
LAND UNIT RECOMMENDATIONS

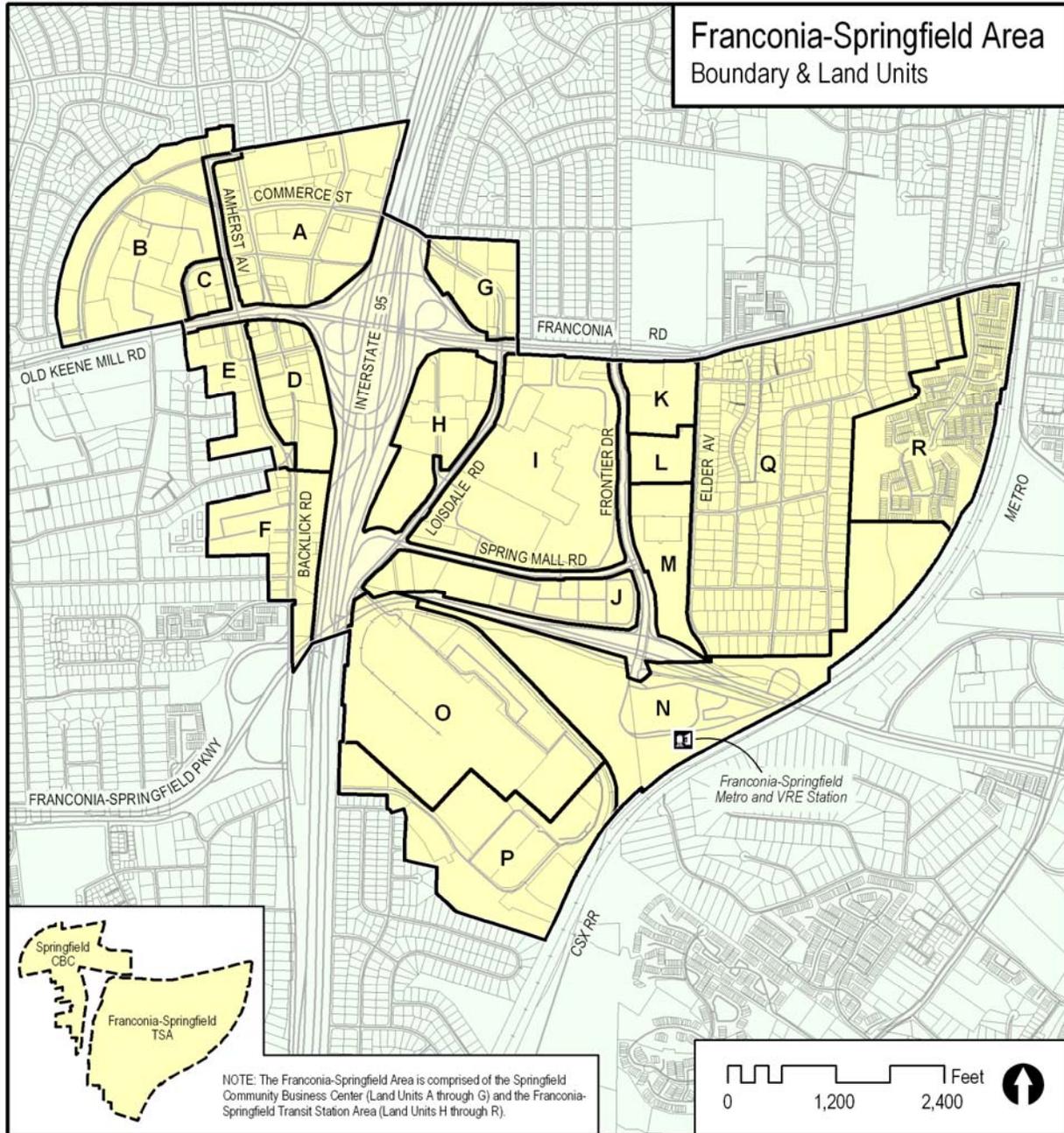
~~Land Unit Recommendations~~

The Franconia-Springfield Area is divided into Land Units A through R, which make up the Springfield Community Business Center (CBC) and the Franconia-Springfield Transit Station Area (TSA). Figure 7 illustrates the land unit boundary. Land Units A through G are part of the Springfield Community Business Center, generally located on the west side of the Interstate. As mentioned previously, the majority of the area consists of community-serving, auto-oriented strip shopping centers with associated surface parking, in addition to a number of hotels. The area should continue to primarily serve the neighboring communities in their retail and employment needs. At the same time, the Plan envisions the area to be expanded to a more walkable, bike-friendly, mixed-use center for the community. The core area in Land Unit A is envisioned as the central node, or urban village for the community with higher densities located near access points to the Interstate and Old Keene Mill Road.

Land Units H through R are part of the Franconia-Springfield TSA. This area also consists of auto-oriented, commercial uses. The TSA should serve the local community, while also providing a regional destination with the redevelopment of the Springfield Mall into a town center in Land Unit I. This area should attract users from a larger area by taking advantage of the higher density, transit-oriented opportunities near the Joe Alexander Transportation Center.

Redevelopment in these areas should utilize the guidance established in the overview section of this Plan, particularly when implementing the optional levels of development. The guidance is based upon the *Springfield Connectivity Framework Plans and Street Typologies* report, August 2008, and supported by the Franconia-Springfield Area Urban Design and Streetscape Guidance, appended to this plan. When parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan guidance.

FIGURE 7. Franconia-Springfield Land Unit Map



NOTE: The Franconia-Springfield Area is comprised of the Springfield Community Business Center (Land Units A through G) and the Franconia-Springfield Transit Station Area (Land Units H through R).

[Note to reader: The following land unit guidance, proposed Land Units A through F, is a modification of Springfield Community Business Center Comprehensive Plan text, Franconia-Springfield Area, Area IV, 2007 edition, as amended through 8-3-3009, pages 60-83.]

Land Unit A

Land Unit A is approximately ~~54~~ 56 acres in size, and is bounded by Amherst Avenue, I-95, and Old Keene Mill Road. It is located in the northeastern portion of the Springfield Community Business Center (CBC). The Comprehensive Plan recommendations encourage the creation of an urban, pedestrian-oriented area comprised of a mix of medium to high intensity office, retail, hotel, civic, arts, and residential uses. At the baseline, Land Unit A is planned for a mix of uses to include hotel, retail, and office uses at an intensity of 0.40 FAR.

~~Currently Land Unit A is developed with approximately 360,000 square feet of retail use, 205,000 square feet of office use and 165,000 square feet of hotel use. The Comprehensive Plan assumes redevelopment of much of this space and the addition of approximately 600,000 square feet of office, 350,000 square feet of retail and 280,000 square feet of hotel uses for a total of approximately 2.0 million square feet of non-residential uses and 800 dwelling units. In total, this amount of development equates to an overall intensity of approximately 1.1 FAR.~~

Land Unit A is planned to become the central node of activity or urban village within the CBC. The land unit should be characterized by multi-story and high-rise buildings with a mix of residential, office, hotel, and civic uses developed with a common design or architectural theme. These buildings should include street-level retail use to serve the greater community and local residents and employees. The redevelopment is envisioned to include up to approximately 445,000 square feet of hotel use, 1,300,000 square feet of office use, and 300,000 square feet of supporting retail use. Approximately 1,900 multi-family dwelling units are planned for this area. Redevelopment also should provide or contribute to a site for a public space for public use to house cultural, performing and visual arts, community and/or governmental use. The land unit is planned for mixed-use redevelopment up to an intensity of 1.6 FAR overall. Any redevelopment should follow the guidance established within the overview section of this Plan, in addition to the following text.

A "main street area" treatment is planned for areas south of Commerce Street and Tax Map Parcels 80 4 ((1)) 5C1 and 5C2. The areas surrounding Commerce Street, extending south to Old Keene Mill Road should become the core or main street area of redevelopment in Land Unit A. Figure 8 47 shows the location of the core, or "main street" area within Land Unit A, which is approximately 36 34 acres. Intensities may be concentrated in this area, such that they exceed the overall intensity for Land Unit A. The concentration of intensity should facilitate the tapering or step down of development

towards the adjacent, residential neighborhoods. Lower building heights in these areas would maintain a transition to these neighborhoods, to the extent possible.

Commerce Street in this area should serve as a major pedestrian, bicyclist, and transit corridor, which should function as an entryway into the CBC from the TSA. Like all areas in the CBC, the main street should incorporate the streetscape design features recommended by in the Franconia-Springfield Area Urban Design and Streetscape Guidance, appended to these recommendations. Springfield Streetscape Conceptual Design. Street level retail uses are an integral aspect of the main street approach and are intended to help create an urban, people oriented place that provides convenient retail services and encourages pedestrian movement. An integral aspect of the main street approach in the core area is the inclusion of street-level retail use in the buildings within the core area. This retail use should help to create an urban, people-oriented place that provides convenient retail services and encourages pedestrian movement.

As described in the overview section, bBuilding facades and entrances should be oriented to the streets with parking located toward the rear of buildings, toward to center of the block, or below ground. Rooflines, massing, and facades should vary for visual interest. The main street area land unit should have wide sidewalks with fronting retail shopping and restaurants, fronting on the lower floors of the office, hotel, and/or residential buildings. Streetscape design should include corner plaza entry features at the intersections of Commerce Street/Augusta Drive (Commerce Street Bridge), Commerce Street between Amherst Avenue and Backlick Road, Commerce Street/Brandon Avenue, Backlick Road/Bland Street, near the existing Concord shopping center, and Bland Street/Brandon Avenue. Many of these plazas should contain gateway features that mark the entrances into the area and should be designed with a variety of sizes, functions, and designs, as described in the Urban Design and Streetscape Guidance appendix. Plazas at these locations will create an aesthetically pleasing streetscape environment and encourage pedestrian activity. Other impacts on parks and recreation should be mitigated through Policy Plan objectives, particularly Objective 6 of the Parks and Recreation Section.

Additional guidance concerning urban design, architecture, landscaping, pedestrian circulation, and pedestrian amenities for the land unit is provided in the urban design and streetscape section of the areawide recommendations. In particular, the design of buildings, their location, orientation, access, and related parking and telecommunications antennas and equipment should closely follow the guidance prescribed in this text. Transportation demand management tools and green building practices should be utilized, including, but not limited to, the installation of rooftop vegetation and/or rain gardens to offset the effects of impervious surfaces.

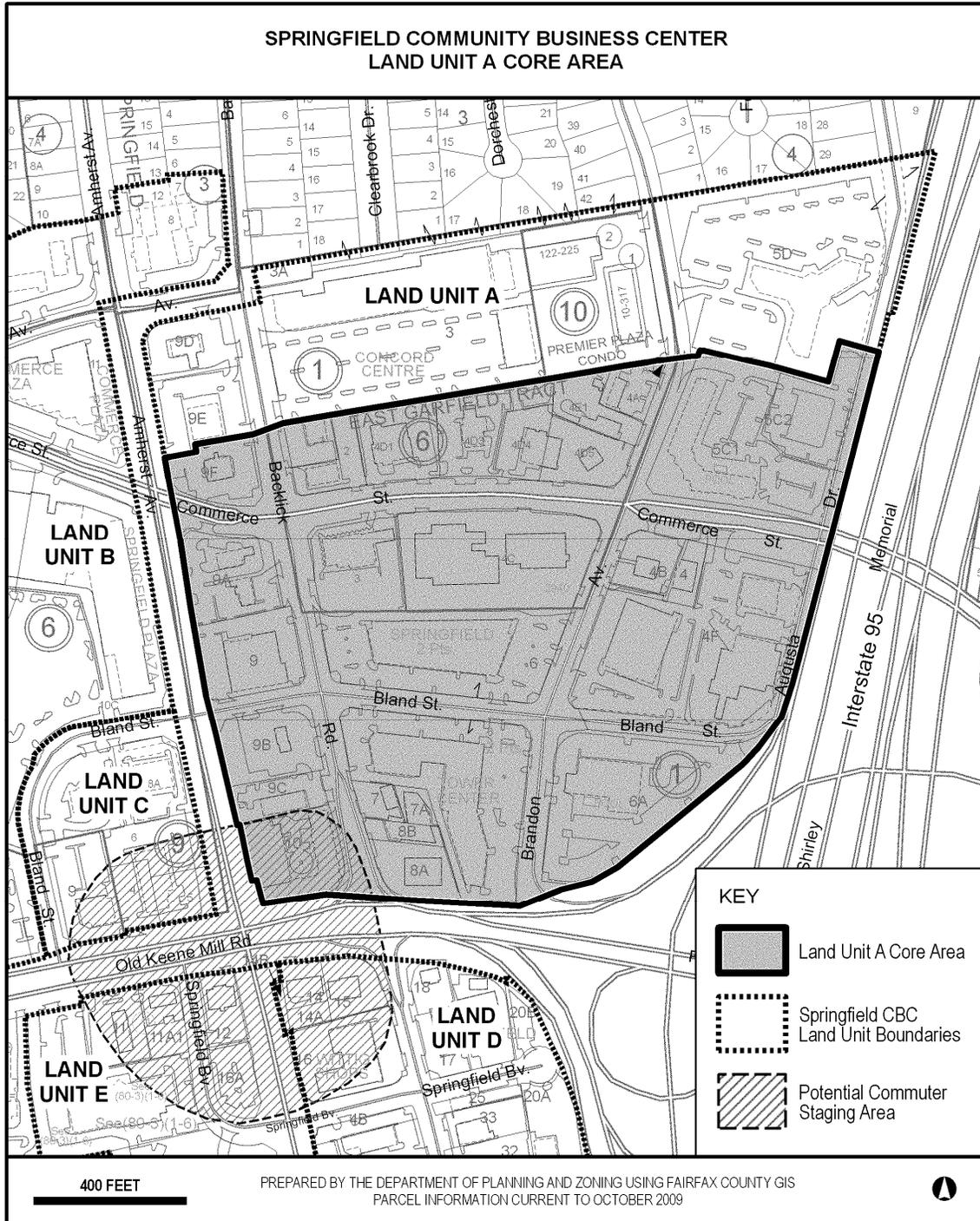
The main street area will function as the core area of the Community Business Center and will be characterized by multi-story buildings with a mix of street level retail, hotel, civic, arts, residential, and/or office uses developed with a common design or

architectural theme. The portion of a building above three stories should be stepped back from the street side façade to avoid creating a canyon-like streetscape.

To implement this vision, a unified development plan demonstrating logical and substantial redevelopment of the core area is required with the initial rezoning, including a site for a public building or space for public use to house cultural, performing and visual arts, community and/or governmental use.

Redevelopment projects in the core area should demonstrate logical and substantial consolidation, multi-modal access, and a cohesive development plan. Land consolidation is necessary to physically unify freestanding buildings and to create the ability for parking to be located in the rear of buildings or in the center of blocks. Where development intensity greater than 0.40 FAR is proposed, consolidation of at least 2 contiguous acres is encouraged, except as otherwise specifically recommended. When a consolidation is less than two acres, development should provide for vehicular and pedestrian access with abutting properties, and a functional and coordinated development plan to demonstrate that any unconsolidated parcels are able to develop in conformance with the Plan option. Along Commerce Street, consolidation of parcels 80-4 ((6)) 3 and 4C, is encouraged. The area is envisioned to be high rise office, residential or hotel use with first floor, retail uses or a mix of these uses. Facades and entrances should be oriented to the streets with parking located toward the center of the block and to the rear of buildings. Buildings should step down to a lower height towards Yates Village to maintain a transition to the adjacent residential neighborhood, to the extent possible. Building design should include varying rooflines for visual interest.

Figure 8. Springfield CBC Core Area Boundary



Office use up to 125,000 sq.ft. with a maximum building height of 160-feet, including parking levels, may be appropriate on Tax Map Parcel 80-4 ((1)) 5C2, recognizing its location as a gateway feature for the Springfield area. Ancillary retail uses, if possible on the ground-floor, and an urban park or other recreational facilities should be provided to serve the employees with this development. Vehicular and pedestrian access to Brandon Avenue and Augusta Drive should be maintained and enhanced. ~~Management tools to reduce vehicular trips to and from the office use should be utilized. The impact on parks and recreation should be mitigated per policies contained in Objective 6 of the Park and Recreation section of the Policy Plan and Springfield Planning District standards. Finally, any building should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features.~~

Redevelopment along the northern border of Land Unit A should utilize design and screening opportunities to reduce the impact on the adjacent neighborhood. Year round screening should be provided by vegetated buffer located along the northern boundary of Land Unit A in 80-4((1)) 3 and 5D and the 80-4 ((10)) all parcels 80-3((1)) 1, 1A, 3 and 5D. This buffer may be utilized for surface parking provided that parking areas are landscaped with planting beds and trees in excess of that prescribed by the Zoning Ordinance. Further, a minimum of a 40-foot wide fully vegetated buffer should be placed along the residential neighborhood with an eight foot high brick or architectural wall constructed along the parking edge. Buildings should be located a minimum of 120 feet from the residential neighborhood, although appropriately landscaped surface parking may be located within this area. If site constraints make building in this area necessary, the structures should avoid negative visual impact on the adjacent Springfield neighborhood. In this case, building height limitations of a 14° line of sight as measured from the front property line of the Springfield neighborhood may be used as general guidelines for redevelopment. If office use is part of the redevelopment, then the office use should be compatible in design with the residential neighborhood. Finally, lighting from any development should be designed so that it is not intrusive to the adjacent residential development.

- ~~• Parking areas are landscaped with planting beds and trees in excess of that prescribed by the Zoning Ordinance;~~
- ~~• A minimum of 40 feet wide fully vegetated buffer is placed along the residential neighborhood with an eight foot high brick or architectural wall constructed along the parking edge;~~

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- ~~• Buildings are located a minimum of 120 feet from the residential neighborhood. Appropriately landscaped surface parking may be located in this area;~~
 - ~~• Office use should be compatible in design with the residential neighborhood; and~~
 - ~~• Lighting from any development should be designed so that it is not intrusive to the adjacent residential development.~~

~~Freestanding single-use retail or office uses may be appropriate along Old Keene Mill Road and close to I-95. Under the option for redevelopment of the core area, freestanding single-use retail, hotel or office uses are only appropriate along Old Keene Mill Road and close to I-95. As part of the redevelopment option in of the core area, hotel use up to 110,000 square feet may be appropriate on the northwest corner of Old Keene Mill Road and Backlick Road, Tax Map 80-4((1))10. The site should be considered for this intensity only if enhanced streetscape amenities that create a focal point and gateway to the CBC are provided in addition to meeting the development criteria for Land Unit A. Additionally, to offset the effects of impervious surfaces the installation of rooftop vegetation and/or rain gardens is encouraged.~~

~~As discussed in the Transportation section and depicted on Figure 18, a commuter parking facility is planned in the area adjacent to Amherst Avenue and Old Keene Mill Road. The facility will complement a commuter staging area for car pool formation and bus/van service located on the south side Old Keene Mill Road.~~

~~A major objective of the redevelopment of Land Unit A is the creation of a visually and functionally cohesive community. In addition to the implementation of urban design and architectural guidelines, land consolidation is necessary to physically unify freestanding buildings and for parking to be located to the rear of buildings or in the center of blocks. Where development intensity greater than .35 FAR is proposed, consolidation of at least 2 contiguous acres is encouraged, except as otherwise specifically recommended. When a consolidation is less than two acres, development should provide for vehicular and pedestrian access with abutting properties. As an alternative, coordinated development plans and concurrent processing of the development applications with a combined land area of at least 2 acres may be appropriate. In any instance, it must be demonstrated that any unconsolidated parcels are able to develop in conformance with the Plan.~~

~~All such development proposals in Land Unit A should also meet the following criteria: _____~~

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- ~~Multi-story buildings should have retail and service uses primarily located on the ground level. Retail and service uses are intended to serve both the needs of the office workers and residents;~~
 - ~~To the extent possible, parking facilities should be located in the center of the block, behind buildings or otherwise screened from view;~~
 - ~~Development should be transit friendly: i.e. buildings should be located close to the street and streetscape amenities such as benches and bus shelters should be provided;~~
 - ~~As consistent with County Policy, a detailed traffic impact analysis should be prepared to determine any additional improvements required to mitigate the impacts of the proposed development on the street network in the vicinity of the development. Development under this option should mitigate the incremental traffic impact of the proposed development. Examples of mitigation may include but not be limited to making contributions to alternative traffic mitigation projects that benefit the greater Springfield area;~~
 - ~~Buildings and ground floor retail uses should have street level public access. Display windows oriented towards the street should be provided;~~
 - ~~Pedestrian circulation and the use of public transit should be encouraged through site design and connections to sidewalk and trails;~~
 - ~~Building design should reduce the effect of building height and bulk;~~
 - ~~Shared parking is encouraged;~~
 - ~~Curb cuts should be minimized; and~~
 - ~~Urban design elements such as the pedestrian plaza, pedestrian amenities, and landscaping should be provided.~~

Land Unit B

Land Unit B is located west of Amherst Avenue and extends along the northern boundary of the Springfield Community Business Center (CBC) and contains a variety of uses including the Springfield Plaza and Commerce Plaza shopping centers, multifamily residences, the Richard Byrd Library, and an office building. ~~The Richard Byrd Library should be expanded at its present location in place or relocated within the CBC.~~

Streetscape design improvements as shown ~~on the Springfield Streetscape Conceptual Plan~~ in the Urban Design and Streetscape Guidance, appended to this plan should be incorporated into the area to upgrade existing development and create a harmonious visual appearance. Buildings should be well landscaped, oriented to a public street, and screened from stable residential areas. Lighting should be designed so that it is not intrusive to the surrounding residential areas. Additional guidance concerning urban design, architecture, landscaping, pedestrian circulation, and pedestrian amenities for the land unit is provided in the urban design and streetscape section of the areawide recommendations.

The area located to the west and north of Commerce Street is planned for multifamily residential use at a density up to 30 dwelling units per acre with the exception of the Richard Byrd Library, which is planned for public facilities uses and Tax Map 80-3 ((1)) 3D, which is planned for office use up to .35 FAR. Elderly housing at a density up to 30 dwelling units per acre is encouraged for the area between Dinwiddie Street, Commerce Street, and Amherst Avenue. The vacation of Cumberland Avenue as a part of this option should be explored in order to create a larger development site. Any northern or westward expansion of non-residential uses along Backlick Road and beyond Commerce Street is discouraged.

As an option Tax Map Parcels 80-3 ((1)) 3 and 7 and 80-4 ((4)) (3) 7, 8, and 12, may develop as residential use up to a density of 45 du/ac and a maximum of 10,000 square feet of community serving retail use, utilizing the guidance described in the Urban Design and Streetscape appendix Springfield Connectivity Study recommendations (August 2008). This redevelopment should adhere to the guidance in the overview section of the Franconia-Springfield Area regarding building design, orientation, on and off-site parks and recreational facilities, parking, multi-modal connectivity, and telecommunications facilities. In particular, redevelopment should provide an effective transition to the areas outside of the CBC through buffering, limiting building height to 65-feet, orienting buildings to Commerce Street and Cumberland Avenue, and other design considerations, such as 'stair-stepping.' There should be no direct access to neighborhood streets outside of the Springfield CBC. ~~for or contribute to the following conditions:~~

- ~~• An effective transition to the areas outside of the CBC through buffering, limiting building height to 65 feet, orienting buildings to Commerce Street and Cumberland Avenue, and other design considerations, such as 'stair-stepping';~~
- ~~• Publicly accessible urban park space and amenities, including passive and active recreational facilities, on-site and off-site;~~

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- ~~• Below grade parking, preferred. Any surface parking should be located behind the buildings and should not negatively affect the aesthetic value of the streetscape.~~
 - ~~• Orientation of vehicular access to Commerce Street with no direct access to neighborhood streets outside of the Springfield CBC;~~
 - ~~• Pedestrian, bicycle, and vehicular access improvements to promote multi-modal connectivity, including intersection improvements;~~
 - ~~• Community serving, ground floor retail use up to 10,000 square feet;~~
 - ~~• Mitigation of the impact on parks and recreation per policies contained in Objective 6 of the Park and Recreation section of the Policy Plan and Springfield Planning District standards; and,~~
 - ~~• Accommodation of telecommunications antennas and equipment cabinets in the design of the buildings in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features.~~

The Springfield Plaza and Commerce Plaza shopping centers comprise the rest of the land unit. They are major features of this area and are planned for community-serving retail uses up to .50 FAR. Expansion of the area with additional retail and office uses is encouraged. With this expansion, emphasis should be placed on creating a pedestrian-oriented streetscape along the eastern boundary to include public amenity features such as gathering spaces with shaded areas, improved parking area landscaping, pedestrian connections to the rest of the CBC, and a coordinated entry drive at Bland Street. The ultimate goal of the infill should include the addition of a network of local streets or grid of streets, overlaid onto this land unit to improve access for all modes and the inclusion of a central, focal point or plaza that acts as a gathering space for shoppers or nearby residents or workers.

Land Unit C

Land Unit C is located west of Amherst Avenue, north of Old Keene Mill Road and south and east of Bland Street. The land unit is planned for office use with support retail up to 0.50 FAR with substantial parcel consolidation. High-quality architecture, landscape design, and pedestrian amenities should be provided. Shared parking is encouraged and should be shielded from view within the site. ~~As discussed in the Transportation section and depicted on Figure 18, a commuter parking facility is planned in the area adjacent to Amherst Avenue and Old Keene Mill Road. The facility will~~

~~complement a commuter staging area for car pool formation and bus/van service located on the south side of Old Keene Mill Road.~~

As an option, Tax Map Parcels 80-4((9)) 4, 5 and 6 may be appropriate for hotel use up to 110,000 square feet. Access should be provided from Bland Street and an inter-parcel access should be provided to the parcel to the west (Tax Map Parcel 80-3((1)) 9). Redevelopment should be considered for this intensity only if enhanced streetscape amenities that create a focal point and gateway to the CBC are provided. In addition, redevelopment is encouraged to meet the development criteria in the overview section of this plan, for Land Unit A, recognizing that a hotel use may not have display windows or ground-floor retail use. The effects of impervious surface should be offset through mitigation measures, which may include the installation of rooftop vegetation and/or rain gardens. Particular attention should be paid to mitigating the need for urban parks and recreational facilities and shielding telecommunication facilities as stated in the overview section as well as the Policy Plan guidance. The impacts on parks and recreation should be mitigated through policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan. Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways. Flush mounting or screening antennas and concealing related equipment behind screen walls or building features would accomplish this goal. Redevelopment also should accommodate, to the extent possible, and contribute to a pedestrian bridge that would facilitate the safe crossing of Old Keene Mill Road for transit users. Redevelopment should contribute to transportation improvements (i.e., road fund) and provide a shuttle service to the Joe Alexander Transportation Center and other nearby locations. Redevelopment also should participate in the future circulator system's management and operation, as described in the overview section. Redevelopment should provide shuttle service to the Joe Alexander Transportation Center and/or other destinations in the nearby area until such time that a circulator, described in Land Unit B of the Franconia Springfield Transit Station Area, is operational. At such time, redevelopment should participate in the circulator's management and operation. Finally, options for development are feasible only if the private sector contributes a proportional share of transportation improvements (road fund) and/or funding to meet the transportation needs of the area.

Land Unit D

~~Land Unit D is located on the southern portion of the Springfield Community Business Center (CBC). As with the northern portion of the CBC, the Comprehensive Plan encourages the creation of an urban, pedestrian-oriented area with a mix of medium to high intensity office, hotel, retail, residential, and ground floor retail uses.~~

~~Parcels in the vicinity of Springfield Boulevard and Amherst Avenue south of Old Keene Mill Road may be appropriate for use as a commuter staging area for car pool formation and bus/van service. As discussed in the Transportation section and depicted on Figure 18, a commuter parking facility is planned in the area adjacent to Amherst Avenue and Old Keene Mill Road. The commuter staging area will complement the parking area.~~

Land Unit D-Sub-Unit D-1

~~Sub-unit D-1 Land Unit D~~ is generally located south of Old Keene Mill Road and north of the Backlick Center, between Amherst Avenue and Interstate 95. Auto-serving retail and service establishments, ethnic restaurants, and other retail uses characterize this area. As with the northern portion of the CBC, the Comprehensive Plan encourages the creation of an urban, pedestrian oriented area with a mix of medium to high intensity office, hotel, retail, residential, and ground floor retail uses.

~~The sub-unit land unit~~ is an area where medium- to high-density redevelopment with consolidation of parcels is encouraged to alleviate some restrictions to development of narrow parcels. Sidewalk connections and landscaping complementary to streetscape improvements are recommended. The area between Old Keene Mill Road and Springfield Boulevard is planned for retail uses up to 0.70 FAR. With substantial consolidation, the area is planned for an option of office and retail uses up to 1.5 FAR. The area south of Springfield Boulevard and east of Backlick Road is planned for retail uses up to 0.70 FAR. With substantial consolidation, the area is planned for an option of high-rise office, hotel and/or residential uses with ground floor retail uses up to 1.5 FAR.

The area south of Springfield Boulevard and west of Backlick Road is planned for mid-rise office use with ground floor retail uses up to 0.70 FAR. To the extent possible, a public park/plaza or gateway feature should be provided at the southern end of Parcel 90-2 ((1)) 11F. Streetscape improvements, including sidewalks, landscaping and pedestrian amenities should be made along Backlick Road and Amherst Avenue. As an alternative, uses such as automobile sales and services may be considered for this area at an intensity up to 0.70 FAR. With substantial and logical consolidation, development up to 1.0 FAR may be considered as an option for redevelopment.

In any of the redevelopment scenarios, sidewalk connections, landscaping, and streetscape improvements are recommended. Redevelopment under the optional levels should meet the guidance expressed in the overview section. In this case, redevelopment should incorporate designs, which reduce the building height and bulk, parking form and location, and the utilization of TDM strategies to improve the pedestrian and bicyclist environment. Uses located on the ground floor should have direct public access and display windows oriented towards the street. Pedestrian connections should be provided between buildings and uses.

The area between Old Keene Mill Road and Springfield Boulevard is planned for retail uses up to 0.70 FAR with the following conditions:

- Uses located on the ground floor should have direct public access and display windows oriented towards the street;
- Building design should reduce the effect of building height and bulk;
- High quality architecture and landscape design should be demonstrated;
- Pedestrian connections should be provided between buildings and uses;
- Structured parking should be shielded from view within the development; and
- Transportation impacts should be mitigated through the use of transportation demand management (TDM) strategies as shown in Figure 16.

With substantial consolidation, the area is planned for office and retail uses up to 1.5 FAR.

Parcels in the vicinity of Springfield Boulevard and Amherst Avenue south of Old Keene Mill Road may be appropriate for use as a commuter staging area.

The area south of Springfield Boulevard and east of Backlick Road is planned for retail uses up to 0.70 FAR if the following conditions are met:

- Uses located on the ground floor should have direct public access and display windows oriented towards the street;
- Building design should reduce the effect of building height and bulk;
- High quality architecture and landscape design should be demonstrated;
- Pedestrian connections should be provided between buildings and uses;
- Structured parking should be placed at the rear or shielded from view within the development; and
- Transportation impacts should be mitigated through the use of transportation demand management (TDM) strategies as shown in Figure 16.

~~—With substantial consolidation, the area is planned for high rise office, hotel and/or residential uses with ground floor retail uses up to 1.5 FAR~~

~~—The area south of Springfield Boulevard and west of Backlick Road is planned for mid rise office use with ground floor retail uses up to 0.70 FAR. To the extent possible, a public park/plaza should be provided at the southern end of Parcel 11F and streetscape improvements, including sidewalks, landscaping and pedestrian amenities along Backlick Road and Amherst Avenue. As an alternative, uses such as automobile sales and services may be considered for this area at an intensity up to 0.70 FAR. With substantial and logical consolidation, development up to 1.0 FAR may be considered if the following additional conditions are met:~~

- ~~• Uses located on the ground floor should have direct public access with display windows oriented towards the street;~~
- ~~• Building design should reduce the effect of building height and bulk;~~
- ~~• High quality architecture and landscape design should be demonstrated;~~
- ~~• Pedestrian connections should be provided between buildings and uses;~~
- ~~• Structured parking should be shielded from view within the development; and~~
- ~~• Transportation impacts should be mitigated through the use of transportation demand management (TDM) strategies as shown in Figure 16.~~

Land Unit E Sub-Unit D-2

Land Unit E Sub-unit D-2 is located south of Old Keene Mill Road between the Springvale community, Amherst Avenue, and north of the junction of Amherst Avenue with Backlick Road.

Tax Map 90-2 ((1)) 11D and 11E are planned to continue as automobile sales and service use up to .50 FAR. The remainder of the sub-unit is planned for low intensity retail and office uses up to .50 FAR with a height limitation of 50 feet. Any development should be screened from the Springvale community and meet the recommendations for optional redevelopment in Land Unit D. A joint use structured public parking facility should be provided. following additional conditions:

- ~~• Uses located on the ground floor should have direct public access with display windows oriented towards the street;~~

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- ~~• Building design should reduce the effect of building height and bulk;~~
 - ~~• High quality architecture and landscape design should be demonstrated;~~
 - ~~• Buildings should be set back 50 feet from the property line adjacent to residential uses;~~
 - ~~• Structured parking should be shielded from view within the development;~~
 - ~~• Pedestrian connections should be provided between buildings;~~
 - ~~• A joint use structured public parking facility should be provided; and~~
 - ~~• Transportation impacts should be mitigated through the use of transportation demand management (TDM) strategies.~~

Parcels in the vicinity of Springfield Boulevard and Amherst Avenue south of Old Keene Mill Road may be appropriate for use as a structured, commuter parking facility of 1,000+ spaces. The commuter parking facility should be designed as a multi-modal transportation center and supplemented with additional features to serve both carpools and transit users in an orderly fashion. These features should include bus bays, information kiosks, bicycle storage facilities, and improved pedestrian access. The facility should be designed and developed to include additional public and private space to accommodate community-serving retail uses along the Old Keene Mill Road frontage and Parks and Recreation facilities on the rooftop and, potentially, in the structure. These uses should complement the commuter function by taking advantage of the available parking on evenings and weekends. It is expected that as the HOT lanes improvements are completed to serve the Shirley Highway (I-95/I-395) and Capital Beltway (I-495) corridors, park-and-ride demand in the CBC will grow substantially.

Land Unit F E

This land unit is located north of the Franconia-Springfield Parkway, between I-95 and the residential areas west of Backlick Road. Land Unit F E is located south of the junction of Amherst Avenue with Backlick Road. Retail, low-rise office, and residential uses are planned for this land unit. Community-serving retail uses with intensities up to .35 FAR are planned in order to retain existing businesses and provide space for the start-up of new businesses. Office uses shown on the Plan map should be retained and existing office uses located along Backlick Road should be retained at existing FARs. However, non-residential development along the Franconia-Springfield Parkway is discouraged.

That portion of Parcel 90-2 ((1)) 23 that is opposite the Grand View townhouse development located on Villa Park Road is currently the site of a state-owned commuter facility and is planned for transitional low-rise office use. Such office development should consolidate parcels to provide for existing and proposed roadway improvements, and provide effective noise attenuation measures as needed. Appropriate landscape treatment should be provided where necessary to protect adjoining residential or institutional uses.

The Brookfield Plaza shopping center site, located west of Backlick Road off Spring Garden Drive, is planned for community-serving retail use up to .35 FAR. As an option, residential use at 16-20 dwelling units per acre may be appropriate with complete parcel consolidation of Tax Map 90-2((1))17, 17A, ((2))1 and 2. Redevelopment under this option should create a distinct edge to commercial development and be compatible with surrounding residential uses. The adjacent residential neighborhoods should be effectively screened from the redevelopment. Building heights of structures should not exceed 40 feet. Access should be limited to Backlick Road, and curb cuts should be minimized. ~~Under this option, the following conditions should be met:~~

- ~~• Complete parcel consolidation (Tax Map 90-2 ((1)) 17, 17A, ((2)) 1 and 2) to provide for a well designed project;~~
- ~~• Provision of effective screening and buffering to adjacent residential neighborhoods;~~
- ~~• Heights of structures do not exceed 40 feet; and~~
- ~~• Access is limited to Backlick Road and curb cuts are minimized.~~

[Note to reader: The following Land Unit G text has been adapted from Recommendation #1 of the S8: Monticello Woods Community Planning Sector Plan text, Springfield Planning District, Area IV, 2007 edition, as amended through 8-3-2009, page 88.]

Land Unit G

Land Unit G includes the commercially developed area along Commerce Street, east of I-95, north of Franconia Road and serves as an important linkage between the CBC and the TSA. This area is planned for community-serving retail use up to .35 FAR. Commercial development along Commerce Street and Franconia Road should be limited to existing commercially-zoned locations to prevent commercial encroachment into adjacent residential neighborhoods. Buffering and screening and other measures should be provided from any new development to adjacent residential uses to create appropriate

transitions and mitigate adverse impacts. Lighting on commercial sites should be designed to be non-intrusive to nearby residential areas.

[Note to reader: The following land unit guidance, proposed Land Units H through R, is a modification of Franconia-Springfield Transit Station Area Comprehensive Plan text, Franconia-Springfield Area, Area IV, 2007 edition, as amended through 8-3-3009, pages 33-59.]

Land Unit H A-1 [Note to Reader: Former Land Units A-1 and A-2 are combined as proposed Land Unit H.]

Land Unit H, about 29 acres, contains retail stores, offices, and hotels. This land unit is planned for a mix of office and hotel uses at an intensity up to .50 FAR. Accessory uses such as banks and restaurants may also be appropriate provided they are not located in free standing structures. Landscaping and plantings along sidewalks and streets are encouraged to foster pedestrian activity. Safe pedestrian connections to the Springfield Mall (future town center) and to the Transportation Center should be incorporated into the pedestrian circulation plan and network for this land unit. A signalized, mid-block crossing is planned to connect the northern portion of this area to the Town Center's central plaza. Development in this land unit should follow the guidance set forth in the overview section of this Plan, particularly focusing on the high frequency bus service to the Joe Alexander Transportation Center and, eventually, the Springfield CBC.

~~Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus system.~~

Land Unit A-2

~~This land unit, about 15 acres, contains retail stores. It is planned for a mix of office and hotel uses at an intensity up to .50 FAR. Accessory uses such as banks and restaurants may also be appropriate provided that they are not located in free standing structures. Landscaping and plantings along sidewalks and streets are encouraged to foster pedestrian activity. Safe pedestrian connections to the Springfield Shopping Mall and to the Joe Alexander Transportation Center should be incorporated into the pedestrian circulation plan and network for this land unit.~~

As an option, multi-family residential use at a density of up to 45 dwelling units per acre may be appropriate for Tax Map parcel 90-2 ((1)) 46 provided that the following conditions are satisfied:

-
- The entire land unit is developed as residential use through a unified development plan which highlights pedestrian and vehicular access;
 - High quality architecture and site design is provided, including landscaping and lighting;
 - Structures are mid- or high-rise, not garden type apartments in order that they may be compatible with existing and planned development in the immediate area;
 - Structures are located to provide an appropriate set back from I-95 to mitigate noise. Additional noise mitigation measures may also be necessary;
 - Parking is provided either underground and/or in structures to maximize land area for open space and recreational amenities;
 - Recreation facilities are provided to meet the active recreation needs of residents. These facilities should be an integral part of the residential complex or building; and
 - Effective landscaping is provided on the periphery of the site in order to buffer this residential development from existing and planned non-residential use adjacent to the land unit and in the immediate area.

~~An internal roadway should be constructed within Land Unit A-2, extending from the intersection of Loisdale Road with Spring Mall Road, to Loisdale Court. Development planned for this land unit should have all access oriented to the internal road.~~

~~Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus system.~~

Land Unit I B

The land unit is approximately 80 acres in size and contains the Springfield Mall and other retail uses. The Springfield Mall is planned for retail uses up to .50 FAR to recognize its regional-serving function. The area along the perimeter of the mall property is planned for community-serving retail uses up to .35 FAR. Drive-through facilities are discouraged in this land unit. Pedestrian and bicycle access to and from the Joe Alexander Transportation Center should be provided. Development in this land unit should be linked with the Transportation Center through the provision of high frequency transit service, such as a circulator bus system.

As an option, Land Unit B may be appropriate for redevelopment as a town center that integrates retail, residential, office, and hotel uses. Redevelopment as a town center should transform the character of the area from a suburban, auto-oriented, regional mall into a mixed-use, walkable, and distinct place. The town center redevelopment should act as a catalyst for revitalization of the Springfield area and support the regional goal of concentrating growth in activity centers. The option for the town center does not limit the ability of the existing mall footprint to remain, to be altered, or to be expanded, as long as the character of the town center, described in the following Plan text is achieved.

With consolidation of at least 78.5-acres, the town center is planned for an intensity of up to 1.71 FAR. Any remaining, unconsolidated parcels would be planned at the base level for retail use up to 0.35 FAR. If the entire land unit is consolidated, then the town center is planned for an intensity of up to 1.82 FAR. In either scenario, redevelopment should focus on improved connectivity between the internal activities of the mall building and the rest of the town center and, on a larger scale, the town center to the surrounding land units and greater Springfield area. In particular, the town center should enhance multi-modal connections to the Transportation Center and other nearby uses, and take advantage of internal synergy among the land uses to discourage reliance on the automobile. The following paragraphs outline the conditions for the town center redevelopment option.

Land Uses: Land uses should be distributed across the site to create the mixed-use town center, based on the two consolidation options, as follows:

		<u>Development Potential for Town Center Options</u>	
		<u>Option 1 (78.5 acres)</u>	<u>Option 2 (80 acres)</u>
		<u>Intensity</u> <u>Up to 1.71 FAR</u>	<u>Intensity</u> <u>Up to 1.82 FAR</u>
		<u>Non-Residential Use</u>	
<u>Land Use</u>		<u>Square Feet</u>	
<u>Retail</u>		<u>1,900,000 - 2,100,000</u>	<u>1,900,000 - 2,100,000</u>
<u>Office</u>		<u>700,000 - 1,100,000</u>	<u>1,200,000 - 1,500,000</u>
<u>Hotel</u>		<u>180,000 - 360,000</u>	<u>180,000 - 360,000</u>
		<u>Residential Use</u>	
		<u>Square Feet</u>	
<u>Residential</u>		<u>2,300,000 - 2,900,000</u>	<u>2,400,000 - 3,000,000</u>
		<u>Dwelling Units</u>	
		<u>2,100 - 2,800</u>	<u>2,200 - 2,800</u>

Residential Use- The residential units should be distributed in buildings across the site in a manner that is well-integrated into the town center. The residential uses also should have convenient access to open space, recreational space, community-serving retail uses, and other services. Affordable and workforce housing should be provided through compliance with the Affordable Dwelling Unit Ordinance and other County policies.

Retail Use- To the extent possible, the new retail uses that are in addition to the mall building should be located in places that would encourage public usage, activate the town center, and reduce vehicular traffic. Such new retail uses should be distributed throughout the site in the ground-floors of the residential, office, and hotel buildings; at prominent entrance points to the town center; and along the edges of plazas. The inclusion of a child care center and a grocery store is highly desirable (convenience retail or a quick service food store will not satisfy this condition). These retail uses should have direct public access and display windows oriented toward pedestrian walkways, and, where appropriate, to vehicular drives and/or streets. These locations should include local-serving uses, such as cafés, restaurants, bookstores, boutiques, pharmacies, dry cleaners, health clubs, and professional storefront offices.

Office and Hotel Uses- The office and hotel uses should be distributed throughout the town center so that the access and impact on traffic is well-distributed among the internal and peripheral roadways. Additional residential use can be substituted for some of the office and hotel uses within the ranges for the town center options. If this substitution is made, the balance of land use components should maintain the desired ability to provide the live-work-shop community. Active and passive recreation opportunities should be provided for use by the employees within the town center.

Main Street Concept- Any expansion of the mall building should include a re- alignment and reorientation of the building to an internal street network. The mall's reorientation should form the basis of an outdoor, "main street" for the town center along the Loisdale Road-side of the mall building. The main street should incorporate ground-floor retail and restaurant uses with entrances from the main street and dynamic streetscape elements, such as store-front windows, awnings, and outdoor seating areas. The design should activate the length of the street, create diverse and vibrant street-life, and encourage activity beyond the typical work day. Residential, office, and hotel uses should be integrated into the main street, above the retail uses, to provide the opportunity for residents, employees, or visitors to live, work, shop, play, and exercise on the site. An indoor community space would be desirable along this main street.

Urban Design- The town center redevelopment should incorporate high quality site design, architecture, landscaping, and lighting. These design elements should create an urban environment that balances the public realm with private space, and functionality with visual appeal. To achieve these goals, the design of the site should be oriented

outward along the periphery to create a functional relationship with the surrounding land units. Within the site, the buildings should align and relate to the internal streets and open space areas. The guidance established in the overview and areawide section of this plan should be adhered to, particularly relating to building height, placement, and orientation; gateway and other placemaking features; building and parking structure façade treatments; and free-standing and drive-through uses. A variety of building heights should be provided for visual interest. Signature buildings with greater building heights should be used as “gateway” features. These “gateways” should be located at major approach intersections, or where major roadways meet at the corners of the site, and could include prominent architectural features, signage, or urban plazas. To help foster an effective transition to the Springfield Forest subdivision to the east of Elder Avenue, In regards to building height, the heights of the buildings should be limited by a 14° line of sight as measured from the front property line of Springfield Forest residential structures, to help foster an effective transition to the Springfield Forest subdivision to the east of Elder Avenue.

~~The façade treatment of the buildings and other structures, such as parking garages, should contribute to the visual appeal of the town center and the streetscapes. The façades should be attractive and inviting from both pedestrian and vehicular perspectives and should incorporate architectural elements to provide visual interest. Entrances and storefront windows along the façades should reflect a pedestrian scale. Blank walls of buildings, loading areas, or rear façades should be treated in such a way that does not detract from the pleasant street experience. If uses cannot be integrated into facades, at a minimum, such façades should be decorated with store front windows, awnings, and/or vegetated walls.~~

~~Free-standing, retail uses should be avoided, unless it can be demonstrated that their design and placement would enhance the town center or provide an appropriate transition among adjacent properties and Land Unit B. In this case, architecture should be of similar character, if not scale, to the rest of the town center. There should be no drive-through uses in the ultimate development plan for the town center.~~

Design Theme- A unified design theme that builds on the urban design and architectural detail should be implemented in the Franconia-Springfield Area town center. As the redevelopment of the Springfield Mall in the town center is considered one of the primary redevelopments in the area, the town center should develop a design theme that could be expanded for use as a “brand” throughout the TSA and/or the CBC. The theme should enhance the connectivity throughout the site and contribute to the identity of the town center. This theme and should strengthen the perception of the town center as a cohesive and coherent redevelopment. Attractive and functional streetscapes or other pedestrian systems, complementary architectural and urban design features, public art, brick-patterning, street furniture, signage and wayfinding elements, and other physical landmarks or focal points should be used to establish this design theme. Part of this

~~theme should include a program of signage and/or other wayfinding elements, which should easily direct and orient residents, employees, and other visitors through the town center. This theme could be expanded for use as a “brand” throughout the Transit Station Area and/or the Springfield CBC.~~

On-site Urban Parks and Recreation- Multiple, publicly accessible urban plazas and park spaces at various scales and functions should be included in the town center at each phase of redevelopment. The plazas should form a network of on-site public spaces and should be supplemented by existing and improved off-site recreation facilities. The on-site urban parks should provide active and passive recreational opportunities to serve the residents, employees, and visitors of the town center. These spaces should be distinguished from streetscape and retail amenities, contribute to the quality of life for users and residents through their function, use, accessibility, facilities, amenities, or other elements.

The urban park spaces should be distributed throughout the site and, depending upon function, may be at ground-level or at rooftop locations. Any public recreation space should have clearly denoted public access points. A broad range of leisure facilities and amenities could include a trail network, off-leash dog parks, plazas, courtyards, outdoor seating areas, playgrounds, gardens, sports courts, fitness stations, or other active recreational amenities as well as flexible spaces that will accommodate large events such as farmer’s markets, community festivals and performances. These diverse spaces, functions, and amenities should be provided to the extent possible at each phase of the development.

The location of urban plazas around the perimeter of the town center should function to welcome users, provide transparency, and act as gateway features into the town center. Particularly important to the design is the location of an urban plaza at the southeast corner of the site. This location is critical to the enhancement of the link between the town center and the Joe Alexander Transportation Center as this corner of the site is expected to experience high-volumes of pedestrian and bicycle traffic moving between the mall, town center, and the transit facility. At the initial phase, some level of improvements should be made to this area, which should be enhanced as the development builds out.

The network of public spaces and plazas should focus on one large, signature, central public plaza. This central plaza should function as an important civic gathering place for residents, employees, and shoppers of the town center. The provision of a range of auxiliary and connecting leisure amenities will support casual and programmed activities and help enliven the area. The central plaza should provide a link between at least one external roadway and the main street. The form and size of the plaza should encourage and facilitate a variety of outdoor activities and uses. The design should include flexible, programmable open space, outdoor seating, landscaped space, and unique place-making

features, such as water, public art, or other interactive elements. The plaza should relate to the surrounding buildings with buildings aligned to the space and entrances opening onto it. The design of the plaza should promote safe usage by the pedestrian by limited vehicular access. A transit stop and drop-off area, located at the end of this plaza along Loisdale Road, should be provided to encourage pedestrian access to this site and promote activity. This central plaza should be provided at the initial phases of development.

Off-site Parks and Recreation- The on-site urban park spaces and amenities should be supplemented by off-site facility development, such as improvements to existing local parks, and/ or other contributions. These off-site improvements should offset the recreational needs generated by the town center development. The improvements could include new or expanded athletic fields, sports courts, playgrounds, picnic areas, trails, open spaces, dog parks, skate parks, and other supporting amenities. A network of pedestrian trails or sidewalk connections should enable pedestrian connections from the town center to nearby parks.

Transportation – It is essential that the impacts of the town center development allowed under this option be offset through a combination of additional roadway capacity, intersection traffic mitigation, circulation and access improvements, transit, pedestrian and bicycle connectivity enhancements, and implementation of an effective transportation demand management (TDM) program. These improvements should be provided in accord with the guidance set forth below:

Trip Generation – Trip reduction levels should be identified in the traffic impact study and realized through a TDM program with a detailed monitoring process. These reductions are predicated upon provision of attractive, safe, and convenient pedestrian and bicycle connections between the town center and Transportation Center, enhanced bus transit circulator service between the town center, Transportation Center, adjacent commercial areas and residential neighborhoods, and street improvements that further these objectives.

Traffic Level of Service - To avoid degradation of traffic levels of service (LOS), land use and transportation should be kept in balance throughout the phasing of the development. This redevelopment should apply the Franconia-Springfield Area LOS E standard. This standard is described in the Level of Service section of this plan. The standard is established in recognition that offsetting improvements are made to the town center to create a more multi-modal transportation system serving the area, including transit, pedestrian and bicycling connectivity improvements. ~~should be applied, in general, to determine mitigation needed at critical approach intersections. This standard is established in recognition that offsetting improvements are made to the town center to create a more multi-modal transportation system serving the area, including transit, pedestrian and bicycling~~

~~connectivity improvements. In exchange for adopting a lower vehicle LOS measure for determining traffic mitigation, commitments should be made to help bring about the evolution of the current Springfield Mall property into a more transit-oriented and walkable town center.~~

~~At locations where a LOS E standard cannot be attained or maintained, remedies should be considered and provided to offset impacts, using a tiered approach as described below. Land use changes, off-site improvements, and/or contributions toward future improvements in lieu of intersection mitigation should be considered. These remedies should help reduce or mitigate area traffic, and/or improve the future accessibility or capacity of the roadway system serving the town center area.~~

~~Mitigation of problem locations should follow the following sequence:~~

- ~~1. First, determine whether addition of capacity and/or increased operational efficiency is possible.~~
- ~~2. Failing that, decrease future site-generated traffic by: reducing the intensity of development, changing the mix of land use (e.g., replacing office or retail uses with residential use), increasing transit use through provision of additional and improved services, and/or optimizing the application of TDM measures which might include greater transit use, walking and bicycling.~~
- ~~3. Failing that, provide appropriate contributions to a fund for eventual mitigation of problem locations.~~

~~*Traffic Mitigation* – Applying the LOS guidance described above, intersections in and around the town center should be improved to the extent possible. Modifications to intersection geometry, lane configurations, timing and operation of signals, and pedestrian and bicycle accommodations should be provided at these intersections to improve access to the town center and minimize congestion.~~

~~Improvements to mitigate the impacts of traffic on regional transportation facilities providing access to/from Springfield should also be evaluated and addressed and contributions should be made to address the impact, as described in the Roadway and Circulation Improvements section. To address impacts on regional transportation facilities, contributions that correlate with the additional traffic generated by the town center development should be made. More specifically, the contributions should be based on new town center traffic (calculated as the difference between site-generated traffic for the existing development and the build out development) as a percentage of total traffic at regional facilities that need improvement.~~

A list of major road improvements for the Franconia-Springfield Area is expressed in the overview section of this plan. These following additional regional facilities will should serve specifically as gateways to the town center, and are critical components of the transportation system serving Land Unit I the area:

- *Frontier Drive/Franconia-Springfield Parkway Interchange* – This interchange will serve as a primary entrance to the town center for traffic arriving from the east, west and south. Adequate traffic operations should be maintained at the Parkway ramp junctures with Frontier Drive. Improvements to be considered should include improved intersection geometry, signal modifications to balance vehicular and pedestrian flows, pedestrian safety and connectivity enhancements, and extension of Parkway deceleration and acceleration lanes to handle projected increases in traffic volumes. Enhancement of pedestrian and transit connectivity to the Transportation Center should be addressed in the early phases of town center development.
- *Northbound I-95 Exit Ramp* – This ramp exit will serve as a major entrance to the town center for traffic coming from the south exiting northbound I-95. The ramp is also expected to carry increased traffic destined to the GSA Warehouse area as that area undergoes redevelopment. Adequate traffic operations should be maintained and it should be ensured that traffic entering the town center from the northbound I-95 exit ramp does not queue to the mainline lanes of I-95 under future conditions.
- *Loisdale Road/Commerce Street/Franconia Road Intersection* – This intersection will serve as a major entrance to the town center for traffic arriving from the north and west, and traffic destined to the town center from the Capital Beltway. The intersection serves as the primary access to I-95/I-395 north and south and the connecting Capital Beltway ramps. Improvement of the intersection should be provided as required to maintain adequate roadway operations and ensure the adequate flow of traffic to and from I-95/395/495 interstate facilities. Improvement of this intersection should include consideration of enhanced capacity as well as improved directional signage to the interstate ramps.

Circulation and Access – In order to improve vehicular access and circulation within and through the town center, and to facilitate pedestrian movement within and through the town center, an interconnected network of local streets should be provided that includes wide sidewalks on both sides of most streets, delineated pedestrian pathways, and pedestrian crossings. A pedestrian circulation system

should be developed on the property that interconnects the interior portions of the town center (the enclosed mall) with major destinations and places on and surrounding the property with safe pedestrian crossings, where people congregate. Logical pathways should be provided that connect to external crossing points. Pedestrian movement and safety in the town center should be facilitated, in association with implementation of a wayfinding signage plan.

~~On the edges of the property, wider sidewalks should be planned to allow for safer and more active pedestrian movement. Safe and pedestrian friendly crossings to and from the town center should be planned to be incorporated into the redesign of streets around the property, accommodating full pedestrian movements wherever possible. Pedestrian enhancements might include delineated crosswalks, signal retimings, intersection sidewalk extensions (bulb outs), and other features designed into the street section with the goal of reducing conflicts with vehicles and improving safety, as allowed by VDOT. The Urban Design and Streetscape Guidance appendix and the text found in the Local Streets and Circulation section should ~~can~~ be utilized for guidance in the redevelopment of the Springfield Mall to create an improved vehicular and pedestrian circulation system for the town center.~~

Transit, Pedestrian, and Bicycle Connectivity – Transit, pedestrian, and bicycle connectivity improvements are major elements of the transportation guidance supporting this Plan option. To support the increased density and mix of uses at the optional level of development, access to the area should be maximized by all means available. Transit, pedestrian, and bicycle connectivity to the town center should be improved in order to achieve the objectives of increasing transit usage, including reverse ridership on the Metro, and creating a walkable and bike-able town center.

~~The following –~~ As described in more detail on the overview section, transit, pedestrian, and bicycle connectivity improvements should be provided as part of the redevelopment process to improve the pedestrian and bicycle connection between the Joe Alexander Transportation Center and town center; to expand bus circulator service between the town center, Joe Alexander Transportation Center, and CBC; to integrate safe pedestrian crossings into the design of intersections and streets; and to provide a mid-block pedestrian crossing between the town center and Land Unit A. These improvements are detailed in the overview section and should be adhered to during redevelopment in and around Land Unit I.

- ~~• *Improve the pedestrian/bicycle connection between the Joe Alexander Transportation Center and town center* – This improvement would strengthen the transit connection to/from the emerging town center by facilitating and increasing walk and bike trips from the Franconia-Springfield Metro Station, Virginia Railway Express (VRE) commuter rail station, Metrobus, Fairfax Connector and other bus services located~~

~~at the Joe Alexander Transportation Center. By improving the orientation of the town center to these transit services, auto travel to the area can be reduced. The improvement of the pedestrian experience on Frontier Drive should include wider sidewalks, improved street crossings, enhanced lighting, public art and other aesthetic treatments, street furniture, and related enhancements to improve pedestrian safety. Signal timing at the intersections of Frontier Drive and the Franconia-Springfield Parkway ramp junctures should be adjusted to balance pedestrian and vehicle levels and quality of service. The Frontier Drive cross section under the Parkway bridge should include bike lanes separated from the pedestrian travelway. Improved pedestrian and bicycle connections to and from the Transportation Center should commence at an early phase of the redevelopment.~~

- ~~• *Expand bus circulator service between the town center, Joe Alexander Transportation Center, and CBC* Expanded bus circulator service should be provided that will interconnect the town center to the Transportation Center, Springfield CBC, and other parts of the Springfield commercial area, similar to the recommendations of the Springfield Connectivity Study, dated August 2008. The expanded circulator service would extend the influence of the mass transit to a larger area of Springfield, provide connectivity across I-95 and between various nodes of activity within Springfield, including the CBC core area (Land Unit A of the Springfield CBC). The Springfield Connectivity Study has recommended a circulator route beginning at the Transportation Center, interconnecting the future town center with three stops, extending across I-95 via Commerce Street to a loop through the Springfield CBC, and returning via Amherst Avenue, Backlick Road and the Franconia-Springfield Parkway to the Transportation Center. The expanded circulator service would improve connectivity to the town center for employees, shoppers, visitors and residents. An authority or other mechanism could be established to manage and operate, and/or to own the service, based on a funding program, in which property owners within the Springfield area participate. Commensurate to the development of the site, enhancements to existing local bus service, possibly supplemented by shuttle service, should be provided, until such time the circulator is in place.~~
- ~~• *Integrate safe pedestrian crossings into the design of intersections and streets* Safe pedestrian crossings should be provided by incorporating such measures as a pedestrian phase (countdown signals) in the redesign of traffic signals at major intersections expected to carry higher volumes of pedestrians, and by providing street design features such as sidewalk~~

~~bulb outs, center medians of sufficient width to allow pedestrians to take refuge when crossing multi-lane roadways, wide sidewalks, and landscaping and utility panels that provide a buffer from street traffic. Safe pedestrian movement within and around the town center should be provided through an integrated system of walkways, crossings, traffic signal modifications, signage, and design features integrated into the streetscape, in conjunction with adoption of a pedestrian circulation plan for the development.~~

- ~~• Provide a mid-block pedestrian crossing between the town center and Land Unit A. Subject to VDOT approval, a signalized mid-block crossing for pedestrians should be provided on Loisdale Road, to direct pedestrians desiring to cross Loisdale Road to a safer crossing point. Design features should include lighting, special pavement, signage, and signalization. In addition to the at-grade crossing, an overhead walkway could be planned and designed for this area, to be provided in conjunction with adjacent redevelopment. Design and implementation of an at-grade or grade-separated mid-block pedestrian crossing in this area, and any necessary right-of-way or easements that may be needed for the future crossing, should be provided within Land Unit B.~~

~~*Context Sensitive Design of Streets*—A typology of streets and proposed designs for streets in Springfield were are developed in the Urban Design and Streetscape Guidance appendix to this plan Springfield Connectivity Framework Plans, based on the context of the surrounding and planned land use. These proposed roadway cross sections establish guidance that can be used to undertake improvements to the town center roadways and facilitate safe and active streetscapes and should be followed during redevelopment. The streetscape guidance embodies the policy of “complete streets”, intended to ensure that the right of way is designed and operated to enable safe travel by all users and all modes. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities should be able to safely move along and across a complete street. Design elements address safe pedestrian crossings and enhanced pedestrian movement, with the goal of reducing pedestrian and vehicular conflicts and improving accessibility. Complete streets should be applied to the redesign and reconstruction of the perimeter frontage roads in the town center, as well as development of an improved network of local streets serving the interior.~~

Transportation Demand Management (TDM) – A transportation demand management (TDM) program should be established that encourages the use of transit and non-motorized transportation, and utilizes a variety of measures to reduce automobile trips. The TDM program should achieve specified trip reduction targets identified for phases of the development. It should ultimately be maintained and funded by residents and business owners once the town center development is

complete. The TDM program should be designed to work in conjunction with and complement the transit, pedestrian and bicycle connectivity improvements, as described in the TDM section of the areawide section of this plan. ~~TDM measures employed should facilitate and complement these physical improvements and urban design features. The TDM program adopted should identify a full complement of measures that could be implemented, including alternative transportation services, support facilities and/or programs, and pricing measures, and should include enforcement, evaluation, and penalty provisions in the event trip reduction thresholds are not achieved.~~

Commensurate with the trip reduction levels identified in the traffic impact study, the TDM program should achieve a minimum level of 30 percent reduction in residential peak hour trips and a minimum level of 20 percent reduction in office peak hour trips at site build out, with lower levels of trip reduction expected in the interim phases of development, to be determined at the time of rezoning. The TDM program should be provided by the applicant, and implemented during the early phases of the town center development.

Phasing- Although phasing of the ultimate development should be flexible, the “main street” character should be established in the initial phase of development. This phase should include vertically-integrated land uses with ground-floor retail and other activity generating uses located continuously along the street, as described previously. The design should create a dynamic streetscape and promote pedestrian safety and activity. This initial phase should begin to substantially improve the multi-modal connections and the pedestrian experience from the main street to the Transportation Center. Establishing this main street and the improved connectivity in the early phases of redevelopment should establish the identity of the place as a walkable, pedestrian-scaled, mixed-use area.

In particular, the pathway from the mall through and around the Macy’s garage to the Transportation Center should be enhanced during the initial phase. Improvements could include dedicated, well-lit, secure, and attractive walkways through the garage and an urban plaza on the southeast corner with water features, outdoor seating, improved paving, and/or other gateway features. Each phase of the redevelopment also should provide for convenience retail uses, support services, urban plazas, other recreation amenities, and associated transportation improvements, at each phase of development.

Noise- Transportation noise generated from the roads surrounding the existing mall may have an effect on the town center. A noise study should be completed to determine the actual extent of noise impacts on the proposed residential and other noise sensitive uses on this land area for existing and future predicted conditions. Residential uses should not be located in areas with excessive noise, as defined in the Policy Plan. Any noise study for this land area should take into account both exterior noise and measures which might

be employed to reduce interior noise levels. Building height, location, orientation, and shielding also could be used to mitigate the potential for noise impacts on the redevelopment.

~~*Stormwater Management* Innovative stormwater management techniques should be utilized, which may include retention and detention, infiltration measures, or other means to reduce the impacts of stormwater run-off. These techniques should exceed the requirements for the baseline level in the areas of stormwater management and should complement other “green” and sustainable features within this redevelopment.~~

~~*LEED Certification* At a minimum, LEED Certification or other comparable third party certification should be achieved for all parts of the new development.~~

~~*Schools* The impact of development on schools should be mitigated. The redevelopment should work with the community and Fairfax County Public Schools to identify the appropriate commitments to address projected impacts.~~

Land Unit J €

This land unit is located south of Spring Mall Road and west of Frontier Drive and includes the Springfield Station apartments, which are developed at a density of 45 dwelling units per acre. The approximately 28-acre land unit is bordered on the south by the Franconia-Springfield Parkway.

All of Land Unit J € is planned for multi-family residential use at a density of 35 dwelling units per acre. A mix of garden apartments and mid- or high-rise structures is encouraged. Residential use in this area will serve to expand housing opportunities in proximity to a major transportation center. Limited retail uses to serve the residents of the development may be appropriate, provided that the retail uses are not contained in free-standing structures.

Land Unit J € includes an area currently used as an automobile dealership (Tax Map 90-2((1))53, 54, 55, 57D). Expansion of this use beyond these parcels within the land unit is not recommended, and consolidation of these parcels with the remainder of Land Unit J € for residential or mixed-use development is encouraged to achieve the unified development of this land unit.

Two options for development have been identified for this land unit: residential use at a density of 45 dwelling units to the acre, or mixed-use development comprised of residential and retail use at an intensity of up to 1.0 FAR. Mixed-use development must be predominantly mid- or high-rise residential in character with no more than one-third of the total gross square footage devoted to retail use. The retail and residential uses must

be integrated and physically linked to one another to create a cohesive project, as opposed to a development that represents a mixture of disparate uses on the site.

Under either option, the following conditions must be met in addition the conditions established in the overview section:

- Structures are mid- or high-rise, rather than garden style units, in order that they may be compatible with existing and planned development in the immediate area. Structures should be located to provide an appropriate setback from the Franconia-Springfield Parkway to mitigate noise. Other noise mitigation measures should be provided as necessary;
- At least one-third of the required parking is provided either underground, in structures or designed as a combination of the two. This will help maximize land area for open space and recreational amenities;
- Effective landscaping is provided on the periphery of the site to adequately buffer this residential development from existing and planned non-residential use in the immediate area;
- Safe pedestrian access and connections are provided to the Springfield Mall and to the Transportation Center. The pedestrian circulation plan and network for this land unit should be part of the overall circulation plan for the Transit Station Area;
- A high quality living environment with active recreation and other site amenities is provided to meet the active recreation needs of residents; and

Pedestrian access to and from the Transportation Center should be provided as a part of any development of this land unit. Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus circulator ~~transit~~ system.

[Note to reader: The following guidance for proposed Land Units K through N has been taken from the former Land Units E through G text and relettered. The text has been moved forward as part of the reorganization process . There are no substantive changes proposed to these land units.]

Land Unit K

Tax Map 90-2 ((1)) 85B and 90B comprise the approximately 13-acre Land Unit K. Tax Map 90-2 ((1)) 85B is planned for institutional use up to .30 FAR and is developed with an assisted living/medical care facility for the elderly. The assisted living

facility is located on the site of the former Oak Grove Plantation House. Tax Map 90-2 ((1)) 90B is planned for public facilities and is the site of the Forestdale Elementary School. Any future uses should be well-buffered from Franconia Road and Frontier Drive.

Land Unit L

Land Unit L, about 8.5 acres in size, is located south of Forestdale Elementary School between Frontier Drive and Elder Avenue. The land unit is comprised of Tax Map 90-2 ((1)) 86A and 96A. Parcel 90-2 ((1)) 96A is a cemetery, known as the Broders Family Cemetery. It is on land that was once part of the Oak Grove Plantation. Parcel 90-2 ((1)) 86A is planned for low-intensity retail use up to .30 FAR. This use should be one-story in character, with buildings and access oriented to Frontier Drive. A minimum 50-foot vegetated buffer and a brick wall should be provided along Elder Avenue to assist in creating a transition to the existing residential communities in this area. The buffer should be enhanced with evergreen trees to provide year round screening. No sidewalk or curb and gutter should be provided along Elder Avenue.

The primary access to development in Land Unit L should be oriented to Frontier Drive opposite the entrance to Springfield Town Center.

Land Unit M

Land Unit M, approximately 20 acres, is located immediately north of the Franconia- Springfield Parkway and situated between Elder Avenue and Frontier Drive. This land unit is planned for office and retail use up to 0.30 FAR and is developed at 0.28 FAR. To achieve an effective transition to the Springfield Forest subdivision, the retail uses should be low-rise in character with a maximum height of 35 feet, with buildings and access oriented to Frontier Drive. In addition to a maximum height of 35 feet, all buildings and structures shall be limited in height by a 14° line of sight as measured from the front property line of Springfield Forest residences adjacent to this land unit and east of Elder Avenue.

Retail and office uses should be developed under the following conditions:

1. A minimum of 50 foot vegetative buffer incorporating existing vegetation should be provided along Elder Avenue together with a seven-foot brick wall on the western side of the buffer to assist in creating a transition to the existing residential communities in the area. The buffer should be enhanced with evergreen trees and supplemental shrubbery to provide year round screening.

2. The only access, vehicular or pedestrian, to this land unit should be from Frontier Drive with the primary vehicular access point at the intersection of Spring Mall Road.
3. The entire land unit should be developed under a single development plan which will reflect high quality architecture and site design.
4. All site lighting should be located, directed, and designed to reduce glare and slippage onto the adjacent residential property.

As an option, multi-family residential use at a density of up to 20 dwelling units per acre may be appropriate. The entire land unit should be developed under a single development plan which reflects high quality architecture and site design. Structure type should be limited to garden or mid-rise dwelling units. To help foster an effective transition to the Springfield Forest subdivision, height of the buildings should be limited by a 14° line of sight as measured from the front property line of Springfield Forest residential structures east of Elder Avenue. This transition should also include a vegetated buffer, incorporating existing vegetation, of at least 100 feet in width along Elder Avenue.

It is important that good pedestrian access be provided to the Joe Alexander Transportation Center and to the office and retail uses in the area. Vehicular access to this land unit should be limited to Frontier Drive with the primary access point at the intersection of Spring Mall Road. Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a circulator bus system.

Land Unit N-G

Land Unit N This land unit consists of property owned by the Washington Metropolitan Area Transit Authority (WMATA) and is planned for public facilities. A Transportation Center containing approximately 5,000 parking spaces and bus transfer facilities have been constructed in this land unit along with the Franconia-Springfield Metrorail Station. This entire land unit contains significant wetlands, marine clays, and Environmental Quality Corridor (EQC) land, which pose development constraints and stormwater management and wetlands mitigation issues. Pedestrian access has been provided to connect the Transportation Center to surrounding development.

Should the redevelopment of Land Unit O D-1 be appropriate for a cultural facility, a shared parking arrangement utilizing the parking garage at the Joe Alexander Transportation Center should be considered.

South of the Parkway immediately west of the proposed Joe Alexander Transportation Center, Parcel 90-2 ((1)) 60 is planned for public facilities. A fifty-foot buffer with earth berms with planting and fencing is recommended for the northern edge of the property to buffer planned residential uses for the property immediately to the north.

The Joe Alexander Transportation Center facilities have been designed so that pedestrian and bicycle access from the Springfield Forest subdivision to the Metrorail station platform is provided over a safe corridor.

Land Unit ~~D~~ O

~~Land Unit D is located between the Joe Alexander Transportation Center and Loisdale Estates, a residential subdivision. Land Unit D is planned for industrial use up to .50 FAR to recognize existing uses and to minimize traffic generation in an area with limited transportation capacity.~~

~~The land unit is divided into Sub-units D-1 and D-2. Sub-unit D-1~~ Land Unit O is located south of the Franconia-Springfield Parkway, south and west of the Long Branch Stream Valley, and west of the CSX Railroad right-of-way. The land sub-unit is about 93 95 acres in size, and contains residential and hotel uses as well as the federally owned GSA-Parr Warehouse. A railroad spur and the Long Branch of Accotink Creek separate this land unit from the Joe Alexander Transportation Center (Land Unit N G). Land Unit O is planned for industrial use up to .50 FAR to recognize existing uses and to minimize traffic generation in an area with limited transportation capacity. If in the future, the GSA-Parr Warehouse site is declared surplus or otherwise proposed for private redevelopment, redevelopment plans should be supported only if they are consistent with the County's goals and the Comprehensive Plan.

Land Unit ~~D~~ O has extreme traffic/transportation constraints. To accommodate development under the current Plan, Loisdale Road should be improved to a 4-lane section between Springfield Center Drive and Metropolitan Center Drive. Any redevelopment of Land Unit ~~D~~ K will be constrained by the need to mitigate/minimize both daily and peak hour trips.

The following options address ~~Sub-unit D-1~~ Land Unit O as separate development areas. However, any development or redevelopment in these areas should be planned and designed with reference to a coordinated and integrated plan for Land Units K and J ~~and of Land Unit D~~.

Options for Northern Portion of ~~Sub-unit D-1~~ Land Unit O

The following land uses and intensities are recommended for the northern portion of ~~Sub-unit D-1~~ Land Unit O at the optional level:

- Parcels 90-2 ((1)) 56 and 59B are planned for up to 377 residential units and a 115,000 square feet hotel to reflect approved development;
- Parcels 90-2 ((1)) 58A pt., 58B and 59A pt. constitute an area of approximately 10 acres located southwest of the Metro property. This area is planned for up to 475,000 square feet of office use. As an alternative, a combination of up to 360,000 square feet of office use and up to 160,000 square feet of hotel use may be appropriate. The office/hotel uses may include support retail use to serve residents and workers at the site.

In addition to the addressing the recommendations provided in the transportation section for ~~Land Unit D~~, development of ~~Sub-unit D-1~~ Land Unit O should provide a pedestrian and vehicular connection to the Joe Alexander Transportation Center. The vehicular connection should, at a minimum, accommodate shuttle bus service to the Transportation Center.

Options for GSA-Parr Warehouse Area

The GSA-Parr Warehouse is a federally owned facility that encompasses approximately 1.34 million square feet of warehouse space on approximately 70 acres. Like all of Land Unit D, the site is constrained by poor access and roadway capacity. Because the GSA-Parr Warehouse is a publicly owned property, there is an opportunity for the federal government and the County to work together to facilitate the implementation of the County's Comprehensive Plan.

The Plan envisions a mix of uses that may include biotech, office and/or an entertainment/ conference center/hotel complex. These uses would complement the Northern Virginia Community College/INOVA medical center located in Sub-unit D-2, and the approved residential and hotel uses to the north. A major benefit is the reduction in transportation impact that is expected by these types of uses.

As a first option, the GSA-Parr Warehouse area is planned for mixed-use development as follows:

- Up to 1,090,000 square feet of light industrial/research and development use;
- Up to 160,000 square feet for a conference center;

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- Up to 40,000 square feet of office and support retail use. Support retail is defined as those goods and services that serve residents and workers at the site.

Additional office use may be substituted for light industrial/research and development use at a ratio of 1 square foot of office use per 1.35 square feet industrial use, to a maximum of 100,000 square of additional office use.

As a second option, an entertainment/conference center/hotel complex may be appropriate as follows:

- An entertainment center (such as performing arts facility and/or cultural center) with a capacity of up to 6500 patrons
- Up to 160,000 square feet for a conference center;
- Up to 40,000 square feet of office and support retail uses. Support retail is defined as those goods and services that serve residents and workers at the site; and
- Up to 565,000 square feet of hotel use;
- A detailed design plan is provided that demonstrates architectural excellence; and
- Open space and pedestrian amenities are provided for visitors and employees and designed as an integral part of each type of development.

~~Sub-unit D-2 is located south of Sub-unit D-1 and north of the Loisdale Estates Subdivision. It is about 61 acres in size, and contains the site of the Northern Virginia Community College and the Springfield Center Industrial Park.~~

~~Land Unit D has extreme traffic/transportation constraints. To accommodate development under the current Plan, Loisdale Road should be improved to a 4 lane section between Springfield Center Drive and Metropolitan Center Drive. Any redevelopment of Land Unit D will be constrained by the need to mitigate/minimize both daily and peak hour trips.~~

Sub-unit D-2

Land Unit P

~~This Sub-unit~~ Land Unit P is located south of the GSA-Parr Warehouse and north of the Loisdale Estates Subdivision. It is about ~~57~~ 64 acres in size and contains the site of the Northern Virginia Community College and Springfield Center Industrial Park.

~~Sub-unit D-2~~ Land Unit P is planned for light industrial use up to .35 FAR. As an option, biotech/research and development uses up to .50 FAR may be appropriate to complement the VNCC/INOVA medical center. For parcels 90-2((1))_57E, 57F, 57G, and 57H, office use up to .50 FAR may also be considered. Any development under this option must demonstrate that it will generate less peak hour traffic than the planned baseline use to minimize traffic generation in an area with limited transportation capacity. Development should provide a landscaped buffer of at least 75 feet in width along the Loisdale Estates subdivision boundary.

As an option, parcels 90-2((1))_58D and 90-4((1)) 11B are planned for office use up to 2.0 FAR, with support retail use. Redevelopment should include, at a minimum, the following elements:

- Accommodation of the extension of Frontier Drive to Springfield Center Drive and contributions to offsite improvements to Loisdale Road;
- Provision of a grid street system that accommodates walking within the site and to the Joe Alexander Transportation Center;
- Implementation of an effective transportation demand management (TDM) program to reduce auto travel to the area;
- Provision of shuttle service to the Joe Alexander Transportation Center and/or other destinations in the nearby area until such time that a circulator, described in Land Unit B of the Franconia-Springfield Transit Station Area, is operational. At such time, redevelopment should participate in the circulator's management and operation. Options for development are feasible only if the private sector contributes a proportional share of transportation improvements (road fund) and/or funding to meet the transportation needs of the area;
- Provision of structured parking;
- Provision of high-quality architecture and pedestrian focused site design, which should include street oriented building forms, a maximum building height of 150 feet, and mitigation of visual impacts of structured parking;

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- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;
 - Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting;
 - Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;
 - Provision of on-site recreational amenities for employees;
 - Mitigation of the impacts on parks and recreation per policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan; and
 - Adherence to the adopted Transit Oriented Development Guidelines contained in Appendix 11 of the Land Use section of the Policy Plan.

Transportation

In order to mitigate ~~serious~~ transportation issues the following conditions should be addressed for any development proposed for Land Units O and P ~~Sub-units D-1 or D-2~~:

- Improve Loisdale Road to a 4 lane section between Metropolitan Center Drive and Springfield Center Drive;
- Provide two points of access to Loisdale Road and an interconnected 4 lane divided section to serve the site;
- Phase buildout of the site conditioned on the provision of additional access via a road connection to/from the Joe Alexander Transportation Center or Franconia-Springfield Parkway. Incorporate pedestrian access into the roadway connection;
- ~~Site access is coordinated and/or integrated to the~~ Coordinate and/ or integrate site access to the extent possible with the facilities provided at the Joe Alexander Transportation Center;

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- ~~Transportation impacts are mitigated~~ Mitigate through an aggressive transportation demand management system emphasizing transit alternatives to vehicular use that achieves at a minimum, 15% usage of public transportation for commuting trips to and from the site; and
 - Establish a ~~A~~ Transportation Management Association (TMA) ~~is established~~ to implement such measures.

Land Unit E

~~Tax Map 90-2((1))-85B and 90B comprise this land unit. Tax Map 90-2((1))-85B is planned for institutional use up to .30 FAR and is developed with an assisted living/medical care facility for the elderly. The assisted living facility is located on the site of the former Oak Grove Plantation House. Tax Map 90-2((1))-90B is planned for public facilities and is the site of the Forestdale Elementary School. Any future uses should be well buffered from Franconia Road and Frontier Drive.~~

Land Unit F-1

~~This land unit, about 8.5 acres in size, is located south of Forestdale Elementary School between Frontier Drive and Elder Avenue. The land unit is comprised of Tax Map 90-2((1))-86A and 96A. Parcel 90-2((1))-96A is a cemetery, known as the Broders Family Cemetery. It is on land that was once part of the Oak Grove Plantation. It contains fragments of gravestones scattered about the site dating from the turn of the 20th century. Parcel 90-2((1))-86A is planned for low intensity retail use up to .30 FAR. This use should be one story in character, with buildings and access oriented to Frontier Drive. A minimum 50-foot vegetated buffer and a brick wall should be provided along Elder Avenue to assist in creating a transition to the existing residential communities in this area. The buffer should be enhanced with evergreen trees to provide year round screening. No sidewalk or curb and gutter should be provided along Elder Avenue.~~

~~The primary access to development in Land Unit L-F-1 should be oriented to Frontier Drive opposite the entrance to Springfield Mall.~~

Land Unit F-2

~~Land Unit F-2, approximately 20-23 acres, is located immediately north of the Franconia-Springfield Parkway and situated between Elder Avenue and Frontier Drive. This land unit is planned for office and retail use up to 0.30 FAR and is developed at 0.28 FAR. To achieve an effective transition to the Springfield Forest subdivision, the retail uses should be low rise in character with a maximum height of 35 feet, with buildings and access oriented to Frontier Drive. In addition to a maximum height of 35 feet, all buildings and structures shall be limited in height by a 14° line of sight as measured from~~

~~the front property line of Springfield Forest residences adjacent to this land unit and east of Elder Avenue.~~

~~Retail and office uses should be developed under the following conditions:~~

- ~~1. A minimum of 50 foot vegetative buffer incorporating existing vegetation should be provided along Elder Avenue together with a seven foot brick wall on the western side of the buffer to assist in creating a transition to the existing residential communities in the area. The buffer should be enhanced with evergreen trees and supplemental shrubbery to provide year round screening.~~
- ~~2. The only access, vehicular or pedestrian, to this land unit should be from Frontier Drive with the primary vehicular access point at the intersection of Spring Mall Road.~~
- ~~3. The entire land unit should be developed under a single development plan which will reflect high quality architecture and site design.~~
- ~~4. All site lighting should be located, directed, and designed to reduce glare and slippage onto the adjacent residential property.~~

~~As an option, multi family residential use at a density of up to 20 dwelling units per acre may be appropriate. The entire land unit should be developed under a single development plan which reflects high quality architecture and site design. Structure type should be limited to garden or mid rise dwelling units. To help foster an effective transition to the Springfield Forest subdivision, height of the buildings should be limited by a 14° line of sight as measured from the front property line of Springfield Forest residential structures east of Elder Avenue. This transition should also include a vegetated buffer, incorporating existing vegetation, of at least 100 feet in width along Elder Avenue.~~

~~It is important that good pedestrian access be provided to the Joe Alexander Transportation Center and to the office and retail uses in the area. Vehicular access to this land unit should be limited to Frontier Drive with the primary access point at the intersection of Spring Mall Road. Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a circulator bus system.~~

Land Unit G

~~This land unit consists of property owned by the Washington Metropolitan Area Transit Authority (WMATA) and is planned for public facilities. A Transportation~~

~~Center containing approximately 5,000 parking spaces and bus transfer facilities have been constructed in this land unit along with the Franconia Springfield Metrorail Station. This entire land unit contains significant wetlands, marine clays, and Environmental Quality Corridor (EQC) land, which pose development constraints and stormwater management and wetlands mitigation issues. Pedestrian access has been provided to connect the Transportation Center to surrounding development.~~

~~Should the redevelopment of Land Unit Q D 1 be appropriate for a cultural facility, a shared parking arrangement utilizing the parking garage at the Joe Alexander Transportation Center should be considered.~~

~~South of the Parkway immediately west of the proposed Joe Alexander Transportation Center, Parcel 90-2 ((1)) 60 is planned for public facilities. A fifty foot buffer with earth berms with planting and fencing is recommended for the northern edge of the property to buffer planned residential uses for the property immediately to the north.~~

~~The Joe Alexander Transportation Center facilities have been designed so that pedestrian and bicycle access from the Springfield Forest subdivision to the Metrorail station platform is provided over a safe corridor.~~

Land Unit Q H

~~Land Unit Q This land unit contains the Springfield Forest Subdivision and is planned for single-family residential use as shown on the Plan map. Infill development within this land unit should be of a compatible use, type, and density and be in accordance with the Plan map. The woods surrounding the Springfield Forest, New Charleston, and Greenwood subdivisions protect the neighborhood from the visual intrusion of Springfield Mall (future town center), the Metrorail station and the Franconia-Springfield Parkway, and this buffer is an important amenity to retain.~~

Land Unit R I

~~Land Unit R This land unit consists of the Springfield Forest Park and the Greenwood townhouse development. They are situated on the west side of the CSX Railroad, east of Springfield Forest, and south of Franconia Road. The residential portion is planned and developed at 5-8 dwelling units per acre. A 100 foot buffer should be maintained. A shuttle bus and shuttle service should connect the residences in Land Unit R I and the Joe Alexander Transportation Center.”~~

[Note to Reader: Fort Belvoir Engineer Proving Ground Recommendations (Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Area, as amended through 8-3-2009, pages 3-32) to follow.]