mall block and the surrounding area. A concurrent rezoning is being reviewed for the Springfield Mall block. The Plan amendment and rezoning application are currently under review.

Figure 6.8 shows two development potential scenarios, both of which assume every parcel is developed to the maximum intensity recommended by the adopted Comprehensive Plan. If the Franconia Springfield TSA Area were developed to maximize non-residential options, approximately 6.2 million square feet of non-residential development and 2,249 residential

units could be built. Alternatively, if residential options within the area are exercised to the full extent supported by the Plan, a total of approximately 6.0 million square feet of non-residential development and 2,668 residential units could be built. See Maps 31 and 32 for illustrations of these Plan options.

**Figure 6.8: Plan Potential Scenarios by Land Use \***

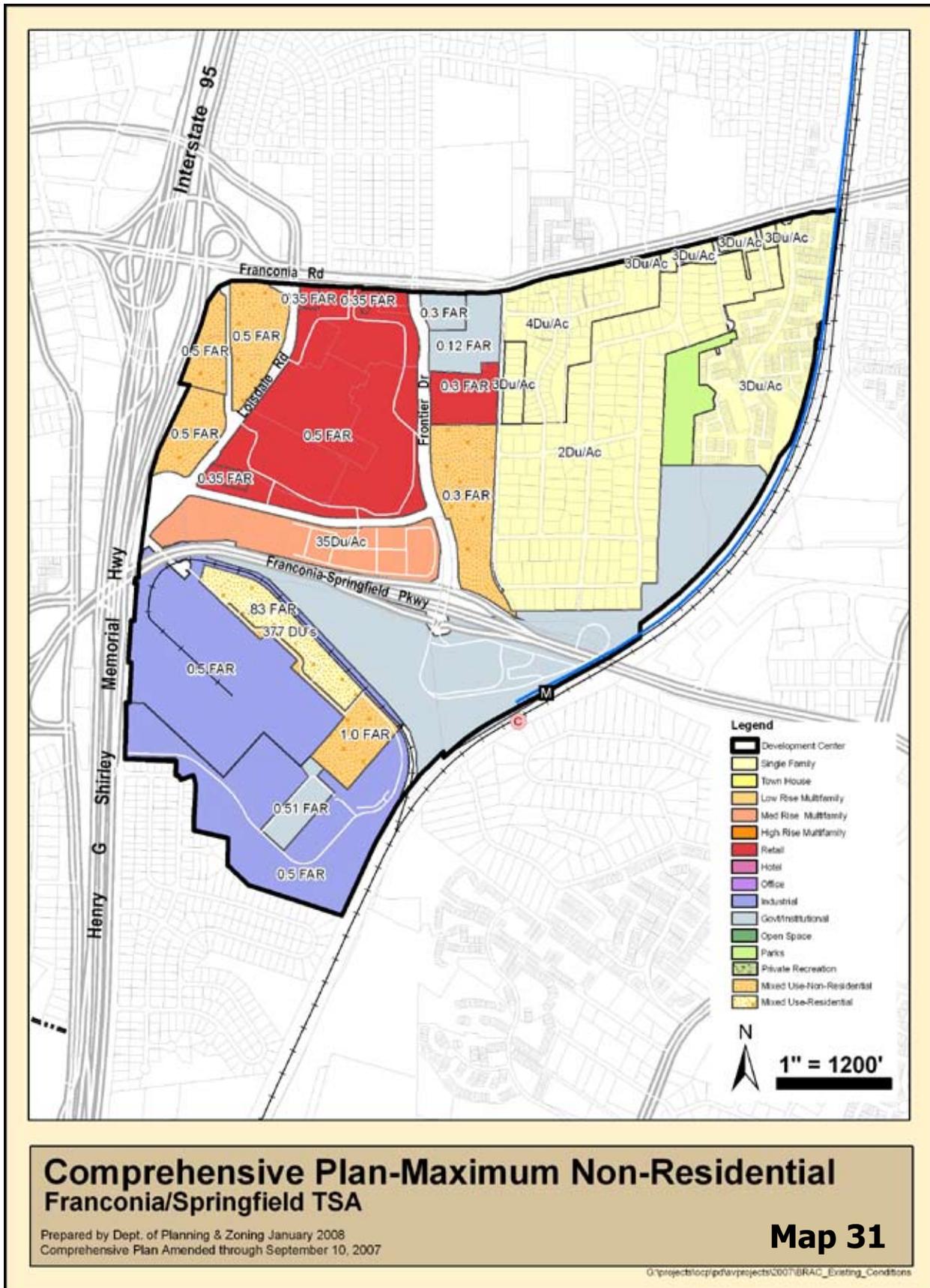
Land Use	Comprehensive Plan Potential	
	Non-Residential Emphasis	Residential Emphasis
<b>Non-Residential Uses (GFA)</b>		
Office	925,269	803,636
Retail	1,861,250	1,861,250
Industrial	2,639,016	2,639,016
Gov't/Institutional	318,457	318,457
Open Space	0	0
Hotel	511,929	430,840
Parks	0	0
Private Recreation	0	0
<b>TOTAL GFA:</b>	<b>6,255,921</b>	<b>6,053,199</b>
<b>Residential Uses (Units)</b>		
Single Family	831	831
Townhouse	0	0
Low Rise Multi-Family	0	0
Med Rise Multi-Family	1,418	1,837
High Rise Multi-Family	0	0
<b>TOTAL UNITS:</b>	<b>2,249</b>	<b>2,668</b>

**Summary**

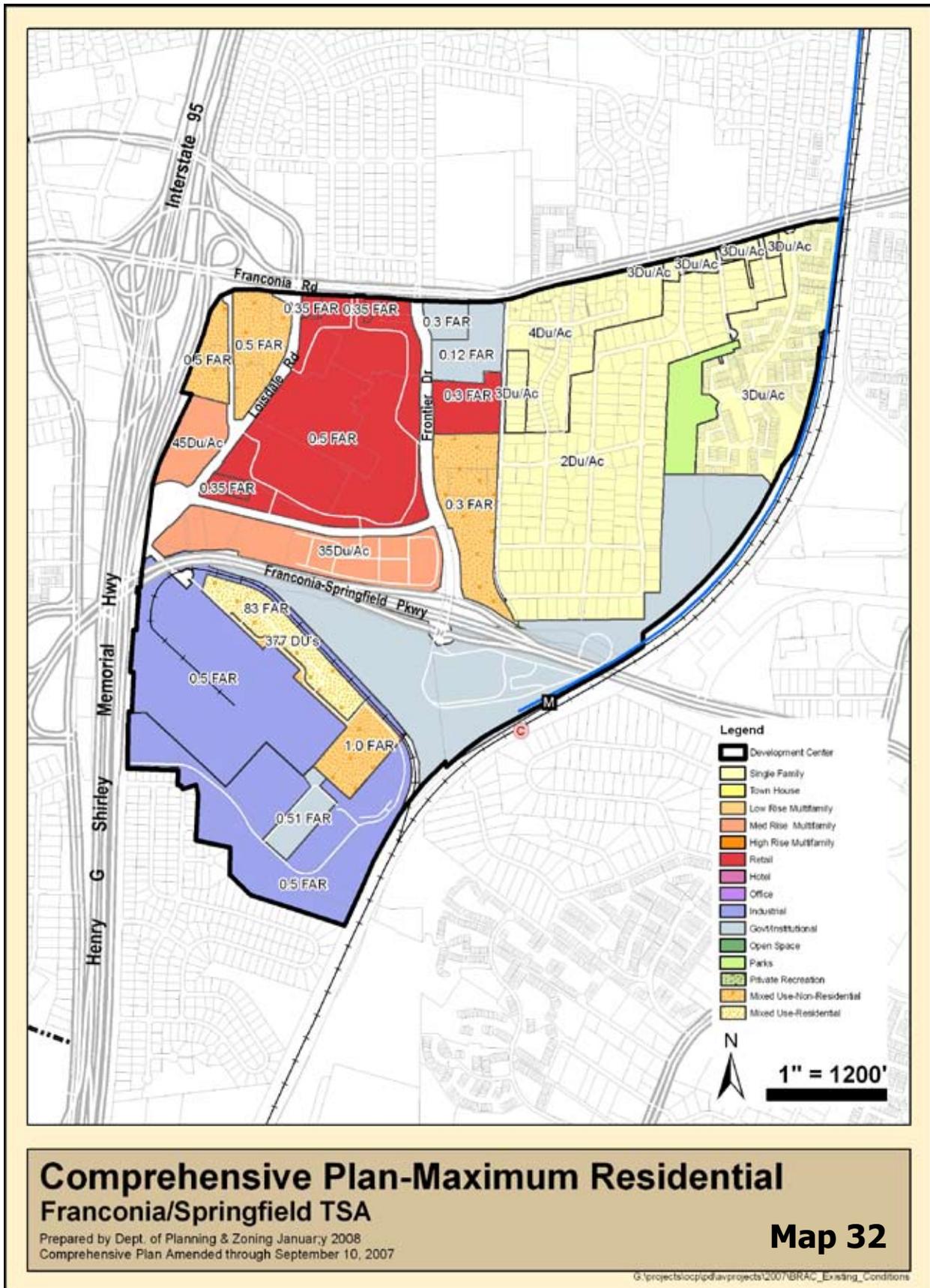
A summary of existing development, and zoned and planned potential is shown in Figure 6.9. Nearly 200 additional multi-family residential units could be built if all land zoned for residential use met site, subdivision, and zoning ordinance requirements. As mentioned in the Zoning Potential section, although this development potential exists, it is not likely these units will be built because they are located in PDH districts and not on vacant parcels. Under the Comprehensive Plan recommendations for maximum non-residential development scenario, an additional 548 units could be built. Under the Plan’s maximum residential development scenario, an additional 967 units could be constructed in the area along Spring Mall Road and the Franconia-Springfield Parkway. As mentioned in the Comprehensive Plan potential section, a Plan amendment for the Springfield Mall may increase the amount of residential development within the study area.

Unbuilt non-residential GFA in the Comprehensive Plan ranges from 800,000 to one million square feet over existing development. Zoning potential allows for a greater increase of non-residential GFA (86%) over the existing development and 19% over planned development. When comparing the existing retail GFA and the Comprehensive Plan development scenario figures for retail GFA, the Franconia-Springfield TSA has exceeded the planned retail use.

\* This chart compares estimates of existing and zoned land uses to those recommended by the Comprehensive Plan. The Comprehensive Plan development potential is presented as two categories to illustrate that Comprehensive Plan guidance could be implemented in a variety of ways.



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The Plan Amendment currently under consideration for the Springfield Mall may increase the amount of residential and non-residential development within the study area.

**Figure 6.9: Summary of Existing, Zoned, and Planned Potential by Land Use**

Land Use	Existing	Zoned Potential		Comprehensive Plan Potential	
		Low	High	Non-Residential Emphasis	Residential Emphasis
<b>Non-Residential Uses (GFA)</b>					
Office	563,796	641,256	5,862,006	925,269	803,636
Retail	2,330,709	2,348,327	5,934,002	1,861,250	1,861,250
Industrial	1,768,548	0	2,901,721	2,639,016	2,639,016
Gov't/Institutional	260,057			318,457	318,457
Hotel	345,726			511,929	430,840
Private Recreation	0			0	0
<b>TOTAL GFA:</b>	<b>5,268,836</b>		<b>9,790,777</b>	<b>6,255,921</b>	<b>6,053,199</b>
<b>Residential Uses (Units)</b>					
Single Family	280		280	831	831
Town House	443		443	0	0
Low Rise Multi-Family	978		1,177	1,418	1,837
Med Rise Multi-Family	0		0	0	0
High Rise Multifamily	0		0	0	0
<b>TOTAL UNITS:</b>	<b>1,701</b>		<b>1,900</b>	<b>2,249</b>	<b>2,668</b>