FRANCONIA-SPRINGFIELD AREA

OVERVIEW

The Franconia-Springfield Area is located in the central portion of the Springfield Planning District, generally extending along I-95 from Commerce Street to the I-95/Newington interchange. It contains two established employment and retail centers: the Franconia-Springfield Transit Station Area, and the Springfield Community Business Center (See Figure 1). The Franconia-Springfield Area also contains the Fort Belvoir Engineer Proving Ground (EPG), which is proposed for redevelopment as a major mixed-use center.

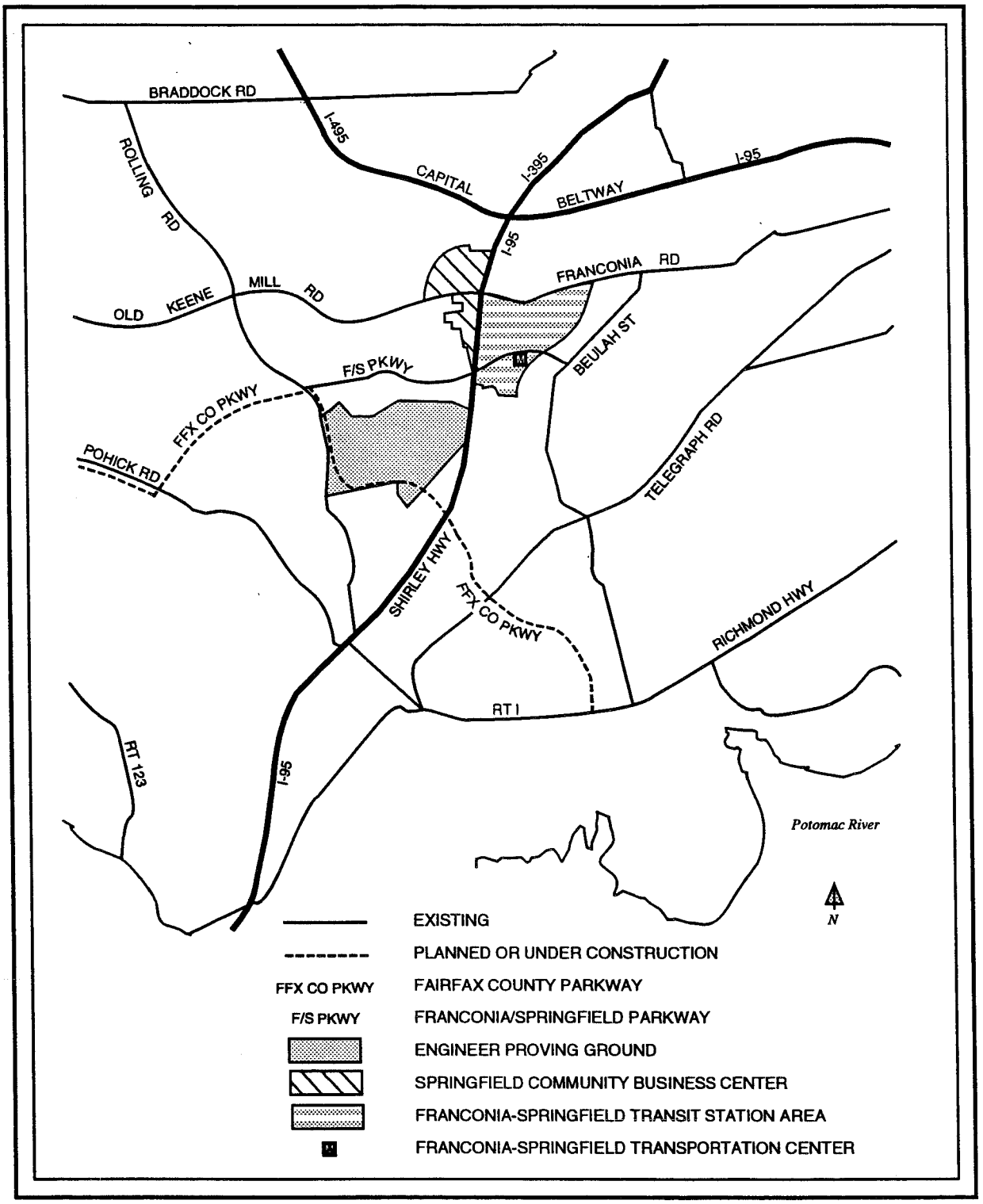
The Engineer Proving Ground site is an 820-acre military reservation located between I-95 and Rolling Road, south of Hooes Road. Through special federal legislation, the Department of the Army is proposing to convert the former military research and training facility into a mixed-use development comprised of office, hotel, retail and residential uses. The EPG will be developed through a partnership between the Army and the private sector.

The Franconia-Springfield Transit Station Area is located east of I-95 and south of Franconia Road. The Transit Station Area includes the Joe Alexander Transportation Center. The Joe Alexander Transportation Center features Metrorail and Virginia Rail Express service, with commuter parking and bus service. The Transit Station Area also includes Springfield Mall, which is one of the County's largest shopping centers.

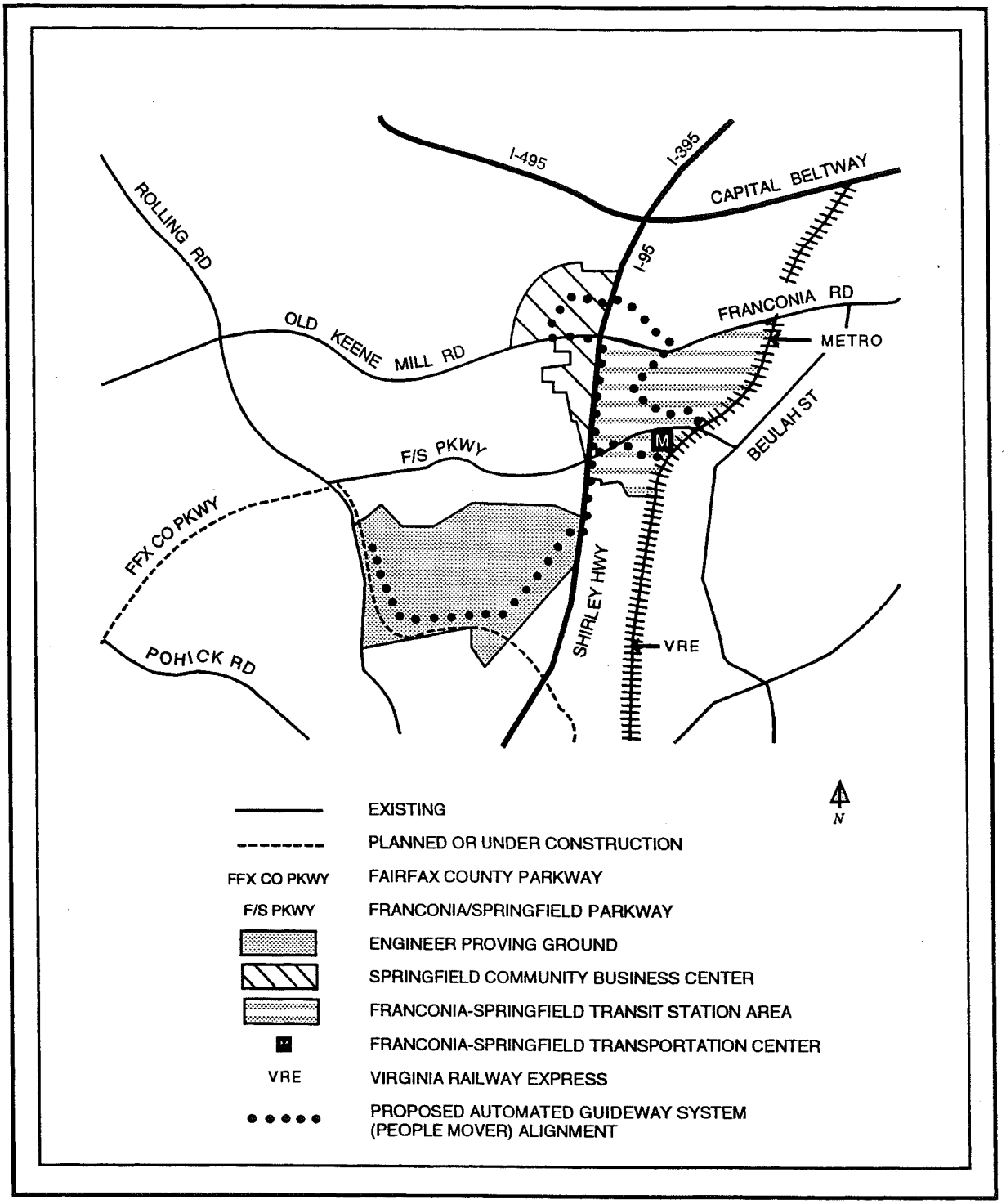
The Springfield Community Business Center is located west of I-95, north and south of Old Keene Mill Road, and offers a variety of community-serving retail goods and services. The CBC contains some housing and has potential for additional residential development. The Community Business Center is envisioned to function as the town center of the Franconia-Springfield Area.

The development proposed for the Engineer Proving Ground will greatly expand future housing and employment opportunities in the Franconia-Springfield Area. Over the next 15 to 20 years, the Army envisions development of office space for 30,000 workers and housing for nearly 4,000 households. A key feature of the Army's proposal is the development of an automated guideway transit system (or People Mover) to link the EPG with the Transportation Center (See Figure 2). The system would have the potential to be expanded to the Springfield Mall and through the Springfield Community Business Center. The People Mover is envisioned to increase Metro ridership and reduce the number of vehicular trips in the area by providing alternative access to the Engineer Proving Ground, the Community Business Center and the Transit Station Area. The People Mover would also enable EPG workers and residents to easily avail themselves of the shopping and services in the Springfield Community Business Center.

To reflect the objectives of the People Mover system, recommendations have been incorporated into each of the areas encouraging the development of high-density, transit-oriented housing and employment centers in order to maximize the benefit of the People Mover system.



FRANCONIA-SPRINGFIELD AREA **FIGURE 1**



PROPOSED AUTOMATED GUIDEWAY SYSTEM (PEOPLE MOVER) ALIGNMENT — **FIGURE 2**

FORT BELVOIR ENGINEER PROVING GROUND (EPG)

****SPECIAL NOTE:**

The Fort Belvoir Engineer Proving Ground (EPG), an 820-acre military reservation located in the Springfield Planning District, is designated for government and institutional use under the Fairfax County Comprehensive Plan. In November of 1989, Congress passed Public Law 101-189, Section 2821, which permits the Department of the Army to sell, lease or trade federal land at the Engineer Proving Ground to a private developer in exchange for construction of office space for the Department of the Army. This law requires that "the development and all such improvements comply with the specifications of a master plan formulated for the real property by the Secretary [of the Army] and agreed to by the appropriate officials of the County of Fairfax, Virginia and the Commonwealth of Virginia." In addition, the law requires that the Army provide on- and off-site infrastructure improvements that are necessary to support the project.

The Plan text that follows provides a "baseline" recommendation of government and institutional use for the EPG site, as well as an "option" for mixed-use development should an agreement be reached between the Secretary of the Army, the Fairfax County Board of Supervisors and appropriate officials of the Commonwealth of Virginia as set forth in Public Law 101-189.

BACKGROUND

The Army is seeking a private-public joint venture arrangement as the preferred method for developing the site. Under this arrangement the Army would "sell" development rights at EPG in return for the construction of office space for the Army's use. This development strategy is seen as a way to reduce the Army's high lease costs in the National Capital Region by conveying all or any portion of the Engineer Proving Ground to a private entity in exchange for the construction of needed office facilities for the Army.

According to the Army's estimates, the development would produce about 30,000 relocated and new jobs, and a residential population of approximately 10,000 persons at a build out level of 17.5 million square feet. All land and building improvements except that reserved for Army use or dedicated to the County would become taxable. The employment and residential populations, along with the transfer of federal land to private ownership are viewed as opportunities to positively affect the County's tax base.

The Plan text for the Engineer Proving Ground is structured around the commitment of the Army to mitigate development impacts through the provision of necessary infrastructure, as well as through excellence in design and site planning. The 15-20 year project buildout provides an opportunity to monitor impacts associated with EPG development and to phase future development in such a way as to minimize any adverse impacts.

As proposed by the Army, development at EPG would occur in five distinct phases with initial occupancy of Phase I occurring in 1996. Initial occupancy of subsequent phases is projected to occur as follows: Phase II in 2001; Phase III in 2005; Phase IV in 2009; and Phase V in 2013. Each phase of development is linked to a specific geographic area within the site. These areas are called land units and form a basis for organizing Plan recommendations for the area.

The Army has termed their proposal for EPG one of "conditional density" to indicate that development will be monitored by the Army and the County at pre-established points in the development process to ensure that any development impacts associated with the project have been successfully mitigated before additional development would be approved and/or initiated. Project monitoring should be established in relation to the five development phases identified by the Army with the review and approval of final development plans for the land units occurring as part of each phase.

In addition, the Army has made certain commitments with respect to the provision of infrastructure and public facilities that are designed to offset impacts and provide a public benefit to Fairfax County and the surrounding community. These commitments, as described in the Army's Conceptual Development Plan Narrative dated September 15, 1993 (revised October 13, 1993), include such items as:

- Dedication of over 200 acres of environmentally sensitive lands to the Fairfax County Park Authority;
- Design and construction of an automated guideway transit system which links the EPG with the Joe Alexander Transportation Center;
- Provision of Transportation Demand Management programs and strategies that will ultimately result in 40 percent of the employees at the EPG arriving by means other than the single occupant vehicle;
- Dedication of sites within EPG for public facilities, including a school and a fire and rescue station; and
- Dedication of land to the Fairfax County Park Authority for a variety of parks and active recreation areas.

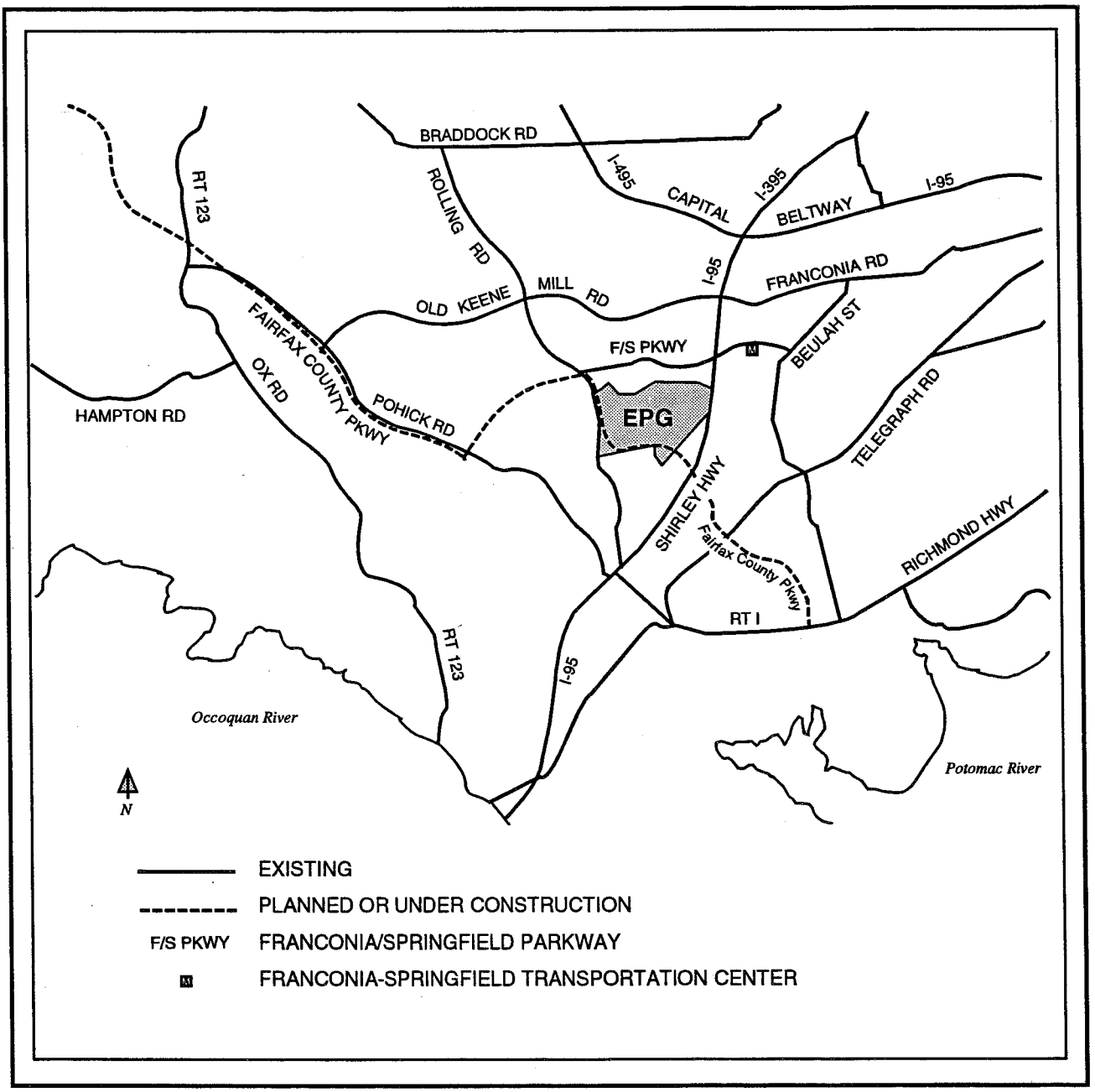
These and other commitments by the Army for infrastructure to mitigate impacts and provide public benefit have been incorporated into the Area-wide and land unit recommendations sections of the Plan.

CHARACTER

The Fort Belvoir Engineer Proving Ground (EPG) is an 820-acre site located between Rolling Road and Interstate 95, south of the Springfield Community Business Center. It is located approximately 10 miles northwest of Fort Belvoir Main Post. (See Figure 3) Since the EPG was formerly used by the Army Corps of Engineers as a research and testing site, the site is largely vacant with only a few, relatively small, existing structures.

The EPG is on high ground, generally between 200 and 300 feet above sea level. The Accotink Creek stream valley bisects the EPG from north to south, dividing it into two nearly equal parts. Broad level terraces are present on each half of the site. The majority of steep slopes are found along both sides of Accotink Creek. Other steep slopes are formed by secondary streams and swales that feed into Accotink Creek.

The EPG is bordered by low density residential uses to the north and west and industrial development to the south and east. The residential development in the immediate area is



ENGINEER PROVING GROUND LOCATION **FIGURE 3**

predominantly single family detached in nature. Typical residential densities range from 3-4 dwelling units per acre. The industrial development to the south and east of the EPG is mostly warehousing and distribution.

The EPG is located west of I-95 (Shirley Highway) and south of the Franconia-Springfield Parkway, but does not have direct access from either of these facilities. Principal access to the existing military reservation is from Backlick Road. The planned Fairfax County Parkway will traverse the site along its western and southern boundaries, and provide future direct access into the property from a planned interchange of Rolling Road with the Fairfax County Parkway.

MAJOR OBJECTIVES

The following are the major planning objectives under the mixed-use development concept for the Engineer Proving Ground:

- Provide an opportunity for employment and housing, while ensuring that development is adequately supported by transportation and public facilities improvements to offset any potentially negative impacts.
- Provide sites for a school and a fire and rescue facility to serve the EPG and the surrounding community.
- Provide sites for parks and active recreation to serve the EPG and surrounding community.
- Create transit-oriented development that incorporates high-quality architecture and landscape design and clusters development within nodes to encourage transit use and enhance open space.
- Provide transitions to residential neighborhoods to the north and west, and within the development from mixed-use nodes to surrounding lower density areas by tapering building heights, and incorporating effective buffering and screening.
- Provide an opportunity for the Springfield Community Business Center to expand its market potential by providing goods and services to the residents and employees of EPG.
- Create a user-friendly pedestrian and non-motorized vehicle network of sidewalks and trails which provide ready access to employment, housing, parks and transit facilities.
- Achieve and maintain acceptable levels of roadway performance through a variety of mechanisms including roadway and/or transit improvements, and implementation of an aggressive Transportation Demand Program to reduce single occupancy vehicle usage.
- Preserve the Accotink Stream Valley Environmental Quality Corridor and other natural features, such as environmentally sensitive land, and provide a trail system linking the Stream Valley to the countywide and regional trails network.

- Develop a regional stormwater management plan in coordination with Fairfax County, to alleviate the adverse effects of development on stream water quality and quantity.

ENGINEER PROVING GROUND AREA-WIDE RECOMMENDATIONS

LAND USE

In addition to the following recommendations, please refer to the recommendations provided in the Springfield District section of the Plan.

Baseline Recommendation

The Engineer Proving Ground is planned for public facilities, government and institutional, and public park use until such time as the mixed-use option described below is exercised, either through an agreement between the County and the Army or a rezoning of the property. Any development or redevelopment plans by the Federal government under this baseline recommendation should be coordinated with Fairfax County and appropriate officials of the Commonwealth of Virginia and should be consistent with adopted County goals and the Fairfax County Comprehensive Plan.

Mixed-Use Development Option at the EPG

As an option, this 820-acre site may be considered for mixed use development under the following general conditions:

- Development is conducted under the auspices of the Department of the Army, as set forth in Public Law 101-189, Section 2821 of the 1990 Defense Authorization Act;

- Development is limited to an overall intensity of .49 FAR (calculated over the entire 820 acres of the site) and a total of no more than 10.5 million gross square feet of non-residential development and 3,950 dwelling units conditioned upon achievement of performance standards specified in the Comprehensive Plan;

- Non-residential development will reflect the following mix of uses:

  - Office use (in millions of square feet of gross floor area) — 8.55 MSF
    - Army office (maximum) — (2.90 MSF)
    - Private office — (5.65 MSF)
  - Convenience and accessory retail use — 0.30 MSF
  - Hotel/conference center/other service and support uses — 1.65 MSF

- Development of Army office use at EPG is limited to a maximum of 2.9 million square feet. Throughout the remainder of the Plan, the Army office use category may include service and support uses. These support and service uses, as outlined in the Plan, may be necessary to serve the office tenants. Retail uses are not to be included in this category;

- Other service and support uses generally will occupy less than 5,000 square feet and are not considered as shopping destinations by anyone other than workers and residents of EPG. For example, these uses may include: fitness centers and health

clubs; credit unions and banks; child care centers; laundry/dry cleaning services; and print shops/copy services;

- Development is organized into five distinct phases, with no one phase exceeding 2.4 million square feet of non-residential development and 900 residential dwelling units, inclusive of any "bonus" units allowed under the provisions of the County's Affordable Dwelling Unit Ordinance; and

- Development approval of each phase is contingent upon the provision of infrastructure, subject to monitoring and mitigation of any adverse impacts to the maximum extent possible, and adequate development plan detail to ensure conformance with the Comprehensive Plan. Transportation improvements shall be measured according to Level of Service "D". Other infrastructure adequacy shall be determined by the guidance contained in the Comprehensive Plan Policy volume and the standards contained in the Fairfax County Public Facilities Manual.

Development Concept

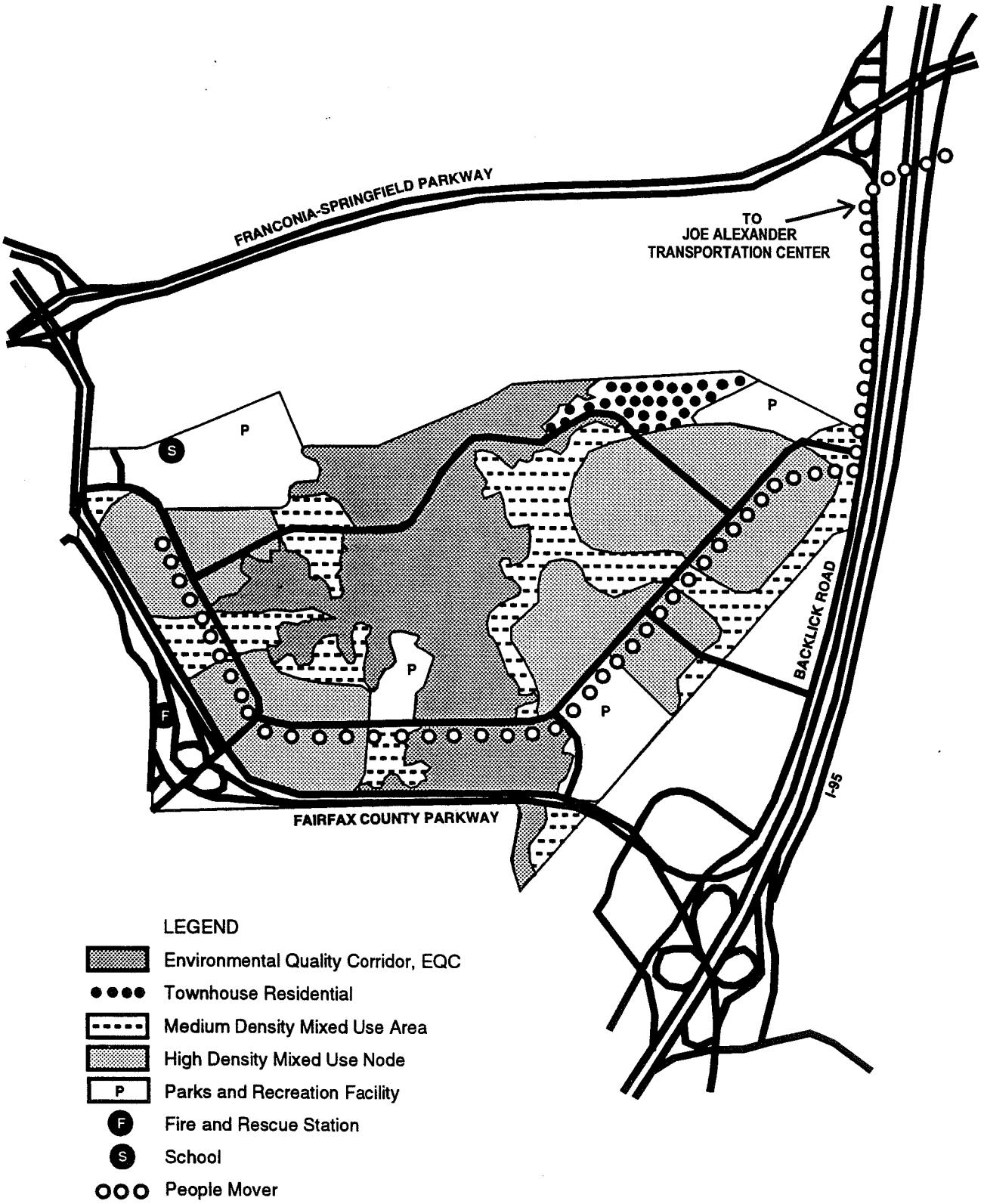
The Army's Concept Plan calls for the creation of four high intensity, mixed-use nodes that will be surrounded by mixed-use areas of lesser intensity (Figure 4). The recommendations for these areas describe the desired character of each area in terms of structure type, building heights, and design guidelines. For the purpose of understanding the recommendations for the EPG, "low-rise" generally means buildings up to 4 stories in height, "mid-rise" generally means buildings 5-8 stories in height, and "high-rise" generally means buildings over 8 stories in height.

Each high intensity node is planned for a complementary mix of office, hotel, retail and residential uses up to a maximum 2.0 FAR. Development in the nodes is restricted primarily to mid- and high-rise buildings to create an urban character that is pedestrian oriented and easily served by transit. High density residential use will be developed as an integral element of each of these nodes. Residential uses will be developed adjacent to commercial uses and should have easy access to employment, convenience shopping, recreation facilities and open space.

A well conceived pedestrian and non-motorized circulation network should be incorporated into the development of each high intensity node as a way to link uses within the node and to integrate these uses with amenities such as urban parks and plazas. The pedestrian and non-motorized circulation network should also link residential areas, employment centers and community facilities with planned transit facilities. Station sites for the proposed people mover transit system should be identified and incorporated into the pedestrian and non-motorized vehicular circulation plan for the EPG.

A complementary mix of residential, office, hotel, and convenience retail use is planned for the site area located outside the nodes. Development in these non-nodal areas should be in low to mid-rise buildings and arranged to provide a transition between the high intensity nodes and the residential communities located to the north and west of the EPG. Open space and active recreation facilities are important features to be incorporated in these areas.

Within all mixed-use areas, both node and non-node, service and support uses may be appropriate. Usable open space and parks should be incorporated into the design scheme for development in all areas. Urban parks should be pedestrian oriented and provide usable space for lunchtime and after work events.



ENGINEER PROVING GROUND DEVELOPMENT CONCEPT — **FIGURE 4**

An area on the northern boundary of the EPG is specifically planned for single-family townhouse development. These residential units will provide a transition to the existing residential neighborhoods north of the site. To enhance the transition to existing residential neighborhoods, a vegetated buffer at least 50 feet in width, supplemented with additional landscaping as needed, is to be provided along the northern and western boundaries of the EPG.

The entire Accotink Stream Valley Environmental Quality Corridor is to be dedicated to the Fairfax County Park Authority for public park use. In addition, there are several other areas shown on the Army's concept plan for active recreation, cultural facilities and/or neighborhood park that are planned for public park use.

Project Monitoring and Phasing

The EPG development should be phased in such a way that public facilities and effective mitigation measures will be in place for completed, or substantially completed phases, before proceeding to future development phases. Since the development will take place incrementally over a 15-20 year period, the County is afforded the opportunity to monitor the EPG development and to link each phase of development to the satisfactory achievement of specified performance standards and/or development conditions. The ability to link future development to the provision of public facilities, particularly those related to transportation and the satisfactory fulfillment of certain specified conditions, is a critical element that has been incorporated into the Plan for the EPG. Some specific transportation improvements are recommended with each phase and land unit. However, additional improvements may be required based on the findings of the traffic study that is required at initial rezoning and with each FDP. These improvements may be in addition to the transportation improvements currently cited in the adopted County Transportation Plan.

If it is determined by the County at the time of FDP review that adverse impacts have not or cannot be successfully mitigated by the Army, the amount of development within the respective land unit may be reduced to a level that can be adequately supported by public facility and roadway infrastructure. The total level of development sought by the Army within the land unit may be restored upon demonstrating that adequate infrastructure capacity is available.

As outlined by the Army, each development phase is represented by a specific land unit where development will occur. The amount and type of development for each phase and land unit has been incorporated in the land unit recommendations section of the Plan. To facilitate overall project monitoring and phasing, the five land units are to be developed in sequential order. Development of one land unit must be substantially complete before proceeding to the next land unit. Under this Plan, Phase I non-residential building construction should be at least 80 percent completed (as determined by the total square footage for which occupancy permits have been granted as a proportion of the total gross square footage approved for the land unit) and major infrastructure needed to serve the land unit should be 100 percent completed and operational prior to the approval of the Final Development Plan for Phase II. However, if at the end of Phase I, additional infrastructure is identified through project monitoring, these additional improvements should be provided as part of Phase II development. Should subsequent development be delayed or halted, the Army will be responsible for providing the necessary improvements. These completion standards would apply to all subsequent development phases through project completion.

A Planned Development Commercial District, (PDC) zone would be appropriate to implement the mixed-use development concept. To ensure high quality site design and

integration of uses, a Conceptual Development Plan (CDP) for the entire 820-acre site should be developed. The CDP should meet all submission requirements detailed in the Zoning Ordinance and allow for the evaluation of the character and intensity of the development, and the ability of existing and proposed transportation and other public facilities to support the development. Final Development Plans (FDP) for each land unit and phase identified in the Plan should be submitted for approval at the beginning of each development phase and evaluated on the basis of conformance with the approved CDP and ability to meet the performance standards and conditions associated with each phase and other applicable standards. These FDPs should meet all submission requirements detailed in the Zoning Ordinance and provide a level of detail sufficient to evaluate the elements as excerpted below:

- Topography at five foot intervals, with delineation of environmental quality corridors, wetlands, hydric soils and stormwater management areas;
- Location and acreage of land unit(s);
- Location and description of all land uses, parking type and configuration, pedestrian and non-motorized circulation, and orientation and integration of land uses;
- Open space and landscaping treatment;
- Location and size of proposed active recreation areas;
- Location and size of public facilities sites, including commuter parking areas, if proposed;
- Location of People Mover and/or other transit shuttle stations and depiction of how development will be oriented to encourage transit use; and
- Depiction of traffic and transit circulation systems.

The FDP for Phase I shall also provide a map showing the specific location, acreage, of the lands to be dedicated to Fairfax County as listed under Dedication to the County with a legal description of the lands. All sites that have been surveyed and certified to be free of environmental hazards subject to determination of the Virginia Department of Waste Management should be conveyed to the County prior to the issuance of the first building permit for Phase I. At a minimum the sites to be conveyed at this time should include all sites and road right-of-way that are located within, or are needed to serve, Phase I (Land Unit A). All remaining lands to be dedicated must be certified to be free of environmental hazards and conveyed to the County within five years (60 months) following the initial rezoning unless otherwise determined by the County.

Project monitoring will consist of periodic project review and evaluation. This review will be conducted by County staff and will occur prior to each development phase at the time when Final Development Plans are submitted by the Army for approval. Each FDP submitted by the Army will provide information on the design and physical layout of the uses proposed for the particular land unit and development phase under consideration. A detailed transportation study, which documents current traffic conditions, performance of intersections, roadway segments, and interchanges in the area, the degree to which non-Single Occupancy Vehicle (non-SOV) usage has occurred, and other relevant factors must be prepared by the Army (or its designated development partner) and submitted with the FDP. This detailed transportation study is a critical

element in determining the degree to which demand generated by EPG development will be (or has been) accommodated. In addition, FDP approval is linked to the satisfactory fulfillment of certain conditions specified in the Area-wide and Land Unit recommendations.

Urban Design Objectives

The intent of the following design objectives is to achieve the goal of protecting the built environment adjacent to the EPG site and the natural environment, while promoting high-quality urban design for the future development that occurs at EPG. All development for the EPG should be responsive to the following design objectives which apply throughout the EPG site.

1. Provide high-quality development that is functionally integrated, orderly and attractive.

2. Create a positive and easily recognizable identity for the Engineer Proving Ground as a whole, and for the four individual development nodes. Establish a sense of place and assist in orienting people to find their way to the area's workplaces, stores, and other facilities.

3. Design development to allow for pedestrian access between buildings, thus reducing reliance on the auto; provide open space for active and passive recreation, and visual relief; allow opportunities for shared parking; and generally promote the efficient use of land.

4. Create vehicular and pedestrian/non-motorized vehicle circulation systems that minimize conflicts between these different modes of travel, and that are clearly identified for easy use.

5. Protect adjacent residential neighborhoods from the impacts of new development by establishing vegetated buffers and complementary landscaping features, as well as maintaining high standards for architectural quality and minimize noise, glare and traffic intrusions.

6. Protect and enhance environmental and heritage resources, integrating these features into development to the greatest extent possible.

7. Create an internal roadway system that functions well, is visually appealing, and provides effective circulation and linkages to the various uses developed on the site.

8. Promote a positive image for the Engineer Proving Ground in keeping with the high architectural and design standards associated with major mixed-use centers in the County.

9. Create a comprehensive sign system that establishes a distinctive identity and prevents visual clutter.

Four high intensity mixed use nodes planned for urban-like intensities up to 2.0 FAR are primary features of the EPG. The high intensity mixed use nodes are described in detail in the Land Unit Recommendations section. Given the intensity of these nodes and their central role in the overall development concept for EPG, it is important that uses within these nodes be integrated and complementary and contribute to creating a high-quality mixed-use environment.

Therefore, in addition to satisfying the design objectives for the EPG, development plans for each of these nodes should be responsive to the following design guidelines:

- Create an urban development pattern by bringing buildings close to each other and to the road.
- Create a street-level mix of support service and retail uses that is visually attractive, and which will focus services for pedestrian convenience. The concept should encourage pedestrian activities and contribute to the vitality of the area.
- Create a comprehensive and well-marked system of safe and attractive sidewalks/trails that link adjoining buildings, plazas, shops, urban parks and recreation facilities.
- Develop the area adjacent to any future transit station to take maximum advantage of the pedestrian access directly from the station to the workplace. The area adjacent to the transit station should be attractive and inviting, with clear signage to make movement easy and convenient between the station, the workplace and retail and service facilities.
- Integrate retail and service establishments within office and high-rise residential buildings, or on the routes commonly taken by transit users, in order to capture those shopping trips on the way to and from the office.
- Incorporate urban parks, large or small, within convenient walking distance of office buildings, in order to provide open space as a readily accessible amenity.
- Encourage shared parking between uses with different parking needs such as hotels and offices, to use valuable land more efficiently and to reduce the amount of impervious surface.
- Build public spaces such as pavilions, plazas, and terraces for seasonal celebrations, fairs and other community events, thus adding important vitality and evening activity.
- Incorporate parking into structures, either above- or underground where feasible, and limit surface parking to no more than 50 percent of the parking required for the site.
- Integrate parking decks and structures into the overall landscape to create a pleasing visual image. Perimeter plantings and spandrel planters on the decks/structures are encouraged to lend a softening effect to facades and add visual variety.

Dedication of Land to the County

The Army has committed to dedicate land for the Accotink Stream Valley EQC, the Fairfax County Parkway right-of-way, a 2-3 acre fire and rescue station, a 25-acre school and recreation site, and approximately 45 acres for a neighborhood park, cultural facility and active recreation area. These land dedications are part of the infrastructure commitments identified by the Army for the EPG. The dedication of all lands to the County should be provided for as part of the initial rezoning of the EPG site and occur according to the schedule described below and in Project Monitoring and Phasing section. Access to dedicated lands may not be available until either development occurs or access is provided by the County. So as not to reduce the

development potential that the Army is requesting, the development levels associated with each phase of development have been incorporated into the land unit recommendations, thereby ensuring that density associated with the lands to be dedicated will be a part of the development program for the Army. This dedication to the County is recognized by the intensities planned and specified for each land unit, negating the potential or need for density credit. Given the proposed 15-20 year buildout associated with the EPG, it is important that early dedication of these assets occurs to maximize their benefit to the County and its citizens.

Because the Engineer Proving Ground was previously used for research and testing by the military, the Army will be responsible for any environmental analysis and/or clean-up of any toxic or hazardous waste or other environmental hazard associated with all land prior to dedication to the County. The FDP for Phase I shall also provide a map showing the specific location, acreage, of all lands to be dedicated to Fairfax County with a legal description of the lands. All sites that have been surveyed and certified to be free of environmental hazards subject to determination of the Virginia Department of Waste Management should be conveyed to the County prior to the issuance of the first building permit for Phase I. At a minimum the sites to be conveyed at this time should include sites and right-of-way that are located within, or are needed to serve, Phase I (Land Unit A). All remaining lands to be dedicated must be certified to be free of environmental hazards and conveyed to the County within five years (60 months) of the initial rezoning, unless otherwise determined by the County.

The timing of the dedication of the following lands is required as described in this section and Project Monitoring and Phasing.

1. All right-of-way for transportation facilities needed for full development, including dedication for the Fairfax County Parkway, recognizing that additional right-of-way may be identified during the monitoring and evaluation process required for subsequent phases of development and that such rights-of-way will be dedicated as needed;

2. Approximately 226-acre Accotink Stream Valley Environmental Quality Corridor to the Fairfax County Park Authority;

3. Approximately 9 acres on the northeast boundary of the site, to the Fairfax County Park Authority for a Neighborhood Park;

4. Approximately 12 acres west of the Environmental Quality Corridor in the southern half of the site to the Fairfax County Park Authority for a cultural/performing arts facility;

5. Approximately 25 acres in the southeast portion of the EPG to the Fairfax County Park Authority for a recreational facility that may be revenue generating, such as a stadium or convention center;

6. Approximately 25 acres for a school/youth sports complex site along the northwest boundary of the site. Of this total, approximately half is to be dedicated to the Fairfax County Park Authority, and half dedicated to the Fairfax County School Board; and

7. Approximately 2-3 acres for a fire and rescue station in the southwest corner of the EPG. The proposed site is opposite the Rolling Road intersection with Richfield Road.

Transitions and Buffers to Residential Areas

To foster compatibility between EPG development and existing residential communities located to the north and west, the following recommendations apply to all development on the site:

1. Building heights are tapered down from higher to lower intensity land uses. Building height will be determined by a plan on topographic base indicating a 14° line of sight from points at 200 foot intervals along the western and northern boundaries, as may be further limited by a maximum building height of six stories in non-nodal areas and a maximum height of three stories for townhouses planned to be located along the northern boundary;

2. Buffering and screening is established to satisfactorily transition from the new development to existing development in surrounding areas. A vegetated buffer not less than 50 feet in width, supplemented with additional landscaping as needed, should be provided along the northern and western boundaries;

3. Residential areas adjacent to park facilities are buffered from activity noise and facility lighting through landscape treatment such as vegetated buffers, screening and/or berming.

Type and Configuration of Retail Uses

Retail development at EPG is limited to no more than 300,000 square feet of gross floor area. Most, if not all, of this retail use should be located within office, hotel and/or residential structures as a means of promoting mixed-use projects. Given the nearly 4,000 dwelling units planned for the site, there may be a need for a convenience shopping center to serve residents and employees of the area. To ensure that the center is oriented to the EPG residential and employment communities, the size of the shopping center is limited to a maximum of 50,000 square feet, with no individual use in the center larger than 1/3 of the total gross floor area. This center should not be developed until at least 50% of the total residential and non-residential development is complete.

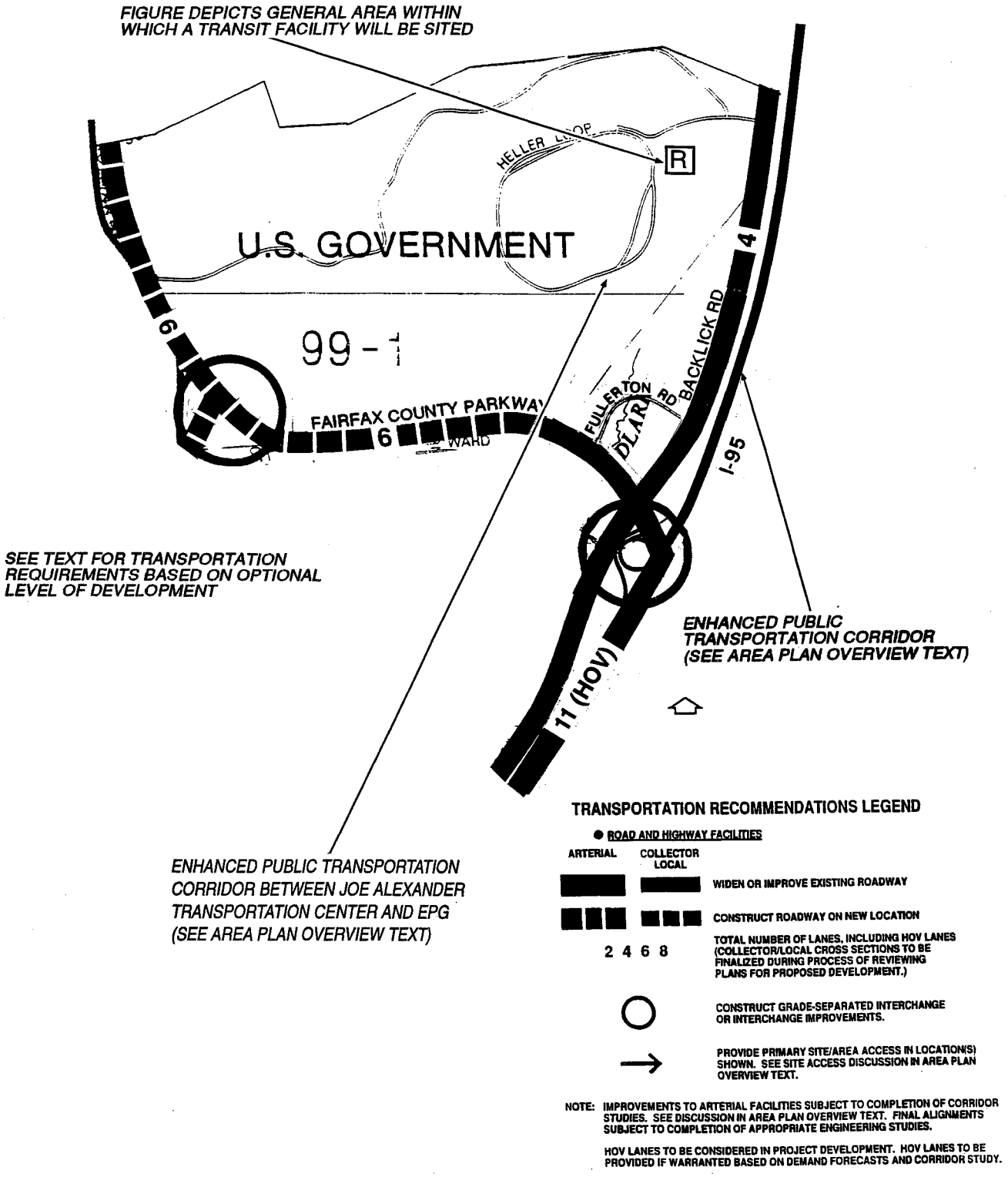
TRANSPORTATION

Baseline Plan Requirements

The adopted County Transportation Plan identified the following roadway and public transportation improvements in the vicinity of the EPG (See Figure 5):

- Construct the Franconia-Springfield Parkway to an 8 lane section, including HOV lanes and interchanges at Rolling Road, Neuman Street, and I-95 (The Neuman Street interchange is intended to serve primarily the north side of the Parkway; the Plan prohibits the use of Neuman Street for EPG access.);

- Construct the Fairfax County Parkway to a 6 lane section, including interchanges with the Franconia-Springfield Parkway, Rolling Road, and I-95 (Newington Interchange);



TRANSPORTATION RECOMMENDATIONS **FIGURE 5**

- Widen Backlick Road to 4 lanes;
- Widen Fullerton Road to 4 lanes between Backlick Road and the Fairfax County Parkway;
- Widen I-95 (Shirley Highway) to 10 lanes, including the extension of the existing HOV lanes south to Prince William County;
- Construct the Joe Alexander Transportation Center on the east side of I-95, including a Metrorail station, commuter rail station, and a 3,500 space parking garage;
- Construct a Transit Transfer Center to be located on the EPG site, northeast corner; and
- Transportation issues associated with the possible extension of the Metro rapid rail transit line from the Joe Alexander Transportation Center (Franconia-Springfield Metro Station) to the Engineering Proving Ground (EPG) should be studied, particularly in conjunction with any replanning of the EPG site. The area subject to the Metro rail extension should be designated as an "Enhanced Public Transportation Corridor." The extension of the Metro rail should be such that there is no impact upon the existing Loisdale residential subdivision.

These baseline Transportation Plan requirements were developed independent of a detailed analysis and identification of the transportation impacts associated with development on the site of the Engineer Proving Ground.

Optional Plan Requirements

The Army's concept for mixed-use development at EPG is predicated on the implementation of an automated guideway transit (People Mover) system connecting the Joe Alexander Transportation Center with development at EPG; the funding for that entire segment is to be provided by the Army or its designated development partner(s). This system would also be designed to link the EPG with the Springfield Mall and the Springfield Community Business Center. This proposed People Mover may be funded through a variety of sources. To the extent that Federal Transit Administration (FTA) funds are involved, a detailed Alternatives Analysis of the costs and benefits of a variety of modes may be required prior to the approval of federal funds.

In addition, the Army concept is predicated on the implementation of programs designed to substantially affect the commuting behavior of those who work at the EPG. The goal of these transportation demand management programs is to achieve an overall non-SOV mode split of 40 percent or greater. This represents a transit and HOV usage rate which is significantly higher than that which is typically associated with suburban employment centers.

Under normal expectations of non-SOV usage in mixed-use employment centers (i.e., attainment of a goal of 15 percent transit mode split as set forth in the adopted Fairfax County Policy Plan), the Army proposal could result in a substantial roadway lane deficiency.

With the magnitude of development proposed by the Army, even attainment of 40 percent non-SOV usage will not completely ensure infrastructure adequacy through each phase of the proposed development. To ensure the transportation impacts of the proposed mixed-use

development at EPG are satisfactorily addressed, the Plan is based on the satisfactory fulfillment of the following elements:

- Preparation by the Army or its designated developer of an overall transportation study as part of the initial rezoning application and detailed transportation studies prior to each phase of development. The initial transportation study should evaluate existing transportation conditions and analyze the impacts of the traffic associated with the overall development. The study shall include an Automated Guideway Transit System to address transportation needs, with an estimate of when each link of the transit system will be needed. The recommendations of this study will be taken into consideration by the County in determining the timing of system construction and operation, and may include acceleration of system implementation in advance of that indicated in the land unit recommendations of the Plan. Detailed studies of development proposed for each subsequent phase should be provided with each FDP and should evaluate existing transportation conditions and analyze the impacts of the traffic associated with the respective phase. The transportation studies will be approved by the County and VDOT prior to the approval of the initial rezoning and Final Development Plans for each development phase;

- Provision of assurances that the transportation facilities and services assumed to be operational in the Study will in fact be provided prior to the initial occupancy of each phase;

- Implementation of a transportation monitoring and evaluation program that will be conducted at the conclusion of each development phase. The monitoring and evaluation program will include, at a minimum, an assessment of the performance of:

  - Site entrances and signalized intersections along Backlick Road between the Franconia-Springfield Parkway and the Fairfax County Parkway;

  - All interchanges and intersections on the Fairfax County Parkway and Backlick Road from the Franconia-Springfield Parkway south to I-95 (Newington interchange);

- Implementation of an aggressive transportation demand management program and major transit capital improvements in order to achieve mode split targets identified in the transportation study and/or committed to by the Army as part of the approval process;

- Correction of any problem observed during each monitoring/evaluation phase, or commitment that the problem will be corrected during the subsequent development phase prior to approval of Final Development Plans. Should subsequent development be delayed or halted, the Army will be responsible for providing the necessary transportation improvements. A problem is defined by Level of Service E or worse performance, and/or other operational problems such as intersection/entrance blockages by traffic queues, safety problems, etc.; and

- Completion of all necessary engineering, environmental, and other studies relating to modification of access to the interstate system.

In addition to these area-wide transportation elements each land unit contains an identification of specific roadway and transit improvements that may be necessary to accommodate traffic generated by the proposed development levels. The transportation improvements identified for each Phase of development are based on preliminary analyses by County staff which incorporate the Army's assumptions of non-SOV usage, which are shown as mode split targets for Transportation recommendations in each land unit. The transportation improvements are presented in order that the Plan recognize the potential scale of improvements which may be needed to provide access to the proposed development.

ENVIRONMENT

The principal environmental feature of the Engineer Proving Ground is the Accotink Stream Valley Environmental Quality Corridor. This approximately 226-acre EQC traverses the site from north to south including approximately 15 acres of wetlands located outside the EQC have been identified. These areas should be preserved and protected from development. The EQC should be made accessible to the public by way of dedication in accordance with the Fairfax County Environmental Quality Corridor Policy.

The Army has committed to specific targets for non-SOV usage to the site. These targets are provided for each development phase. A 40 percent or greater non-SOV mode split is the target for the full buildout of the project. Achieving the specified non-SOV targets and reducing single occupant vehicle usage to EPG will contribute to the County's efforts to improve air quality in the region.

PUBLIC FACILITIES

A number of public facilities sites have been identified as future needs at the Engineer Proving Ground site. This need is generated by the level and type of development proposed. These sites should be dedicated to Fairfax County and include the following:

- A 2 - 3 acre site for a fire and rescue station to serve the EPG and the surrounding area. This facility should be located along Rolling Road near its intersection with Richfield Road;

- A 12 - 14 acre school site. Land for this facility has been identified in the northwest corner of the EPG as part of a 25 acre site for joint development of a School/Youth Sports Complex. School and park planners should coordinate the design and development of facilities to maximize the use of this site;

In order to accommodate the EPG development, off-site sewer lines may need to be enlarged. As the EPG develops, the County will monitor the capacity of the lines. If it is judged by the County that the sewer lines need to be enlarged, funding the replacement of the lines (in a manner consistent with standard County policies) will be the responsibility of the Army or its designated development partner(s). Additionally, in conjunction with the development of a regional stormwater management plan, stormwater management sites should be identified at the EPG site.

PARKS AND RECREATION

To ensure that adequate park and recreation services will be available for the proposed development of the Engineer Proving Ground, the following land dedications and facilities should be provided:

- An 8 - 9 acre site for the development of a neighborhood park;
- A minimum 25 acre site for the development of a recreation/sports complex and/or use for special events such as the Fairfax County Fair;
- Approximately 12 acres, adjacent to a site for a future school, for joint development of a School/Youth Sports Complex. School and park planners should coordinate the design and development of facilities to maximize the use of this site; and
- Approximately 12 acres that are contiguous with the Accotink Stream Valley EQC for a cultural/performing arts facility. This facility should be designed to be integrated with the planned residential and commercial uses in this area.

The locations of these proposed park and recreation facilities are highlighted as part of the land unit recommendations for the EPG.

In addition, development at the EPG should be responsive to the following requirements:

- Neighborhood and community park facilities should be provided in conjunction with all residential development, as per the standards contained in the Comprehensive Plan;
- Parking facilities to serve active recreation facilities and office and other non-residential uses should be co-located and shared to the extent possible; and
- Office developments are encouraged to provide facilities such as showers and lockers for employees so that they might better use planned outdoor recreation facilities, as well as any indoor recreation and fitness facilities which might be developed.

Additional Parks and Recreation recommendations for the Engineer Proving Ground are provided on Figure 29 in the Belvoir Community Planning Sector (S5).

TRAILS

Trails planned for the Engineer Proving Ground are delineated on Figure 30 in the Belvoir Community Planning Sector (S5) as part of the Countywide Trails Plan. It is anticipated that pedestrian and bicycle travel will be important modes of transportation at the EPG. A comprehensive network of trails and sidewalks, is essential to providing access to employment, residences, and community uses at EPG.

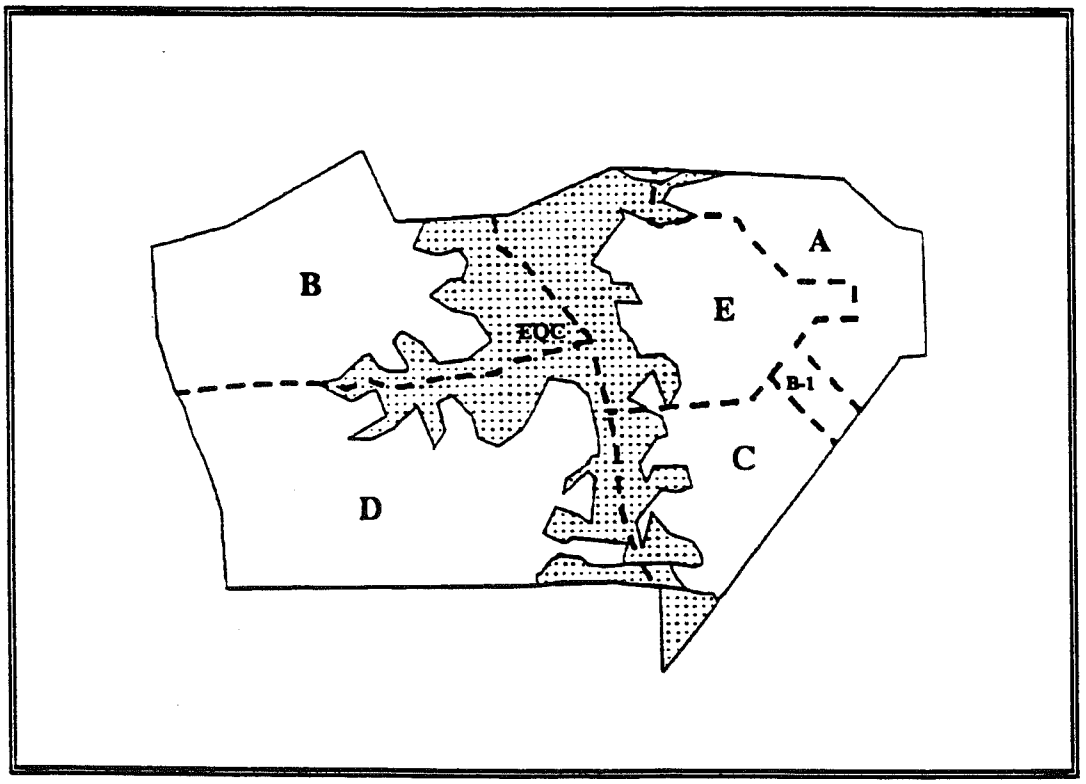
ENGINEER PROVING GROUND LAND UNIT RECOMMENDATIONS

The recommendations which follow provide additional site-specific guidance for development of the Engineer Proving Ground, over 15-20 years, under the Army's public-private development option.

For the purpose of organizing land use and other site-specific recommendations, the Engineer Proving Ground has been divided into five land units, lettered A through E, as shown below on Figure 6. Individual land unit maps included with the text for each land unit show the approximate boundaries of each development phase and a generalized depiction of each land use.

The Army is proposing to phase development over time, with each phase tied to a specific land unit. To achieve the planning objectives for the Engineer Proving Ground all development proposals by the Army and its designated development partner(s) must be responsive to the Area-wide recommendations as well as the site-specific land unit recommendations.

Figure 6



EPG LAND UNITS
Illustrative Concept
1993

LAND UNIT A
(Phase I)

CHARACTER

Land Unit A is located in the northeast portion of the EPG site and contains approximately 145 acres. Under the option for mixed-use development, this land unit is planned for a high density mixed-use node of mid- and high-rise buildings surrounded by low-rise non-residential uses and garden-style dwelling units, residential townhouses, and a neighborhood park. Approximately 9 acres of the Accotink Stream Valley Environmental Quality Corridor are located in this land unit. See Figure 7.

DEVELOPMENT PROGRAM

Land Unit A represents the first phase of the development program proposed by the Army. It consists of a maximum of 800 dwelling units and a maximum of approximately 2.33 million square feet of non-residential gross floor area. The composition of the non-residential component is as follows:

Office use	2,200,000 square feet
- Army office (maximum)	(700,000 square feet)
- Private office use	(1,500,000 square feet)
Convenience retail use	77,000 square feet
Hotel/conference/other service and support uses	50,000 square feet
Total non-residential use	2,327,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the Final Development Plan for this land unit must be in conformance with an overall Conceptual Development Plan for the EPG and address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

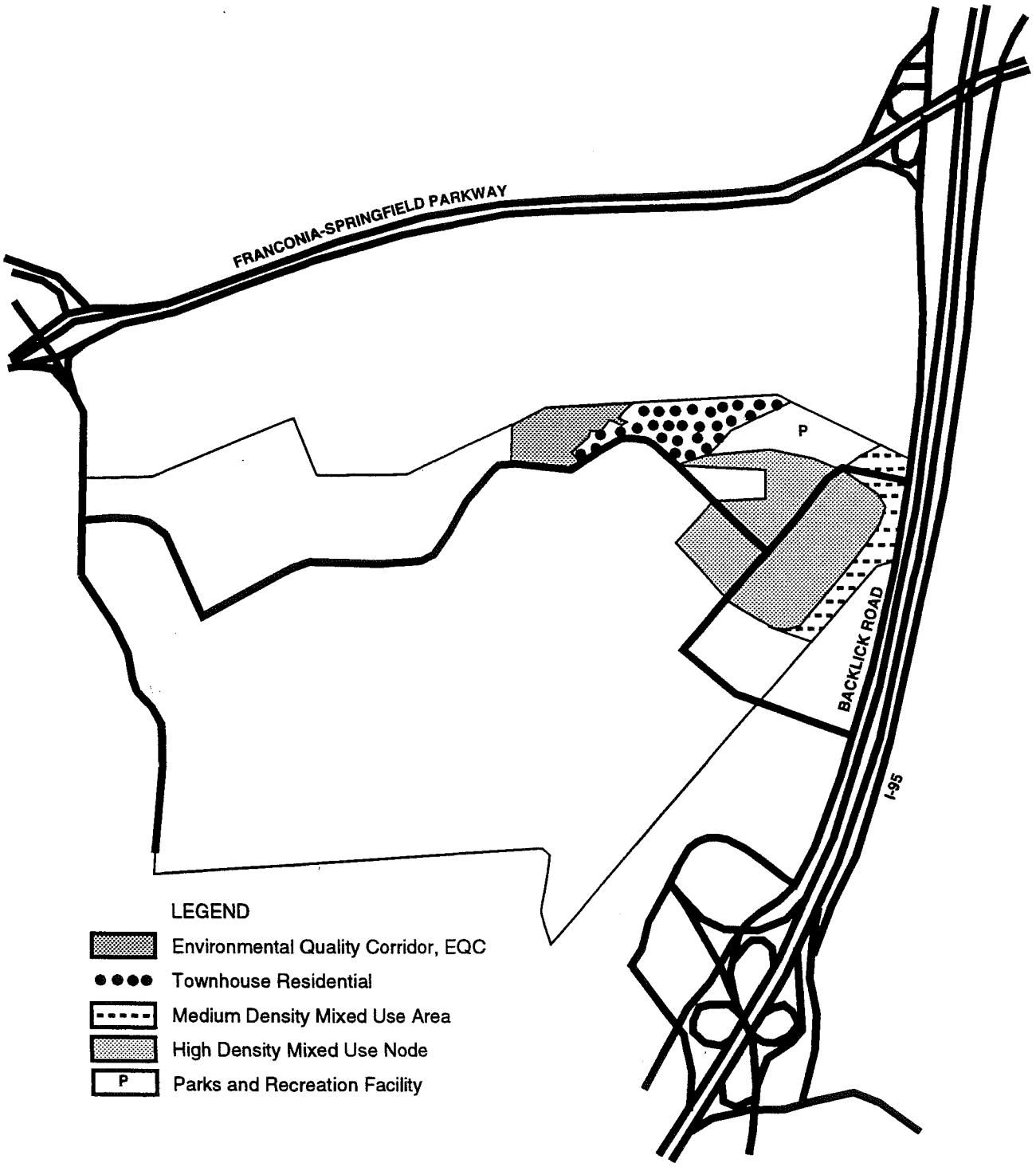
RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations contained in the Plan. The Land Unit Recommendations are outlined below.

Land Use

Land Unit A is planned for a complementary mix of office, hotel, residential and supporting retail uses located in a high density node tapering down to lower density land uses, located as generally shown in Figure 7.

Development in the high density node is envisioned to include a functionally integrated, well-designed mixture of mid- to high-rise office and hotel/conference uses, mid- to high-rise



ENGINEER PROVING GROUND LAND UNIT A – PHASE I — **FIGURE 7**

residential uses, and supporting convenience retail uses. The node is planned at an intensity up to 2.0 FAR maximum to create a pedestrian-oriented urban housing and employment center that can be easily served by transit. Building intensity and heights should be tapered down from the node toward the edges of the land unit to provide a transition to surrounding lower density areas.

Development adjacent to the node is planned to include garden-style residences and low-rise non-residential uses, with townhouse residences located along a portion of the northern border of the site. The low-rise, non-residential uses include office and hotel/conference uses in campus style settings. Buffering, screening and other landscape features must be provided to mitigate visual and noise impacts where residential and non-residential uses are to be built adjacent to each other. Land uses outside the node are intended to create a visual break between the urban environment created in the node and provide a transition to the existing single-family development north of the site. The townhouses should be sited to create an effective transition to existing residential uses.

To further ensure effective transition to existing residential uses, a vegetated buffer of at least 50 feet in width is to be provided along the entire northern edge of the property. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to buffer the higher density residential areas from the existing single family detached houses.

Transportation

The transportation facilities and/or services needed to serve Land Unit A of the project, as determined pursuant to the results of the transportation study which is submitted in conjunction with the initial zoning application, shall be provided prior to the initial occupancy of the land unit (See Area-wide Recommendations). The following actions are required to adequately accommodate traffic projected to be generated by development in Land Unit A:

1. In addition to the aggressive TDM program described under Area-wide Recommendations, provide high frequency transit shuttle service to and from the Joe Alexander Transportation Center to achieve a non-SOV mode split target of 20 percent or higher during peak periods. The shuttle service may be modified in future phases to augment an Automated Guideway Transit System.

2. Provide a transit alternatives analysis and preliminary system design for an Automated Guideway Transit System to serve the EPG. This analysis should also evaluate system costs and funding availability. In the alternative, the transit alternatives analysis and preliminary system design may be completed on a schedule consistent with the FTA funding process, provided that construction of the initial link of the Automated Guideway system would not be delayed beyond Phase III of the development.

Parks and Recreation

1. The Accotink Stream Valley Environmental Quality Corridor, is planned as public parkland.

2. An area of approximately 9 acres located along the northern property line is planned for a neighborhood park to serve the residential development in this land unit. Existing residential areas on the periphery of the EPG should be adequately screened from any facility lighting.

Trails

1. The Accotink Stream Valley Trail should be developed through the portion of the Environmental Quality Corridor contained in Land Unit A.

2. Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system.

LAND UNIT B
(Phase II)

CHARACTER

The majority of Land Unit B is located in the northwest portion of the EPG site and contains approximately 140 acres. A portion of the land unit located east of the EQC is designated as Land Unit B-1, and contains about 31 acres. In total, the land unit comprises approximately 171 acres. Under the option for mixed-use development, this land unit is planned for high density mixed-use nodes of mid- and high-rise buildings surrounded by low-rise non-residential uses and garden-style dwelling units, and a school/youth sports complex. Approximately 55 acres of the Accotink Stream Valley Environmental Quality Corridor are located in this land unit. See Figure 8.

DEVELOPMENT PROGRAM

Land Unit B represents the second phase of development proposed by the Army. It consists of a maximum of 900 dwelling units and a maximum of 2.2 million square feet of non-residential gross floor area. The composition of the non-residential component is as follows:

Office use	1,700,000 square feet
- Army office (maximum)	(800,000 square feet)
- Private office use	(900,000 square feet)
Convenience retail use	60,000 square feet
Hotel/conference/other service and support uses	50,000 square feet
Total non-residential use	2,210,000 square feet

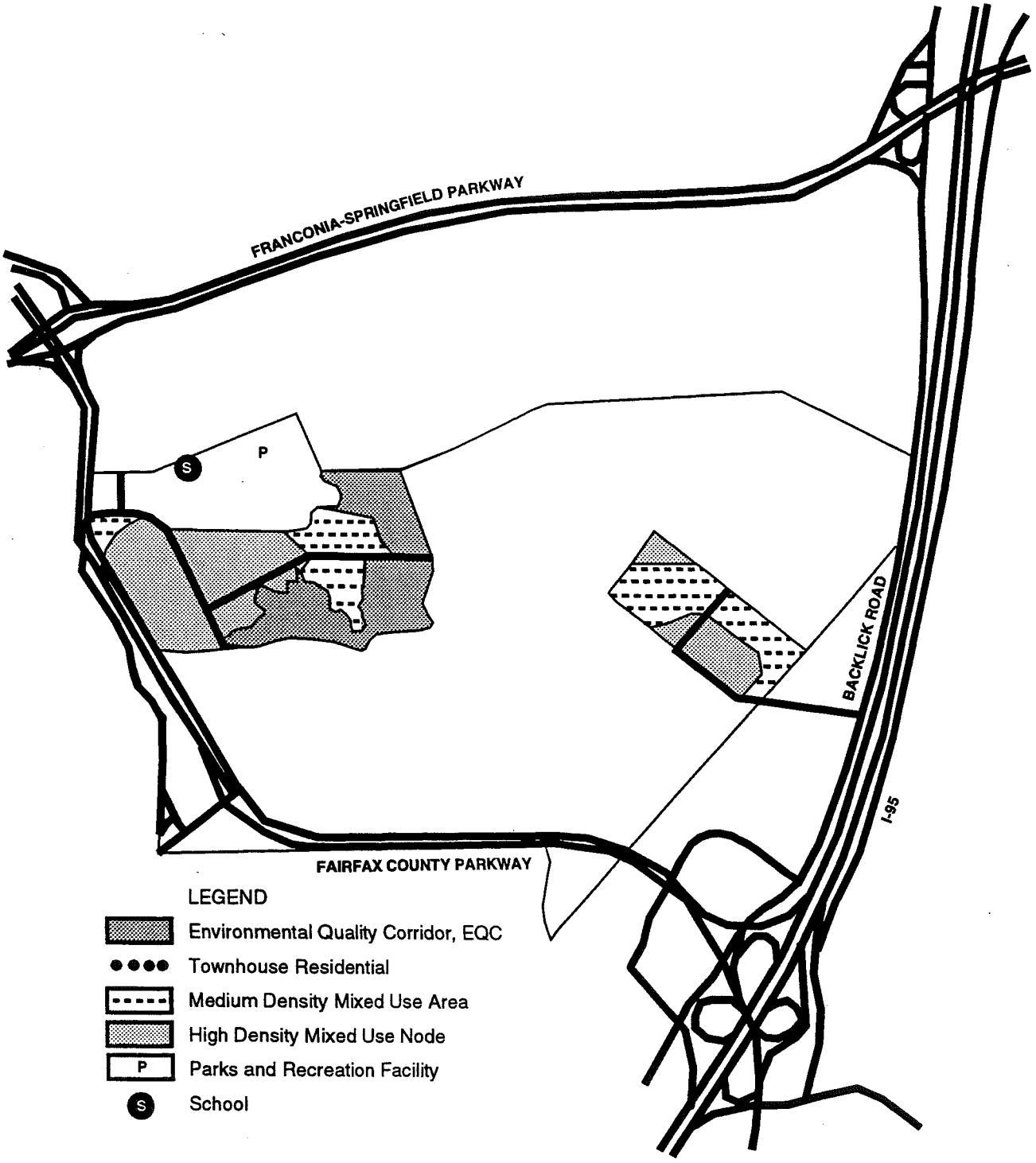
Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the Final Development Plan for this land unit must be in conformance with the approved Conceptual Development Plan for the EPG and address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations contained in the Plan. The Land Unit Recommendations are outlined below.

Land Use

Land Unit B is planned for a complementary mix of office, hotel, residential and supporting retail uses located in high density nodes tapering down to lower density land uses, located as generally shown in Figure 8.



ENGINEER PROVING GROUND LAND UNIT B – PHASE II — **FIGURE 8**

Development in the high density nodes is envisioned to include a functionally integrated, well-designed mixture of mid- to high-rise office and hotel/conference uses, mid- to high-rise residential uses, and supporting convenience retail uses. The node is planned at an intensity up to 2.0 FAR maximum to create a pedestrian-oriented, urban housing and employment center that can be easily served by transit. Building intensity and heights should be tapered down from the node toward the edges to provide a transition to surrounding lower density areas.

Development adjacent to the node is planned to include garden-style residences and low-rise non-residential uses, and a school/youth sports facility along the northern border of the site. The low-rise, non-residential uses include office and hotel/conference uses in campus style settings. Buffering, screening and other landscape features must be provided to mitigate visual and noise impacts where residential and non-residential uses are to be built adjacent to each other. Land uses outside the node are intended to create a visual break between the urban environments created in the node and provide a transition to the existing single-family development north of the site.

To further ensure an effective transition to existing residential uses, a vegetated buffer of at least 50 feet in width is to be provided along the entire northern and western edge of the property. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to screen new development from the existing single family detached houses.

Transportation

The transportation facilities and/or services needed to serve Land Unit B of the project, as determined pursuant to the results of the transportation study which is submitted in conjunction with the Final Development Plan for Land Unit B, shall be provided prior to the initial occupancy of the land unit (See Area-wide Recommendations). The following actions and improvements are required to adequately accommodate traffic projected to be generated by development in Land Unit B:

1. In addition to the aggressive TDM program described under Area-wide Recommendations, provide high frequency transit shuttle service to and from the Joe Alexander Transportation Center to achieve a non-SOV mode split target of 20 percent or higher during peak periods. The shuttle service may be modified in future phases to augment an Automated Guideway Transit System.

2. Construct 4 lanes of the Fairfax County Parkway (FCP) from Franconia-Springfield Parkway interchange to the I-95 Newington interchange.

3. Provide final design and secure necessary right-of-way for the initial link of the Automated Guideway Transit System. In the alternative, these elements may be completed on a schedule consistent with the FTA funding process, provided that construction of the initial link of the Automated Guideway system would not be delayed beyond Phase III of the development.

Public Facilities

1. Approximately 25 acres located in the northwest portion of this land unit are planned for a school/youth sports complex. Of the total acreage, approximately one-half is planned for a school site.

Parks and Recreation

1. The Accotink Stream Valley Environmental Quality Corridor is planned as public parkland.

2. Approximately 25 acres located in the northwest portion of this land unit are planned for a school/youth sports complex. Of the total acreage, approximately one-half is planned for a youth sports site.

Trails

1. Develop the Accotink Stream Valley Trail through the portion of the Environmental Quality Corridor contained in Land Unit B.

2. Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use and fosters linkages between the various planned land uses and the adopted Countywide trail system.

LAND UNIT C
(Phase III)

CHARACTER

Land Unit C is located in the southeast portion of the EPG site and contains approximately 143 acres. Under the option for mixed-use development, this land unit is planned for a high density mixed-use node of mid- and high-rise buildings surrounded by low-rise non-residential uses and garden-style dwelling units, and a multi-use recreational facility, which may be revenue generating, such as a stadium or conference center. Approximately 28 acres of the Accotink Stream Valley Environmental Quality Corridor are located in this land unit. See Figure 9.

DEVELOPMENT PROGRAM

Land Unit C represents the third phase of development proposed by the Army. It consists of a maximum of 900 dwelling units and a maximum of 2.3 million square feet of non-residential gross floor area. The composition of the non-residential component is as follows:

Office use	1,800,000 square feet
- Army office (maximum)	(800,000 square feet)
- Private office use	(1,000,000 square feet)
Convenience retail	63,000 square feet
Hotel/conference/other service and support uses	450,000 square feet
Total non-residential use	2,313,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the Final Development Plan for this land unit must be in conformance with the approved Conceptual Development Plan for the EPG and address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

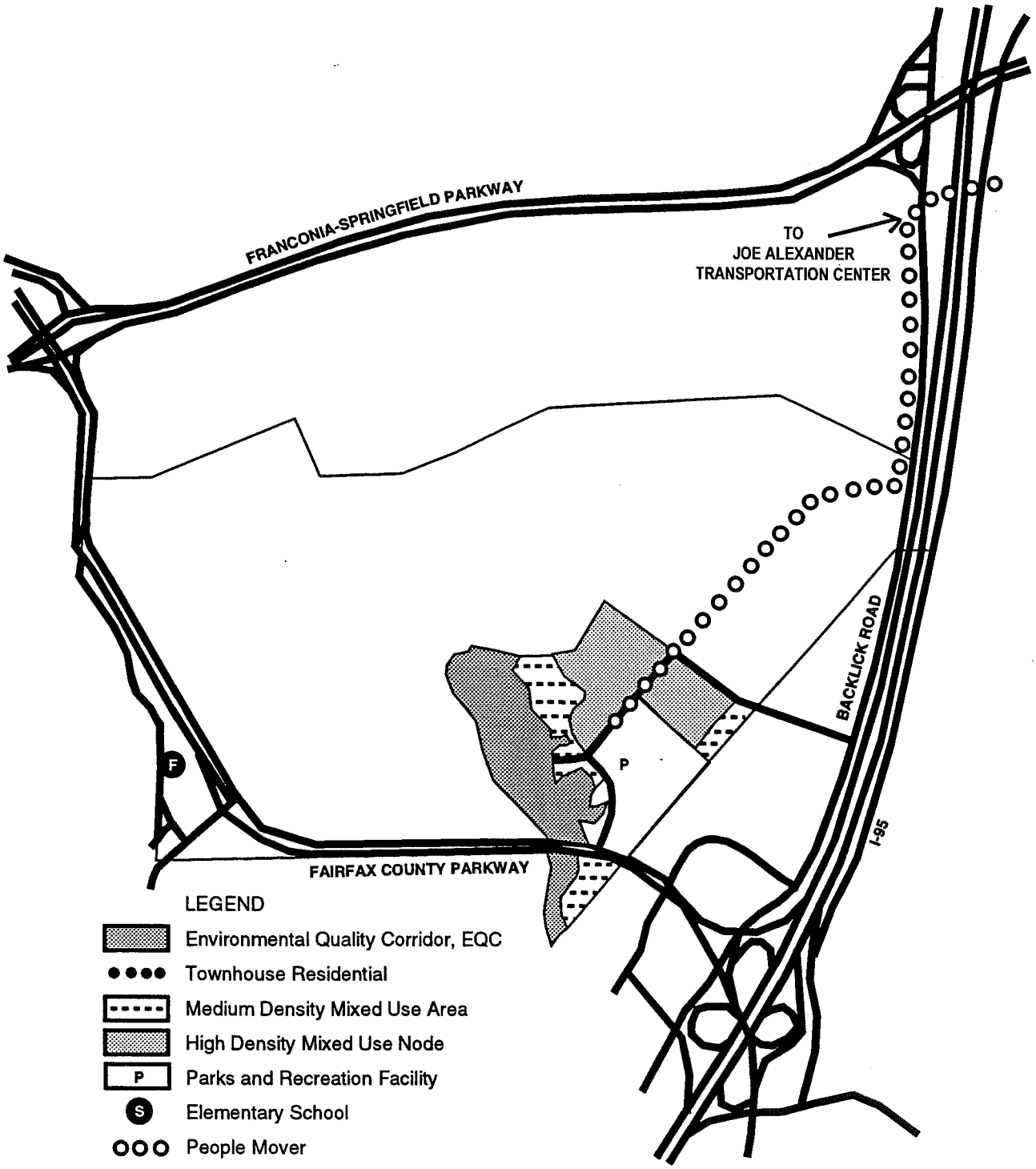
RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations contained in the Plan. The Land Unit Recommendations are outlined below.

Land Use

Land Unit C is planned for a complementary mix of office, hotel, residential and supporting retail uses located in a high density node tapering down to lower density land uses, located as generally shown in Figure 9.

Development in the high density node is envisioned to include a functionally integrated, well-designed mixture of mid- to high-rise office and hotel/conference uses, mid- to high-rise



ENGINEER PROVING GROUND LAND UNIT C – PHASE III — **FIGURE 9**

residential uses, and supporting convenience retail uses. The node is planned at an intensity up to 2.0 FAR maximum to create a pedestrian-oriented, urban housing and employment center that can be easily served by transit. Building intensity and heights should be tapered down from the node toward the edges to provide a transition to surrounding lower density areas.

Development adjacent to the node is planned to include garden-style residences and low-rise non-residential uses, and a multi-use recreational facility. The low-rise, non-residential uses include office and hotel/conference uses in campus style settings. Buffering, screening and other landscape features must be provided to mitigate visual and noise impacts where residential and non-residential uses are to be built adjacent to each other. Land uses outside the node are intended to create a visual break from the urban environments created in the node.

Transportation

The transportation facilities and/or services needed to serve Land Unit C of the project, as determined pursuant to the results of the transportation study which is submitted in conjunction with the Final Development Plan for Land Unit C, shall be provided prior to the initial occupancy of the land unit (See Area-wide Recommendations). The following improvements are required to adequately accommodate traffic projected to be generated by development in Land Unit C:

1. Provide the initial link of the Automated Guideway Transit System to connect the eastern side of the EPG site as shown on Figure 9 to the Springfield Mall via the Joe Alexander Transportation Center. This link should be placed in operation and coordinated to augment the aggressive TDM program described under Area-wide, Land Unit A and Land Unit B Recommendations to help to achieve a non-SOV mode split target of 25 percent or higher during peak periods.

2. Unless determined otherwise by a traffic study prior to development, the following roadway improvements may be needed to accommodate traffic generated by the development proposed for this Land Unit:

   - Improve the interchange at Backlick Road and the Franconia-Springfield Parkway to accommodate increased turning movements (e.g., flyover from Backlick Road to northbound I-95, etc.); and

   - Widen the Franconia-Springfield Parkway to 8 lanes between I-95 and Rolling Road. Upgrade all intersections and interchanges along the segment to accommodate increased turning movements.

Parks and Recreation

1. The Accotink Stream Valley Environmental Quality Corridor is planned as public parkland.

2. An area of approximately 25 acres in the southern portion of this land unit is planned for a multi-use activity center, that may be a revenue generating facility for the County, such as a stadium or convention center. This site may also provide a location for the Fairfax County Fair.

Trails

1. Develop Accotink Stream Valley Trail through the portion of the Environmental Quality Corridor contained in Land Unit B.

2. Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and to the adopted Countywide trail system.

LAND UNIT D
(Phase IV)

CHARACTER

Land Unit D is located in the southwest portion of the EPG site and contains approximately 225 acres. Under the option for mixed-use development, this land unit is planned for a high density mixed-use node of mid- and high-rise buildings surrounded by low-rise non-residential uses and garden-style dwelling units, residential townhouses, an active recreation/cultural facility, and a fire and rescue station. Approximately 71 acres of the Accotink Stream Valley Environmental Quality Corridor are located in this land unit. See Figure 10.

DEVELOPMENT PROGRAM

Land Unit D represents the fourth phase of development proposed by the Army. It consists of a maximum of 750 dwelling units and a maximum of 2.2 million square feet of non-residential gross floor area. The composition of the non-residential component is as follows:

Office use	1,700,000 square feet
- Army office (maximum)	(600,000 square feet)
- Private office use	(1,100,000 square feet)
Convenience retail use	60,000 square feet
Hotel/conference/other service and support uses	450,000 square feet
Total non-residential use	2,210,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the Final Development Plan for this land unit must be in conformance with the approved Conceptual Development Plan for the EPG and address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

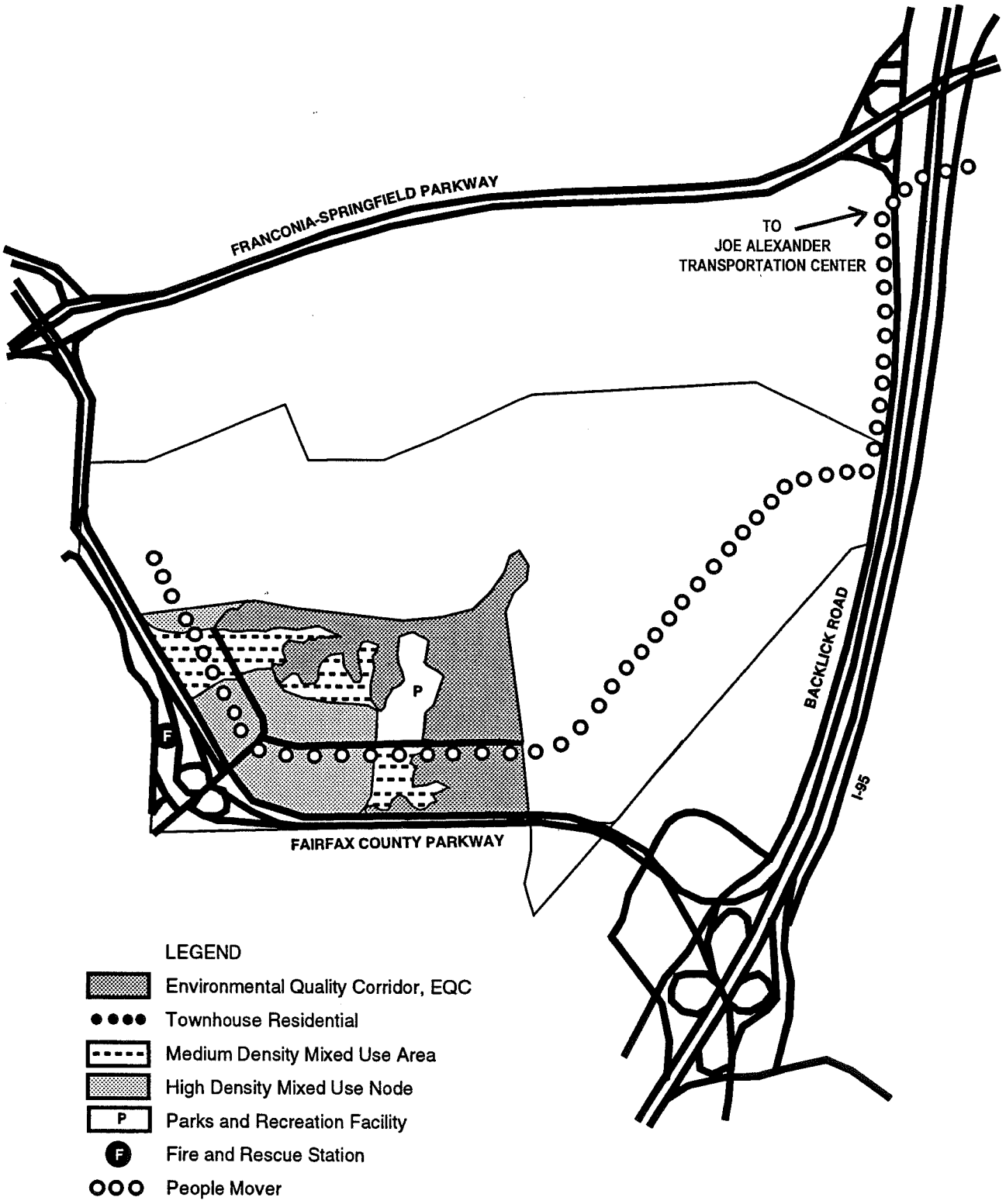
RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations contained in the Plan. The Land Unit Recommendations are outlined below.

Land Use

Land Unit D is planned for a complementary mix of office, hotel, residential and supporting retail uses located in a high density node tapering down to lower density land uses, located as generally shown in Figure 10.

Development in the high density node is envisioned to include a functionally integrated, well-designed mixture of mid- to high-rise office and hotel/conference uses, mid- to high-rise



ENGINEER PROVING GROUND LAND UNIT D – PHASE IV

FIGURE 10

residential uses, and supporting convenience retail uses. The node is planned at an intensity up to 2.0 FAR maximum to create a pedestrian-oriented urban housing and employment center that can be easily served by transit. Building intensity and heights should be tapered down from the node toward the edges to provide a transition to surrounding lower density areas.

Development adjacent to the node is planned to include garden-style residences and low-rise non-residential uses, and a recreational cultural facility. A fire and rescue station is planned in the southwest corner of the site. The low-rise, non-residential uses include office and hotel/conference uses in campus style settings. Buffering, screening and other landscape features must be provided to mitigate visual and noise impacts where residential and non-residential uses are to be built adjacent to one another. Land uses outside the node are intended to create a visual break between the urban environment created in the node and provide a transition to the existing single-family development west of the site.

To further ensure an effective transition to existing residential uses, a vegetated buffer of at least 50 feet in width is to be provided along the entire western edge of the property. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to screen new development areas from the existing single family detached houses.

Transportation

The transportation facilities and/or services needed to serve Land Unit D of the project, as determined pursuant to the results of the transportation study which is submitted in conjunction with the Final Development Plan for Land Unit D, shall be provided prior to the initial occupancy of the land unit (See Area-wide Recommendations). The following actions and improvements are required to adequately accommodate the traffic projected to be generated by development in Land Unit D:

1. Coordinate and cooperate in providing additional links of the People Mover to extend service north to the Springfield Community Business Center and west through the EPG site. These additional links should be brought into operation and integrated with existing service.

2. Operation of People Mover transit service should be coordinated with the aggressive TDM program described under Area-wide Recommendations, to achieve a non-SOV mode split target of 30 percent or higher during peak periods.

3. Widen the Fairfax County Parkway (FCP) to 6 lanes from Rolling Road to I-95 Newington interchange. Upgrade intersections and interchanges as necessitated by the widening.

Public Facilities

1. All public facilities sites are recommended to be dedicated to Fairfax County at the time of initial rezoning. A list of these sites is provided in the Area-wide Recommendations section.

2. A site of approximately 2-3 acres in the southwest portion of the EPG, adjacent to Richfield Road, is planned for a fire and rescue station.

Parks and Recreation

1. The Accotink Stream Valley Environmental Quality Corridor is planned as public parkland.

3. An area of approximately 12 acres located in the eastern portion of the land unit is planned for an active recreational use such as a cultural facility.

Trails

1. The Accotink Stream Valley Trail should be developed through the portion of the Environmental Quality Corridor contained in Land Unit D.

4. Detailed trails and circulation plans should ensure that development occurs in a manner that promotes access and transit and fosters linkages between the various planned land uses and to the adopted Countywide trail system.

LAND UNIT E
(Phase V)

CHARACTER

Land Unit E is located in the northern half of the site adjacent to the east side of the EQC, and contains approximately 136 acres. Under the option for mixed-use development, this land unit is planned for a high density mixed-use node of mid- and high-rise buildings surrounded by low-rise non-residential uses and garden-style dwelling units. Approximately 78 acres of the Accotink Stream Valley Environmental Quality Corridor are located in this land unit. See Figure 11.

DEVELOPMENT PROGRAM

Land Unit E represents the fifth phase of development proposed by the Army. It consists of a maximum of 600 dwelling units and a maximum of 1.44 million square feet of non-residential gross floor area. The composition of the non-residential component is as follows:

Office use	1,150,000 square feet
Convenience retail use	40,000 square feet
Hotel/conference	250,000 square feet
[The Army's proposal would include "other service and support use" in the Hotel/conference category]	
Total non-residential use	1,440,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the Final Development Plan for this land unit must be in conformance with the approved Conceptual Development Plan for the EPG and address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

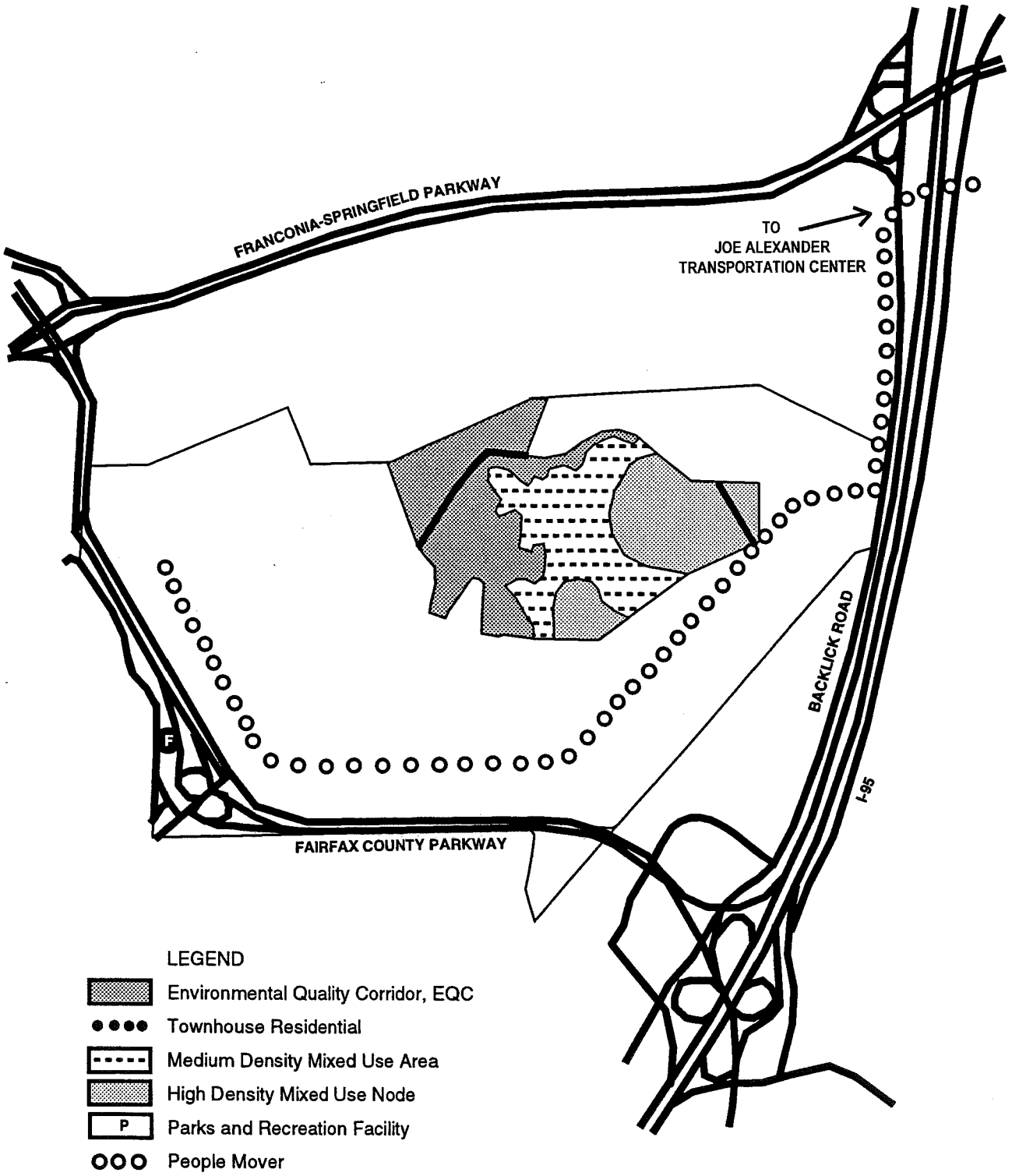
RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations contained in the Plan. The Land Unit Recommendations are outlined below.

Land Use

Land Unit E is planned for a complementary mix of office, hotel, residential and supporting retail uses located in a high density node tapering down to lower density land uses, located as generally shown in Figure 11.

Development in the high density node is envisioned to include a functionally integrated, well-designed mixture of mid- to high-rise office and hotel/conference uses, mid- to high-rise



ENGINEER PROVING GROUND LAND UNIT E – PHASE V

FIGURE 11

residential uses, and supporting convenience retail uses. The node is planned at an intensity up to 2.0 FAR maximum to create a pedestrian-oriented urban housing and employment center that can be easily served by transit. Building intensity and heights should be tapered down from the node toward the edges to provide a transition to surrounding lower density areas.

Development adjacent to the node is planned to include garden-style residences and low-rise non-residential uses. The low-rise, non-residential uses include office and hotel/conference uses in campus style settings. Buffering, screening and other landscape features must be provided to mitigate visual and noise impacts where residential and non-residential uses are to be built adjacent to one another. Land uses outside the node are intended to create a visual break between the urban environment created in the node and to provide a transition to the existing single-family development north of the site.

Transportation

The transportation facilities and/or services needed to serve Land Unit E of the project, as determined pursuant to the results of the transportation study which is submitted in conjunction with the Final Development Plan for Land Unit E, shall be provided prior to the initial occupancy of the land unit (See Area-wide Recommendations). The following improvements are required to adequately accommodate traffic projected to be generated by development in Land Unit E:

1. Coordinate and cooperate in providing an additional link of the People Mover to extend service from the Springfield Mall area, over I-95, to connect with the link serving the Springfield Community Business Center. This additional link should be placed into operation and integrated with existing service.

2. Operation of People Mover transit service should be coordinated with the aggressive TDM program described under Area-wide Recommendations, to achieve a non-SOV mode split target of 40 percent or higher during peak periods.

Parks and Recreation

1. The Accotink Stream Valley Environmental Quality Corridor is planned as public parkland.

Trails

1. Develop the Accotink Stream Valley Trail through the portion of the Environmental Quality Corridor contained in Land Unit E.

2. Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use and fosters linkages between the various planned land uses and the adopted Countywide trail system.

FRANCONIA-SPRINGFIELD TRANSIT STATION AREA

CHARACTER

The Franconia-Springfield Transit Station Area is located south of Franconia Road between I-95 and the CSX Railroad tracks. The Transit Station Area includes the Joe Alexander Transportation Center; the Springfield Mall; the Federally-owned Parr Warehouse; and the Springfield Center Industrial Park. It also includes the Springfield Forest and New Charleston residential communities. Most of the housing in the immediate area is comprised of single-family detached units. Townhouses are located in the northeastern portion of the Transit Station Area.

The Joe Alexander Transportation Center is located at a site south of the Franconia-Springfield Parkway adjacent to the CSX Railroad right-of-way. The Transportation Center will include a Metro Station, a Virginia Railway Express commuter rail station, approximately 4,000 parking spaces, and bus transfer facilities.

The stream valleys of the upper tributaries of the Long Branch of Accotink Creek cover most of the central and eastern portion of the Planning District. The headwaters of the Long Branch of Accotink Creek form the basis of an environmental quality corridor in this area. Vegetation and wildlife habitats along the stream enhance the open space system. Portions of the area are located in the Coastal Plain geologic province within an aquifer recharge zone and may contain slippage-prone swelling clay soils.

In this planning sector was Oak Grove, a plantation house built around 1820. Major undeveloped areas along the CSX Railroad have a high potential for significant heritage resources.

CONCEPT FOR FUTURE DEVELOPMENT

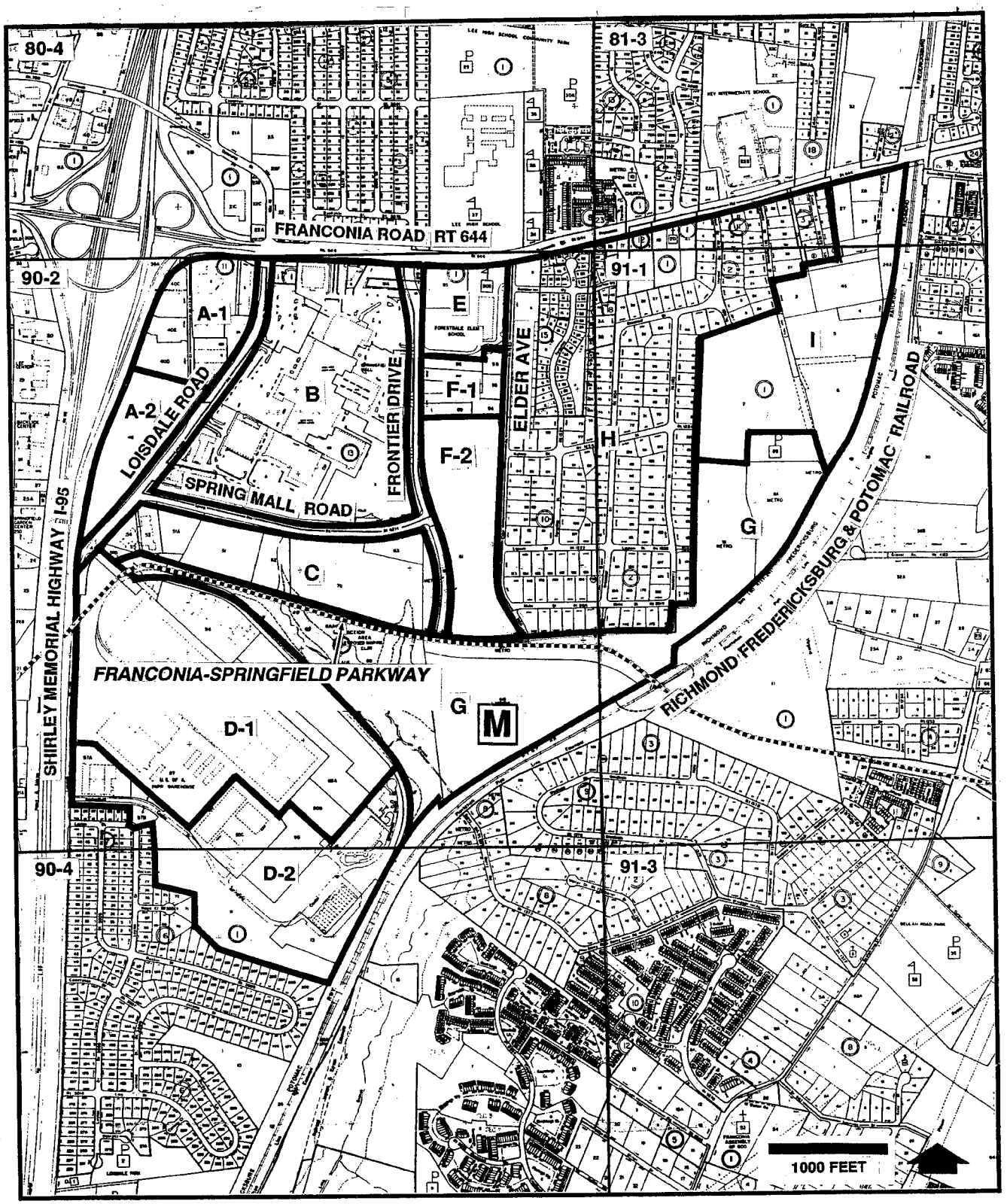
The Concept for Future Development identifies this as a Transit Station Area where mixed-use, transit-oriented development is to be encouraged. The focus of this area is the Joe Alexander Transportation Center, and the area around the Springfield Shopping Mall.

Figure 12 shows the Franconia-Springfield Transit Station Area divided into land units for the purpose of organizing land use recommendations. There are nine land units designated for the Transit Station Area, represented on the map by the letters A through I. These land units will be referred to in the remainder of the Plan.

MAJOR OBJECTIVES

The major planning objectives for the Franconia-Springfield Transit Station Area include:

- Provide opportunities for high density residential development in proximity to the Joe Alexander Transportation Center;



FRANCONIA-SPRINGFIELD TRANSIT STATION AREA BOUNDARY AND LAND UNITS — **FIGURE 12**

- Encourage mixed-use projects that incorporate existing topography, trees, character, and open space to optimize the Transit Station Area's opportunities through creative design;

- Provide appropriate transitions between varying land uses to mitigate adverse impacts;

- Encourage and implement a coordinated program of transportation system management strategies that reduces traffic congestion and increases the effective capacity of the transportation network by increasing transit ridership, increasing auto occupancy, distributing peak period traffic volumes more evenly, and increasing pedestrian and bicycle travel;

- Preserve the stable single-family detached residential character of Windsor Estates (located in Sector S9), Loisdale Estates (located in Sector S7), and the area east of Frontier Drive, including Springfield Forest and New Charleston, through appropriate screening and buffering at transition boundaries;

- Complete the land acquisition and development of Springfield Forest Park; and

- Protect the Accotink Environmental Quality Corridor system.

RECOMMENDATIONS

Land Use

Urban Design Concept

Attractive and functional pedestrian systems, complementary architectural themes, and physical landmarks or focal points are a few of the design elements that can help achieve a cohesive and coherent identity and a more apparent "sense of place" for the Franconia-Springfield Transit Station Area. These elements can be created through redevelopment and new development.

The urban design concept for the Transit Station Area consists of text detailing urban design objectives and guidelines, and figures, which depict opportunities to implement these guidelines. (See Figures 13 and 14). The urban design goal for the Franconia-Springfield Transit Station Area is to create a cohesive physical and visual environment that is orderly, functional, and aesthetically appealing.

Design Objectives

The following objectives are formulated to achieve the urban design goals:

- Provide high-quality development that is functionally integrated, orderly, identifiable and attractive.

- Use design features to help establish a sense of place and assist in orienting people to find their way to the area's workplaces, stores, and other facilities.

- Design development projects to allow for pedestrian access between buildings; provide open space and urban parks and plazas; allow opportunities for shared or reduced parking; and generally make more efficient use of land.

- Create a pedestrian circulation system that provides direct access to the Transportation Center and promotes the integration of employment, residential and retail uses.

- Protect adjacent residential neighborhoods from the impacts of new development by maintaining natural vegetation and/or establishing landscaped buffers and other features. Keep noise, glare and traffic intrusion at a minimum.

- Encourage parcel consolidation in order to realize the benefit of comprehensive urban design and circulation/access principles.

- Protect and enhance environmental and heritage resources, integrating these features into development wherever practicable.

These design objectives should be used in evaluating development proposals for land units within the Transit Station Area.

Transportation

With its proximity to the Capital Beltway (I-95/I-495) and to Shirley Highway (I-95), the Franconia-Springfield Transit Station Area is provided extensive access to the regional highway network. Access to the Interstate system is provided at the interchange of Old Keene Mill Road/Franconia Road with I-95. Major east-west movement is provided by Franconia Road, and by the Franconia-Springfield Parkway, which also permits high-occupancy vehicle (HOV) access to I-95. Transit service is provided by a number of Fairfax County Connector and Metro bus routes.

Existing Conditions

Despite the enhanced accessibility afforded by these regional transportation facilities, traffic demand on most facilities in the Transit Station Area during peak hours of travel matches or exceeds the existing capacity of the roadway system. Locations exhibiting the most congested conditions, in terms of volume-to-capacity ratios, include Commerce Street, Loisdale Road, and Franconia Road in the vicinity of the I-95 ramps. These facilities currently operate at Level of Service (LOS) F, indicating forced flow conditions with long delays. However, the completion in 1992 of the Franconia-Springfield Parkway provided much needed additional roadway capacity to the area. As a result, overall there is currently sufficient highway capacity to accommodate existing peak hour traffic volumes. However, this condition does not reflect localized congestion such as that described above.

Relatively few people who work or shop within the Transit Station Area utilize public transportation or other high occupancy vehicles for these trips. The area exhibits a transit/HOV mode split typical of most suburban activity centers in Fairfax County, generally about 10 percent.

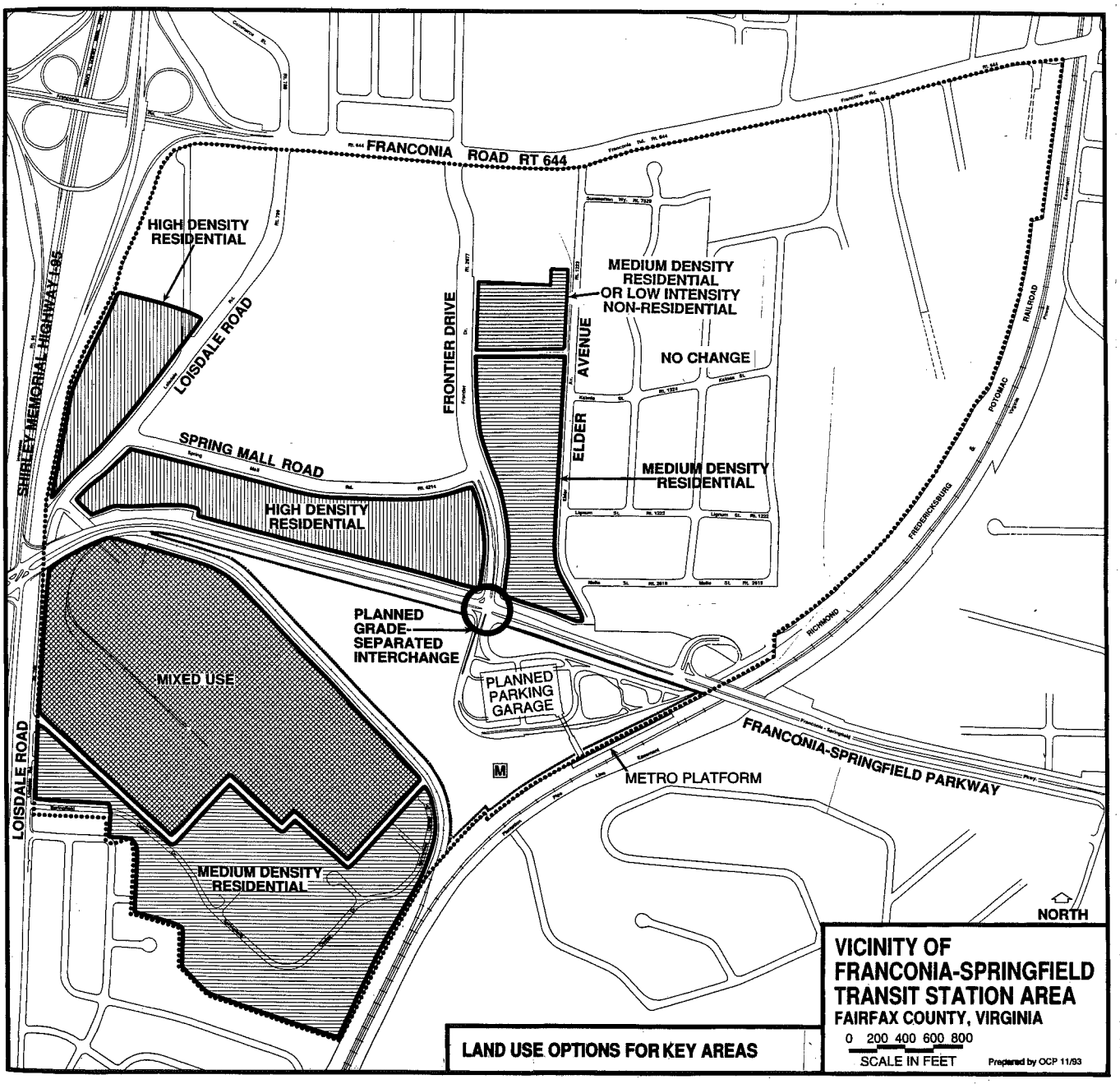
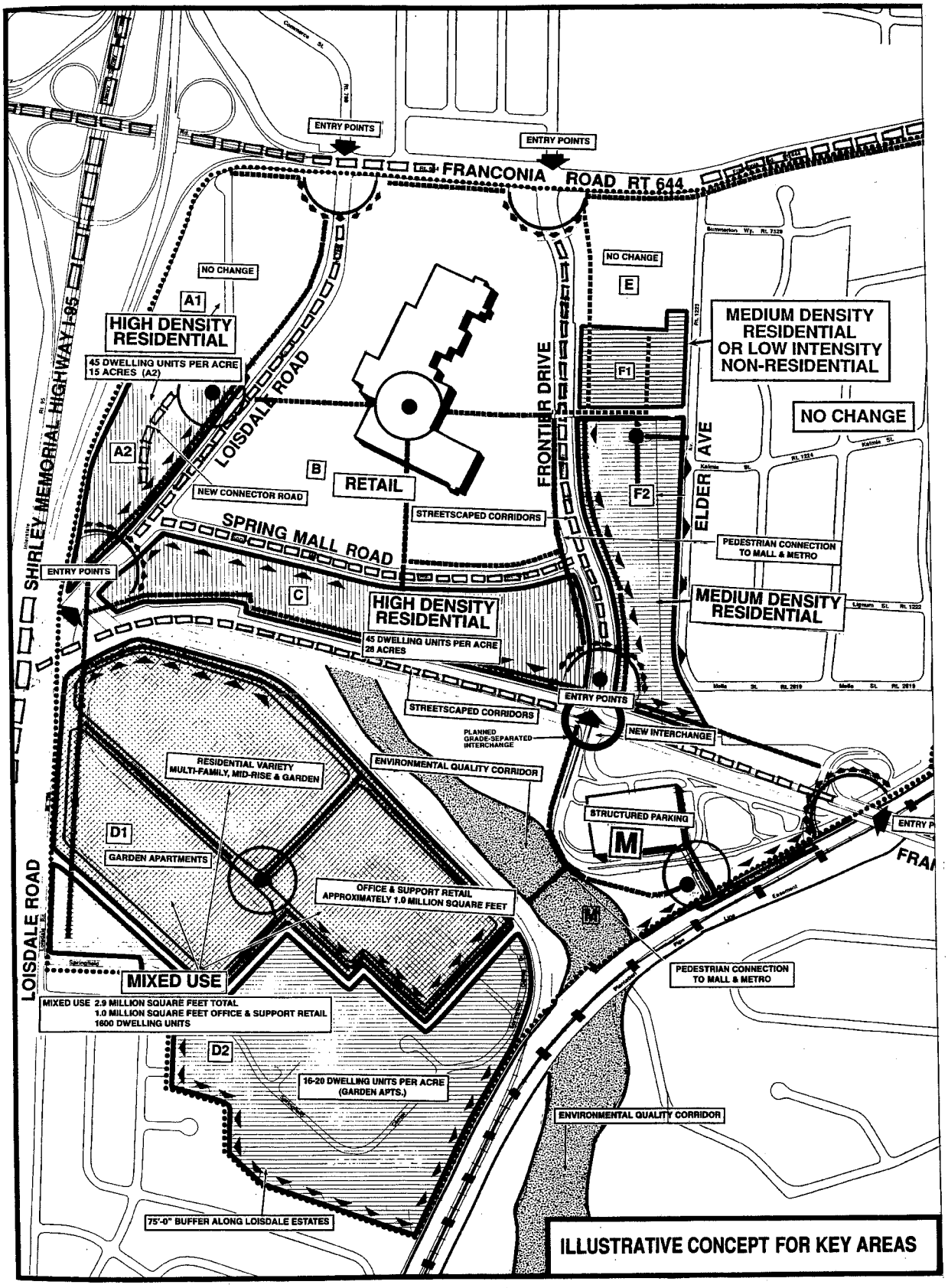

FRANCONIA ROAD RT 644
HIGH DENSITY RESIDENTIAL
LOISDALE ROAD
SHIRLEY MEMORIAL HIGHWAY I-95
FRONTIER DRIVE
MEDIUM DENSITY RESIDENTIAL OR LOW INTENSITY NON-RESIDENTIAL
NO CHANGE
ELDER AVENUE
SPRING MALL ROAD
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
PLANNED GRADE-SEPARATED INTERCHANGE
MIXED USE
PLANNED PARKING GARAGE
M
METRO PLATFORM
FRANCONIA-SPRINGFIELD PARKWAY
LOISDALE ROAD
MEDIUM DENSITY RESIDENTIAL
POTOMAC & RICHMOND FREDERICKSBURG RAILROAD
NORTH
VICINITY OF FRANCONIA-SPRINGFIELD TRANSIT STATION AREA
FAIRFAX COUNTY, VIRGINIA
0 200 400 600 800
SCALE IN FEET
Prepared by OCP 11/93
LAND USE OPTIONS FOR KEY AREAS

FIGURE 13


ENTRY POINTS
ENTRY POINTS
FRANCONIA ROAD RT 644
NO CHANGE
NO CHANGE
E
A1
HIGH DENSITY RESIDENTIAL
45 DWELLING UNITS PER ACRE 15 ACRES (A2)
MEDIUM DENSITY RESIDENTIAL OR LOW INTENSITY NON-RESIDENTIAL
F1
NO CHANGE
LOISDALE ROAD
FRONTIER DRIVE
ELDER AVE
A2
B
RETAIL
NEW CONNECTOR ROAD
STREETSCAPED CORRIDORS
F2
SPRING MALL ROAD
PEDESTRIAN CONNECTION TO MALL & METRO
SHIRLEY MEMORIAL HIGHWAY I-95
ENTRY POINTS
C
HIGH DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
45 DWELLING UNITS PER ACRE 28 ACRES
ENTRY POINTS
STREETSCAPED CORRIDORS
PLANNED GRADE-SEPARATED INTERCHANGE
NEW INTERCHANGE
RESIDENTIAL VARIETY MULTI-FAMILY, MID-RISE & GARDEN
ENVIRONMENTAL QUALITY CORRIDOR
STRUCTURED PARKING
M
D1
GARDEN APARTMENTS
OFFICE & SUPPORT RETAIL APPROXIMATELY 1.0 MILLION SQUARE FEET
M
LOISDALE ROAD
MIXED USE
MIXED USE 2.9 MILLION SQUARE FEET TOTAL
1.0 MILLION SQUARE FEET OFFICE & SUPPORT RETAIL
1600 DWELLING UNITS
PEDESTRIAN CONNECTION TO MALL & METRO
D2
16-20 DWELLING UNITS PER ACRE (GARDEN APTS.)
ENVIRONMENTAL QUALITY CORRIDOR
75'-0" BUFFER ALONG LOISDALE ESTATES
ILLUSTRATIVE CONCEPT FOR KEY AREAS

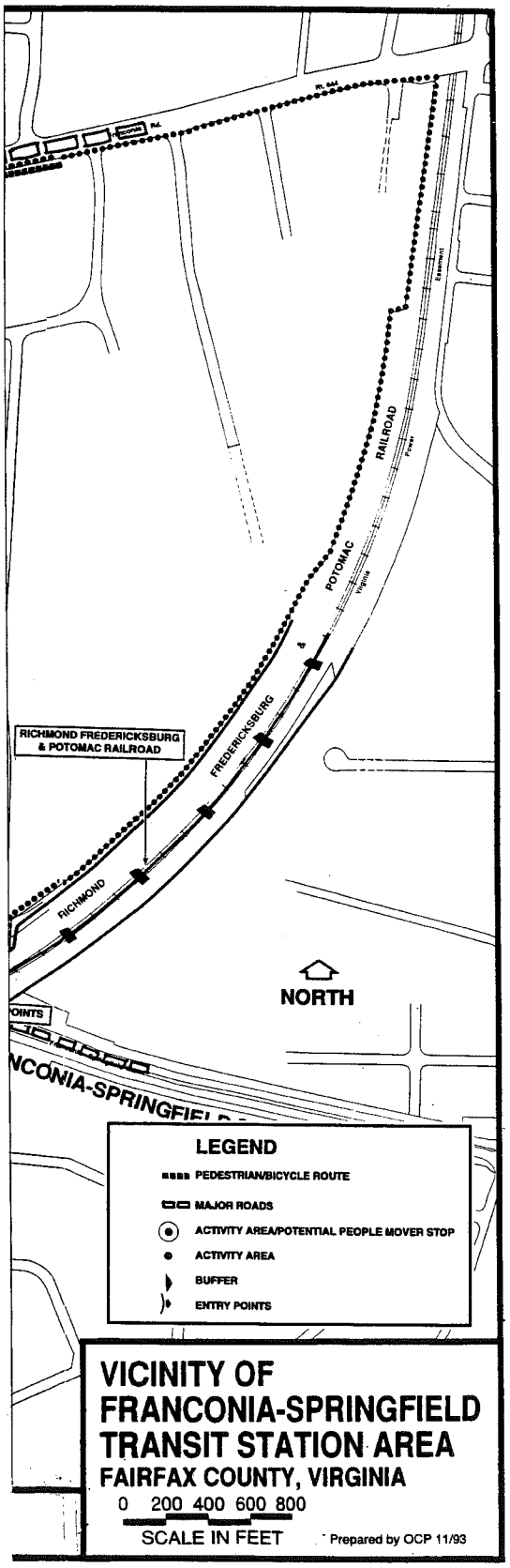

RICHMOND FREDERICKSBURG & POTOMAC RAILROAD
RICHMOND
FREDERICKSBURG
POTOMAC
RAILROAD
NORTH
LEGEND
PEDESTRIAN/BICYCLE ROUTE
MAJOR ROADS
ACTIVITY AREA/POTENTIAL PEOPLE MOVER STOP
ACTIVITY AREA
BUFFER
ENTRY POINTS
VICINITY OF
FRANCONIA-SPRINGFIELD
TRANSIT STATION AREA
FAIRFAX COUNTY, VIRGINIA
0 200 400 600 800
SCALE IN FEET
Prepared by OCP 11/93

FIGURE 14

Future Conditions

The transportation analysis for the Transit Station Area indicated that within the immediate area the planned highway network will have sufficient capacity to accommodate planned land uses. Localized improvements such as additional turning lanes and intersection and frontage improvements may be required to adequately serve specific development applications.

However, when forecast traffic from other parts of the Franconia-Springfield Area is also considered, the levels of traffic increase substantially. With a future 15 percent HOV/transit mode split assumption, (the Policy Plan goal), seven to eight lanes of additional roadway capacity will be required in each direction to balance future traffic demand with planned roadway supply. This lane deficiency would be largely erased if a 40 percent HOV/transit mode split could be attained throughout the Franconia-Springfield Area, bringing the planned transportation system in balance with planned land uses. Due to the magnitude of development proposed at the Engineer Proving Ground site, achieving a 40 percent HOV/transit mode split in the Transit Station Area is critical.

Transportation recommendations are shown on Figures 15 and 16. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

The transportation recommendations for the Franconia/Springfield Transit Station Area are divided into three categories: General Recommendations, Roadway and Circulation Improvements, and Public Transportation Improvements. These are described in the following sections.

General Recommendations

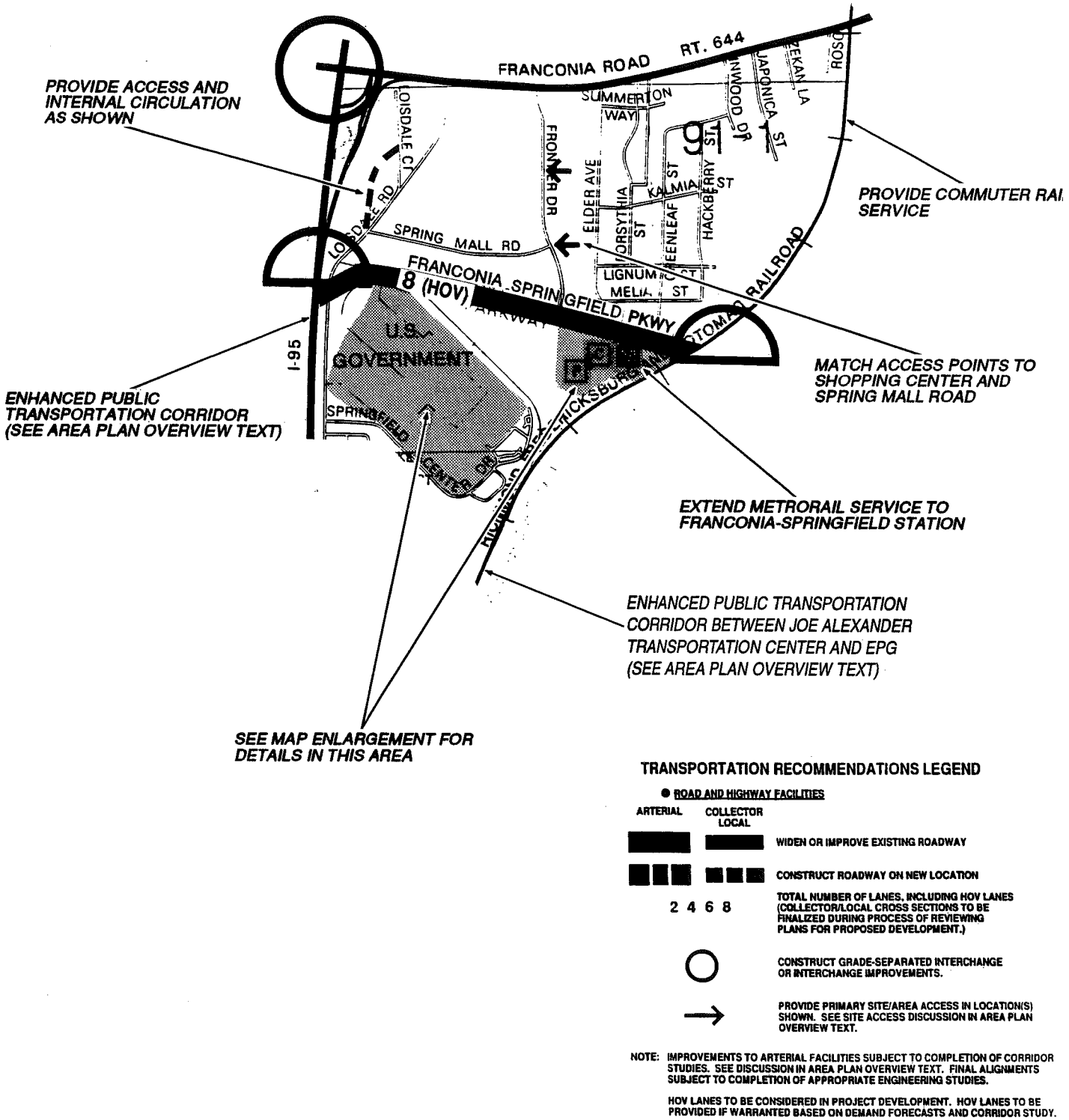
The following general recommendations have been developed to set the framework and guide future development in the Transit Station Area:

- Transportation System Adequacy

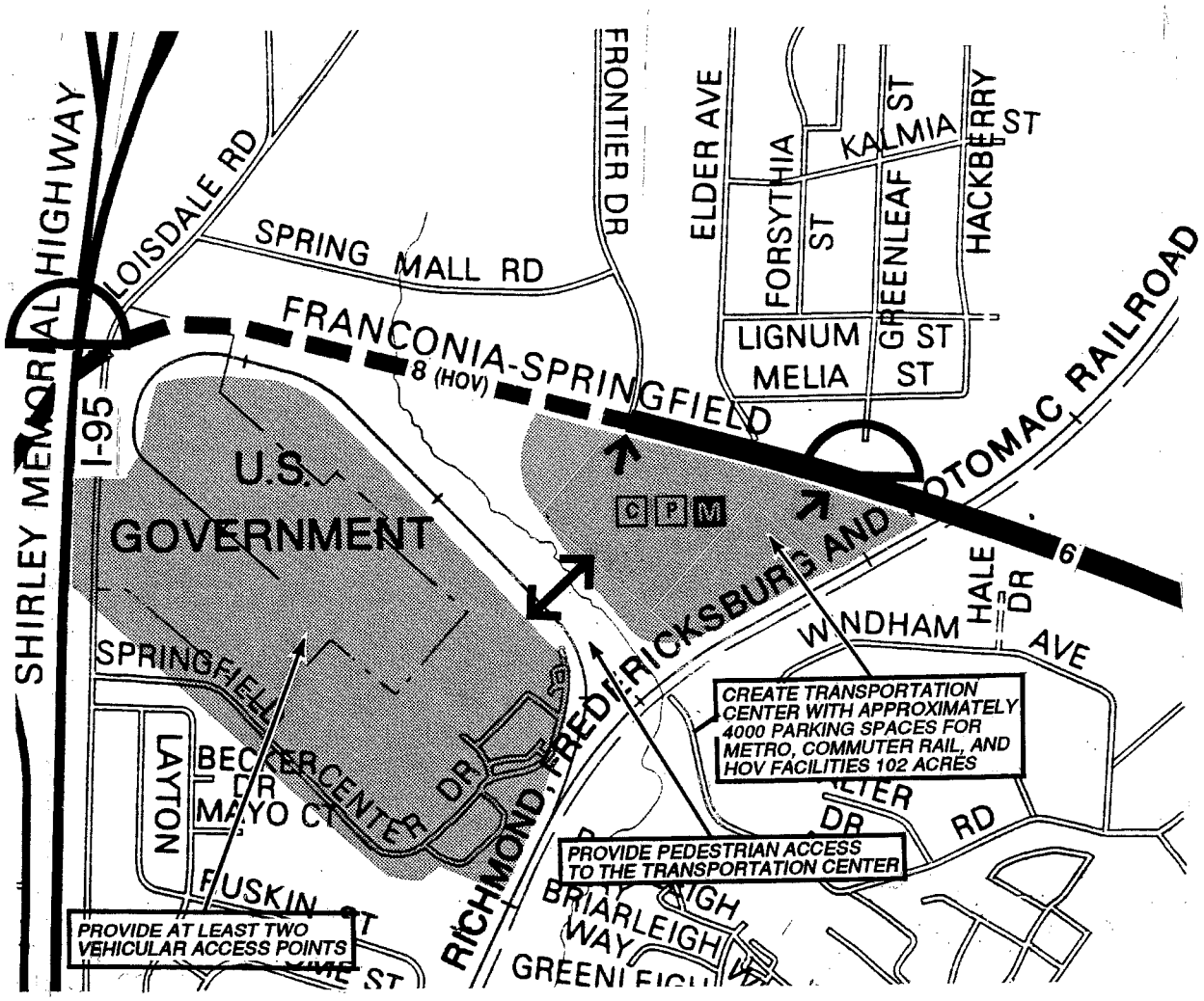
  Proposed development in the Transit Station Area should ensure that acceptable levels of service can be maintained on the surrounding roadway system. Applicants for new development should demonstrate that their proposals can maintain a LOS D when site-generated traffic is added to ambient and forecast traffic levels. LOS D is a condition with heavy traffic operating at tolerable speeds with occasional slowdowns. Where it cannot be demonstrated that LOS D conditions will be achieved, applicants will be required to provide commitments beyond those which might otherwise be required, as a means of offsetting the impact of the project and maintaining system adequacy.

- Public Transportation/HOV Goals

  The County's Policy Plan sets forth a goal of 15 percent transit/HOV use for development centers. The land use plan for the Springfield area is based on a much



TRANSPORTATION RECOMMENDATIONS **FIGURE 15**



TRANSPORTATION RECOMMENDATIONS LEGEND

- PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)
  - T TRANSIT TRANSFER CENTER (NO PARKING)
  - R RAIL STATION
  - P COMMUTER PARKING LOT
  - C COMMUTER RAIL STATION
  - M METRO STATION

TRANSIT FACILITY RECOMMENDATIONS
FRANCONIA-SPRINGFIELD TRANSIT STATION AREA
LAND UNITS D AND G

FIGURE 16

higher transit/HOV mode split goal of 40 percent. Attainment of this goal will require a significant increase in the percentage of persons traveling to the Transit Station Area in transportation modes other than single-occupant automobiles. Rigorous transportation demand management (TDM) programs implemented by employers, combined with substantial public and private sector investments in transit improvements have been identified as a means of achieving these goals.

- Dedication of Rights-of-Way

  Implementation of identified roadway and circulation improvements for the Transit Station Area will require dedication of rights-of-way where such improvements are required. Rights-of-way may be required for major highway and transit projects, subject to the completion of appropriate studies. To ensure that options for undertaking necessary transportation improvements are not foreclosed, such dedication should occur as new development is approved.

Roadway and Circulation Improvements

The roadway and circulation plan for the Transit Station Area addresses improvements to: (1) arterial roads; (2) interchanges and (3) collector and local streets. The specific recommendations contained in the adopted Fairfax County Transportation Plan are:

- Widen Franconia-Springfield Parkway to 8 lanes between the Fairfax County Parkway and Frontier Drive to include an HOV facility providing peak period service to and from the future Transportation Center and I-95 HOV lanes.

- Construct a full interchange at the intersection of Frontier Drive, the Franconia/Springfield Parkway and the entrance to the Transportation Center.

- Improve the interchange at I-95 and Franconia/Old Keene Mill Road.

- Widen Commerce Street to 4 lanes between Amherst Avenue and Franconia Road.

- Construct an internal circulation road in Land Units A-1 and A-2 from the intersection of Loisdale Road at Spring Mall Road, to Loisdale Court.

Public Transportation Improvements

The development concept for the Transit Station Area is based on an assumption that planned road improvements alone cannot sustain the Plan's development potential, and that transit and HOV usage substantially higher than identified in the Policy Plan must be achieved. Recommended public transportation improvements for the Transit Station Area are described below:

- Transit Improvements

  The Joe Alexander Transportation Center is planned for Land Unit G, located south of the Franconia-Springfield Parkway. The primary entrance to the Transportation Center will be located at the planned interchange of Frontier Drive with the Parkway. A secondary entrance will be provided from a partial interchange to be located at the Parkway along the eastern boundary of the site. Scheduled to open in 1997, this

facility will consolidate in one location a Metrorail Station, Metrobus connections, a Virginia Railway Express Commuter rail station, and 4,000 parking spaces. In order to increase the HOV and transit mode split to the levels assumed for the Land Use Plan, applications for new development should provide high frequency service to and from the Transportation Center, and/or provide right-of-way where appropriate in the event an automated guideway system (People Mover) is planned to be constructed in the Transit Station Area, and/or participate in a Tax District to fund operating costs of either or both of these systems.

- Transportation issues associated with the possible extension of the Metro rapid rail transit line from the Joe Alexander Transportation Center (Franconia-Springfield Metro Station) to the Engineering Proving Ground (EPG) should be studied, particularly in conjunction with any replanning of the EPG site. The area subject to the Metro rail extension should be designated as an "Enhanced Public Transportation Corridor." The extension of the Metro rail should be such that there is no impact upon the existing Loisdale residential subdivision.

- High Occupancy Vehicle Facilities

  HOV facilities are planned on the Franconia/Springfield Parkway, the Capital Beltway (I-495) and the Shirley Highway (I-95). These facilities will provide additional incentives for commuters to the Transit Station Area to utilize carpools, vanpools and transit buses during peak periods of travel. Over the long term, availability of the HOV lanes during peak periods of travel will help to induce more ridesharing and express bus travel to and from employment sites in the Transit Station Area and Franconia-Springfield area.

- Transportation Demand Management Programs

  TDM programs are identified as a necessary component to increase the use of public transportation to and from the Transit Station Area. Since land use plans for this area assume much higher levels of HOV and transit usage than is currently anticipated to occur in the Policy Plan, it will be necessary for employers to adopt rigorous and enforceable TDM programs to achieve this goal. These TDM programs should be designed to take advantage of the close proximity of the Metrorail, Virginia Rail Express Commuter rail, and HOV facilities planned for the area, and should include such activities as the provision of high frequency transit service to the Joe Alexander Transportation Center, alternative work schedules, HOV subsidies, vanpool and carpool matching programs, and reduced parking, as well as other features.

Land Unit Recommendations

Where 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.

Land Unit A-1

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 Shopping Mall and to the Transportation Center should be incorporated into the pedestrian circulation plan and network for 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 or automated guideway transit system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.

As part of the planned improvements associated with the VDOT I-95/395/495 Interchange Improvement Project, grade separation may be required at the intersection of Franconia Road with Loisdale Road/Commerce Street. In this event, provisions should be made within Land Unit A-1 to accommodate such an improvement, including dedication of right-of-way.

Land Unit A-2

This land unit, about 15 acres, 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 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 or automated guideway system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.

As part of the planned improvements associated with the VDOT I-95/395/495 Interchange Improvement Project, dedication of additional right-of-way within Land Unit A-2 may be required.

Land Unit B

The land unit contains Springfield Mall and other retail uses. 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 access to and from the Transportation Center should be provided. 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 or automated guideway transit system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.

Land Unit C

This land unit is located south of Spring Mall Road and west of Frontier Drive. It is bordered on the south by the Franconia-Springfield Parkway. This land unit, about 28 acres, consists of Tax Map 90-2((1))51, 51A, 53, 54, 55, 57D, the portion of Parcel 61 west of Frontier Drive, 62, 63 and 76.

All of Land Unit C 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. Any new development of the eastern portion of Land Unit C (Tax Map 90-2((1))62, 63, 76 and the portion of 61 west of Frontier Drive) should provide land to be dedicated for the planned Franconia-Springfield interchange.

Land Unit C 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 C 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:

- Substantial consolidation of parcels is achieved to include, at a minimum, Tax Map 90-2((1))51, 51A, the portion of parcel 61 west of Frontier Drive, 62, 63 and 76.

- 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 Shopping 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

- Land is dedicated for the planned Franconia-Springfield Parkway/Frontier Drive interchange.

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 bus or automated guideway transit system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway

transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.

Land Unit D-1

This land unit 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. This land unit is about 95 acres in size and contains the federally-owned Parr Warehouse and other industrial uses. A railroad spur and the Long Branch of Accotink Creek separate this land unit from the Joe Alexander Transportation Center (Land Unit G). 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-1 is planned for industrial uses up to .50 FAR to recognize existing uses and to minimize traffic generation in an area with limited transportation capacity.

As an option, should this property redevelop, mixed-use development up to .70 FAR may be appropriate if the following conditions are met:

- Each component of the land unit is planned and designed with reference to a coordinated and integrated plan for the entire land unit;
- Uses are limited to office, residential, hotel, medical care facilities, and support retail. Support retail is defined as those goods and services that serve residents and workers at the site. The amount of non-residential use should not exceed one-third of the total gross floor area;
- A cinema use within the retail use is not allowed;
- A variety of housing types is desirable to meet different market needs and to create an appealing visual landscape for the area;
- Tax Map 90-2((1))56, 58A, 58B, and 59A are also appropriate for residential development at a density of up to 30 dwelling units per acre provided said development is designed so that it can eventually become an integral part of a coordinated development plan for the rest of Land Unit D-1. Support retail and related secondary uses (e.g., restaurants, services) may be appropriate as part of this residential development; and
- Recreation facilities are provided as an amenity for use by residents and employees and designed as an integral part of each type of development.

Redevelopment of this land unit to accommodate a major sports and/or cultural facility complex may be appropriate provided that the following conditions are met:

- All of the land unit is consolidated to achieve a design that adequately buffers and screens the sports/cultural facility from adjacent existing and planned residential land uses;
- Parking and site access are coordinated and/or integrated with the facilities provided at the Joe Alexander Transportation Center;

- Transportation impacts are mitigated through an aggressive transportation demand management system, emphasizing transit alternatives to vehicular use; and

- A detailed design plan is provided that demonstrates architectural excellence.

In the event this property redevelops, at least two points of roadway access should be provided to this land unit. If the land unit is developed in phases, direct vehicular and pedestrian access to and from the Transportation Center should be provided in the first phase of development. 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 or automated guideway system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.

Land Unit D-2

This land unit is located south of the Parr Warehouse and north of the Loisdale Estates Subdivision. It is about 61 acres in size and contains the Springfield Center Industrial Park. Land Unit D-2 is planned for industrial use up to .50 FAR to recognize existing development and to minimize traffic generation in an area with limited transportation capacity.

As an option, residential use at a density of 16 - 20 dwelling units per acre may be appropriate if redevelopment of Land Unit D-1 occurs or if there is an opportunity to consolidate the properties in this land unit with those in Land Unit D-1. The following conditions must be met for consideration of this option:

- The entire land unit is consolidated, designed and developed in a unified manner; and

- A landscaped buffer of at least 75 feet in width is provided along the Loisdale Estates subdivision boundary.

In the event this property redevelops, at least two points of roadway access should be provided to Land Units D-1 and D-2. Direct vehicular access to and from the Transportation Center should be provided. 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 or automated guideway transit system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.

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. 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 F-1 should be oriented to Frontier Drive opposite the entrance to Springfield Mall.

Land Unit F-2

Land Unit F-2, approximately 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 multi-family residential use at a density of up to 20 dwelling units per acre. 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 bus or automated guideway transit system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Transit Station Area to the EPG and Springfield Community Business Center. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.

Land should be dedicated for the planned Franconia-Springfield Parkway/Frontier Drive interchange. Facilities for active recreation and open space amenities should be provided for use by residents and should be designed as an integral part of the development.

As an option, retail or office use may be appropriate under the following conditions:

1. Non-residential uses may be retail or office uses. To help foster an effective transition to the Springfield Forest subdivision, these 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 the 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. These uses should be limited to up to .30 FAR.

2. 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.

3. 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.

4. The entire land unit should be developed under a single development plan which will reflect high quality architecture and site design.

5. All site lighting should be located, directed, and designed to reduce glare and slippage onto the adjacent residential property.

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 4,000 parking spaces and bus transfer facilities is planned for 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 should be provided to connect the Transportation Center to surrounding development as practicable.

Should the redevelopment of Land Unit D-1 be appropriate for a major sports and/or 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 should be 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 H

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 subdivision protect the neighborhood from the visual

intrusion of Springfield Mall and the Franconia-Springfield Parkway. After construction of the Metrorail station, this buffer will be an important amenity to retain.

Land Unit I

This land unit is situated on the west side of the CSX Railroad, east of Springfield Forest, and south of Franconia Road and is planned for residential use at 2-3 dwelling units per acre. As an option, residential use at 5-8 dwelling units per acre is appropriate if the following conditions are met:

- Substantial parcel consolidation is achieved within the land unit;
- Sufficient land is dedicated to provide for a 10.5-acre park that is adjacent to or adds to existing park property;
- A 100-foot buffer is established to Springfield Forest; and
- A shuttle bus and shuttle service is provided between residences in Land Unit I and the Joe Alexander Transportation Center.

Parks and Recreation

Parks and recreation recommendations for this area are shown in Springfield East Community Planning Sector on Figure 39. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this area are delineated on Figure 40, in the Springfield East Community Planning Sector (S7), and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

SPRINGFIELD COMMUNITY BUSINESS CENTER

CHARACTER

The Springfield Community Business Center (CBC) is located in the northwest and southwest quadrants of the intersection of I-95 (Shirley Highway) and Route 644 (Old Keene Mill Road). The CBC functions as a neighborhood- and community-serving retail and services center and to some extent as a regional employment center. The County has initiated a public/private partnership approach -- the Commercial Revitalization Program -- to improve the economic vitality of central Springfield. Part of this program's focus is to assist in upgrading the attractiveness of Springfield in order to enhance the competitiveness of the Springfield business community, particularly retail establishments, and improve circulation throughout the area, while maintaining the community-serving function of the commercial area. To achieve this end, the Central Springfield Business District Revitalization Plan was developed in 1989. The portion of the CBC north of Old Keene Mill Road is linked to the southeast side of I-95, and the commercial uses located there, by the Commerce Street overpass.

The Community Business Center is characterized by a number of shopping centers interspersed throughout the area, each center with its own large parking lot. Freestanding structures such as banks, restaurants and office buildings occur in random locations along the internal road network of the area. Each structure is sited differently and has its own access and parking area. Architectural styles are diverse and there are few public amenities. The visual appearance of many portions of the CBC is both uninviting and disjointed.

The area south of Old Keene Mill Road is split by Amherst Avenue and Backlick Road and is characterized by strip commercial uses along both roadways. Access to some areas is difficult. The predominant development is auto-oriented, with uses such as auto dealerships, service stations, and auto repair and accessories shops present. Older retail plazas with second-story offices line Backlick Road. The linear development pattern and numerous curb cuts contribute to traffic congestion and discourage pedestrian use of the area. In general, the portion of the Community Business Center south of Old Keene Mill Road consists of many freestanding uses that lack a unifying architectural theme or identity.

To implement the Central Springfield Business District Revitalization Plan, and meet the goals of the Commercial Revitalization Program to improve local economic competitiveness, public and private improvement projects have been initiated to begin correcting aesthetic, land use and circulation deficiencies. To date these projects include planting trees in the public right-of-way and on private property, installing attractive signs to orient visitors and identify businesses, renovating several shopping centers, and constructing the Calamo Street mini-park in the southern portion of the Community Business Center.

CONCEPT FOR FUTURE DEVELOPMENT

The Springfield Community Business Center (CBC) is identified in the Concept for Future Development as a mixed-use center which provides community-serving retail uses as well as serving as a community focal point. The mixed-use development option for the Engineer Proving Ground includes a provision for an automated guideway transit system that would link the EPG to the CBC and the CBC to the Joe Alexander Transportation Center. This transit opportunity is the basis for Springfield CBC transit oriented development recommendations.

Recommendations for the Springfield CBC are intended to enhance both the community-serving commercial aspects of Springfield as a pedestrian and transit-oriented "town center," and assist in recognizing its more recent pattern of providing housing and employment to a wider market area.

Figure 17 shows the Springfield CBC divided into "land units" for the purpose of organizing land use recommendations. There are six land units designated for the CBC, represented on the map by the letters A through F. These land units will be referred to in the remainder of the Plan.

MAJOR OBJECTIVES

Planning objectives for the Springfield Community Business Center are the following:

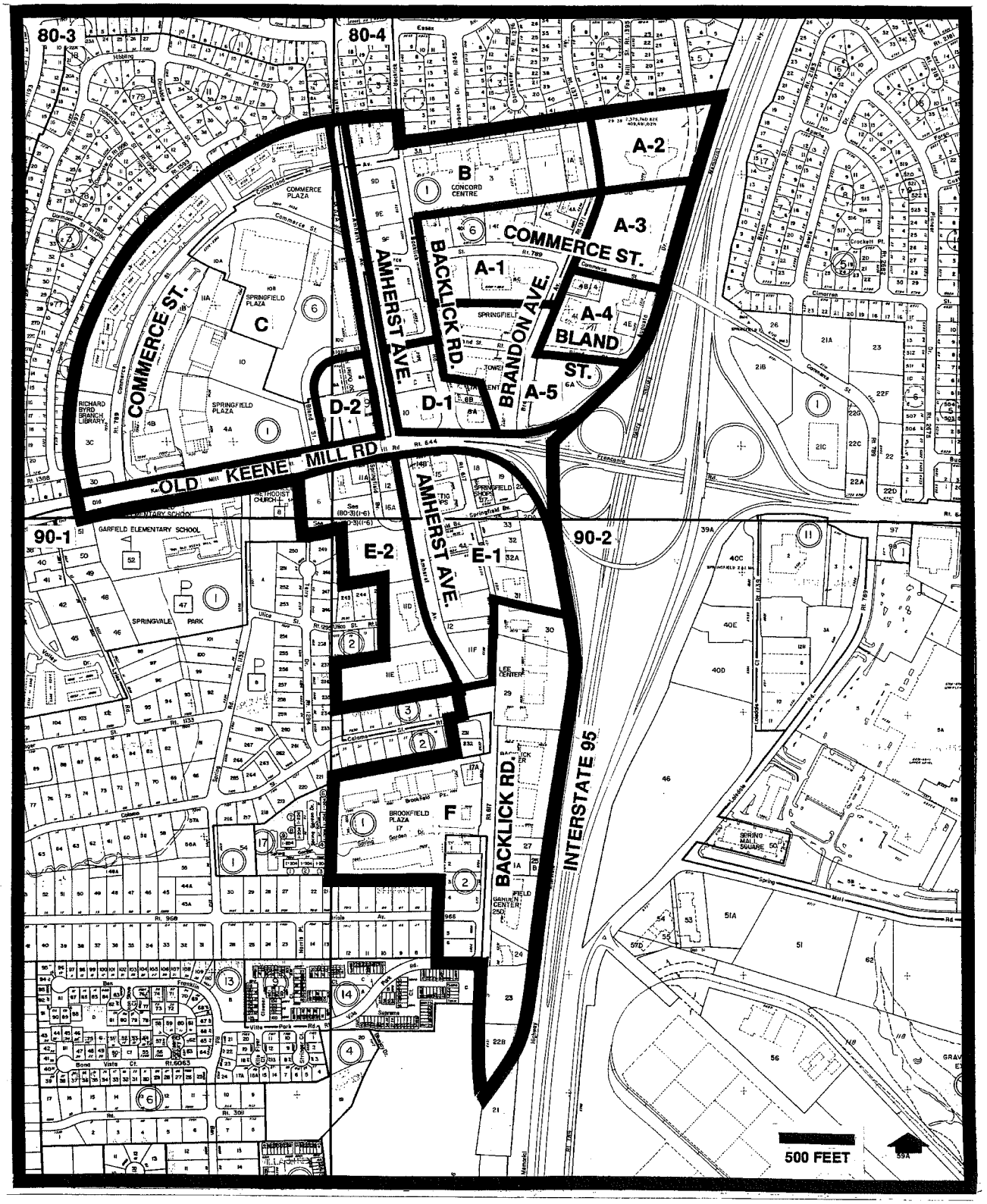
- Revitalize the CBC by enhancing the economic competitiveness of local businesses; addressing inefficient land use patterns; improving traffic circulation; promoting the use of transit; and enhancing the image and visual appearance of both public and private space and buildings;
- Establish a Springfield CBC identity and image as a community/town center and meeting place;
- Create a more pedestrian-friendly environment;
- Plan, develop and maintain an integrated multi-modal transportation system that moves people efficiently and safely;
- Promote a mixture of land uses to facilitate transit usage;
- Establish transition areas and prevent commercial encroachment to protect residential areas;
- Identify appropriate locations for affordable multi-family residential development within or adjacent to the CBC;
- Complement efforts made by the local community to revitalize central Springfield; and
- Provide appropriate transitions between varying land uses to mitigate adverse impacts.

RECOMMENDATIONS

Land Use

Urban Design Guidelines

Some of the planning objectives for the Springfield CBC relate to improving the image, appearance, and functioning of the CBC through urban design. The urban design concept for the



SPRINGFIELD COMMUNITY BUSINESS CENTER BOUNDARY AND LAND UNITS — **FIGURE 17**

Springfield Community Business Center consists of text detailing guidelines and figures which depict opportunities to implement these guidelines (see Figures 18, 19, 20, 21, and 22). Specific guidelines are provided to support the creation of a distinct identity and a pedestrian and transit oriented environment. These guidelines apply to all land units and are intended to be used in the development review process:

- Buildings should be located close to streets, with transit stops or internal transit facilities provided to the extent possible;
- Buildings should be clustered around central pedestrian spaces or plazas to encourage pedestrian access, shorten walking distance and promote walking, rather than driving between buildings;
- Elements that should be incorporated in new development, as appropriate, are: landscaping to shade sidewalks and parking lots, identify seating areas, and add seasonal color; distinctive paving materials or patterns to indicate focal points or building entrances; coordinated light fixtures; and coordinated signage;
- Public spaces and amenities should be directly accessible to mass transit and the pedestrian network. Pedestrian connections to adjacent blocks are encouraged;
- Building facades should establish a pedestrian-scale relationship to the street;
- Curb cuts should be minimized through consolidation of street access and provision of interparcel access;
- Surface parking or structured parking should be attractively integrated with major pedestrian networks and accessible from side streets or exterior passageways between buildings;
- The Springfield Streetscape Conceptual Design should be incorporated into parking lots, plazas, streetside areas and private property, as may be adopted by the Board of Supervisors;
- Architectural design features such as variations of window or building details, texture, pattern, and color of materials, as well as public space furniture or entry accents are encouraged. When appropriate, arcades, awnings or other building features to distinguish ground floor retail are desirable;
- Comprehensive sign systems that establish a distinctive theme and identity and eliminate visual clutter are desirable. Building-mounted signs and ground-mounted shopping center signs incorporated within a planting strip are encouraged. Pole mounted signs are discouraged;
- Utilities should be placed underground within the Community Business Center; and
- Lots located adjacent to residential development should be effectively screened and buffered.

Streetscape improvements, in and adjacent to public rights-of-way, should be in accordance with the Springfield Streetscape Conceptual Design, as may be adopted by the Board of

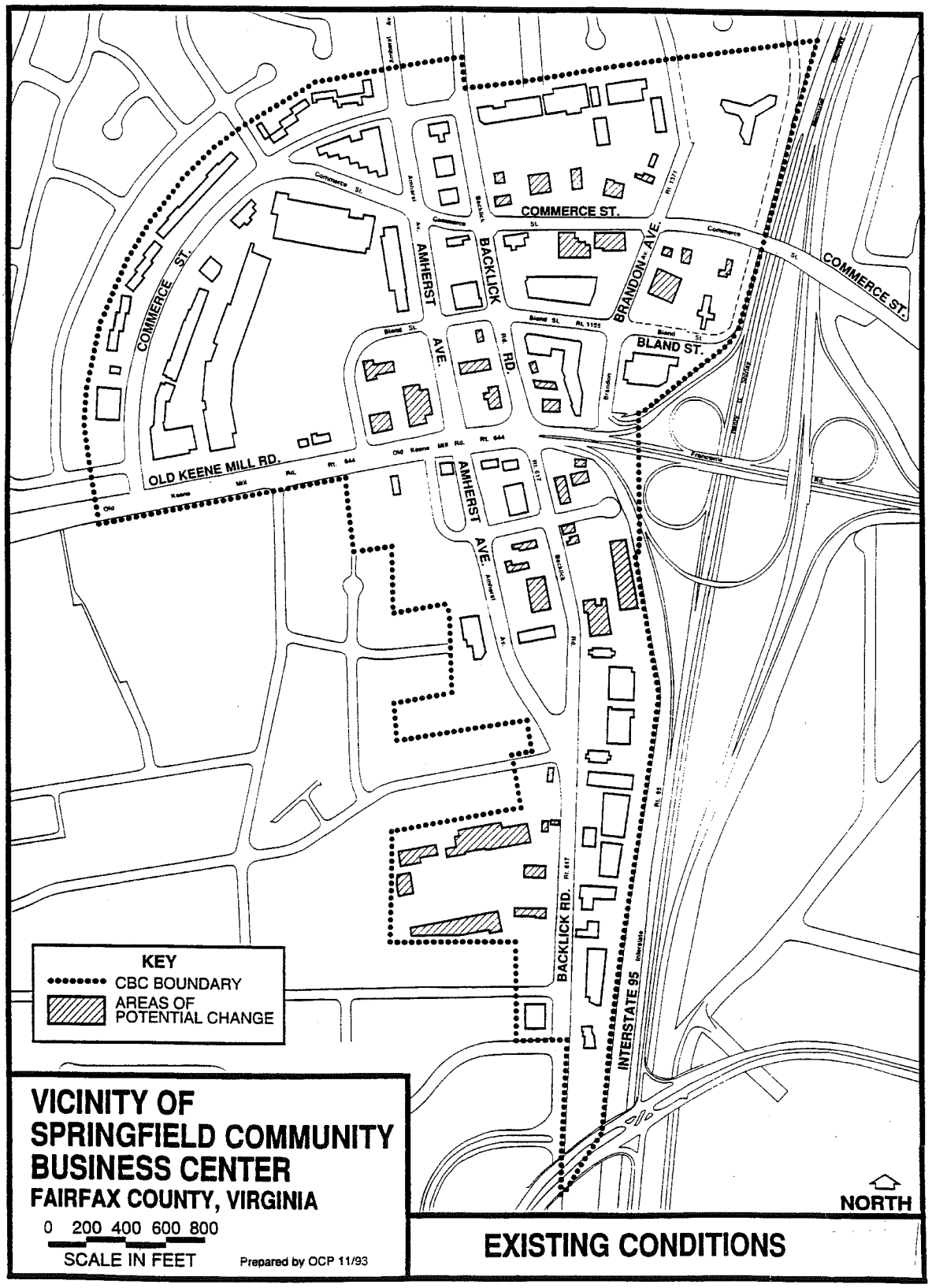

COMMERCE ST.
COMMERCE ST.
COMMERCE ST.
AMHERST AVE.
BACKLICK RD.
BRANDON AVE.
BLAND ST.
OLD KEENE MILL RD.
AMHERST AVE.
BACKLICK RD.
INTERSTATE 95
KEY
CBC BOUNDARY
AREAS OF POTENTIAL CHANGE
VICINITY OF SPRINGFIELD COMMUNITY BUSINESS CENTER
FAIRFAX COUNTY, VIRGINIA
0 200 400 600 800
SCALE IN FEET
Prepared by OCP 11/93
NORTH
EXISTING CONDITIONS

FIGURE 18

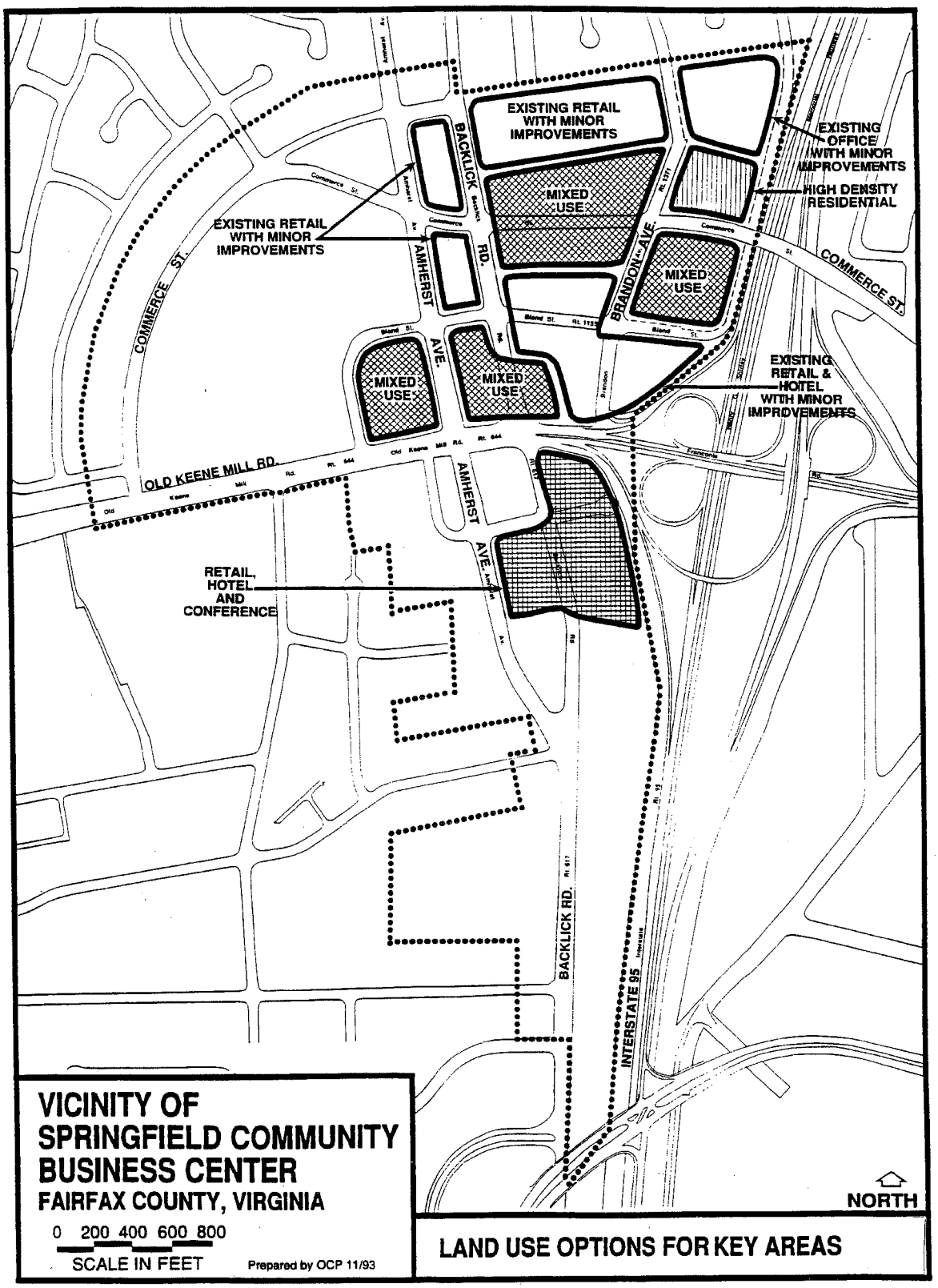

EXISTING RETAIL WITH MINOR IMPROVEMENTS
EXISTING OFFICE WITH MINOR IMPROVEMENTS
HIGH DENSITY RESIDENTIAL
MIXED USE
EXISTING RETAIL WITH MINOR IMPROVEMENTS
BACKLICK RD.
AMHERST AVE.
BRANDON AVE.
COMMERCE ST.
MIXED USE
MIXED USE
MIXED USE
EXISTING RETAIL & HOTEL WITH MINOR IMPROVEMENTS
OLD KEENE MILL RD.
RETAIL, HOTEL AND CONFERENCE
INTERSTATE 95
NORTH
VICINITY OF SPRINGFIELD COMMUNITY BUSINESS CENTER
FAIRFAX COUNTY, VIRGINIA
0 200 400 600 800
SCALE IN FEET
Prepared by OCP 11/93
LAND USE OPTIONS FOR KEY AREAS

FIGURE 19

Supervisors. The purpose of the streetscape program is to promote a more pleasing and conducive physical environment for commercial revitalization in the Springfield CBC.

The Streetscape Conceptual Design has the following goals:

- Expand pedestrian amenities and special locations;
- Accommodate all users with better signage;
- Focus good views; screen bad ones;
- Coordinate lighting, planting, and street furnishings to create a pleasing image;
- Create a recognizable and memorable sense of place with plantings and other streetscape materials and provide key gathering points and spaces;
- Minimize pedestrian/automobile conflicts - treat auto-oriented boulevards and pedestrian shopping streets differently; and
- Assist motorists and pedestrians in finding businesses and services.

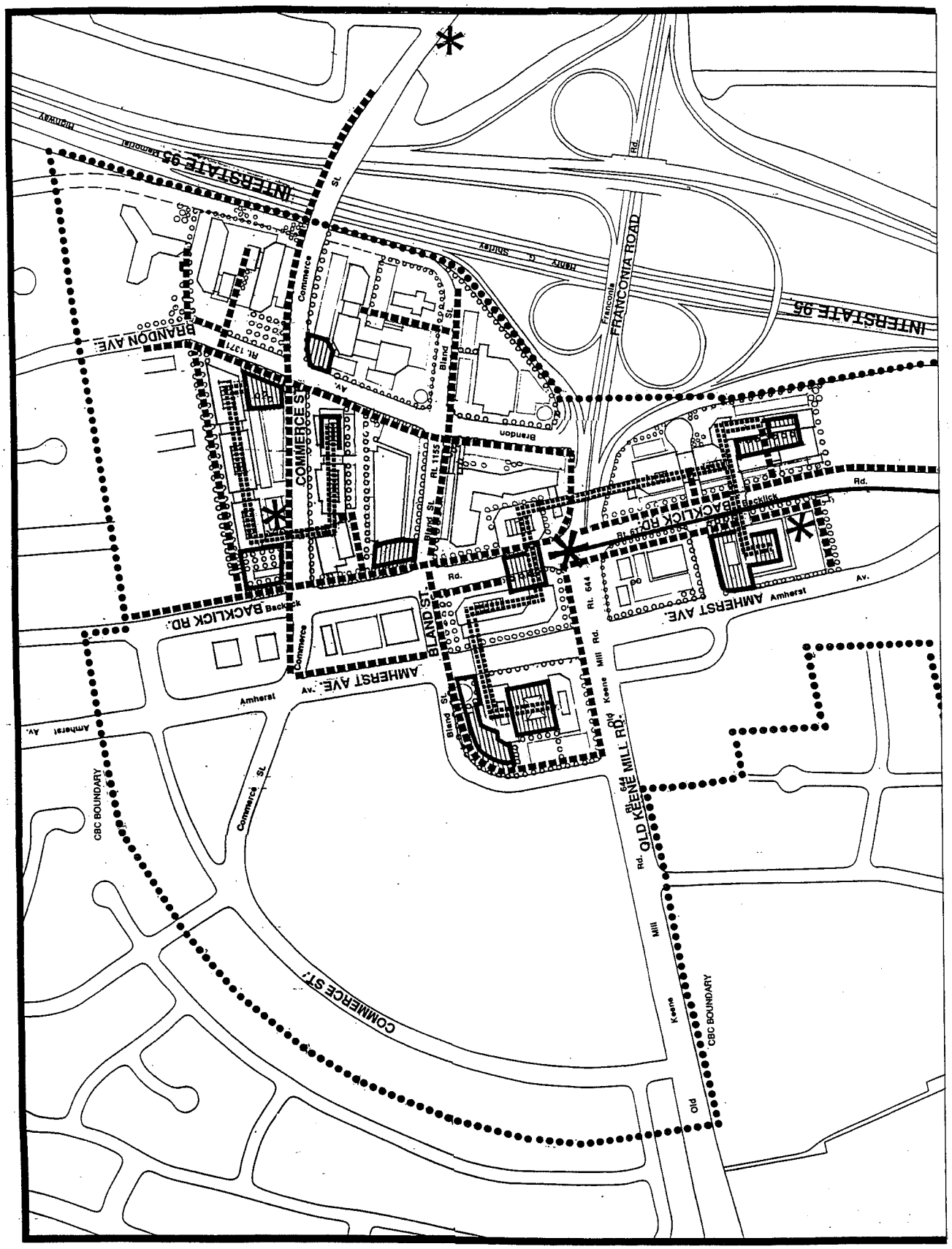
The Streetscape Conceptual Design contains recommendations for the provision of plantings and landscaping to differentiate boulevards from shopping streets, and specific streetscape elements such as pedestrian bollard lighting and highway luminaires, information kiosks with maps, bus shelters, information and service club logo signs and accented street pavement.

To implement the Streetscape Design elements, a number of steps are required:

- Utilize fully all areas of available right-of-way for streetscape improvements;
- Encourage redesign and consolidation of private parking lots to create additional parking space;
- Limit the size and number of curb cuts;
- Provide space for trees in parking lots;
- Locate directional signage within rights-of-way or private lands; and
- Encourage the implementation of Streetscape Design by private landowners.

General Recommendations

Recommendations for the Community Business Center (CBC) promote a transit-oriented, mixed-use center, combining neighborhood- and community-serving retail uses with significant office and residential components. The recommendations also promote the commercial revitalization of the CBC. Within the CBC, the mix and intensity of uses vary by land unit and build upon existing character and development, as well as efforts to conserve, revitalize, or redevelop them. The Plan recognizes the importance of on-going revitalization, and supports the implementation of revitalization efforts. Where existing uses do not conform with the long term


INTERSTATE 95
Northbound
Highway
Commerce St.
Commerce
Brandon Ave.
Rt. 1371
Bland St.
Rt. 1155
Brandon
Franconia
FRANCONIA ROAD
Rd.
Backlick
BACKLICK RD.
Rt. 617
Rt. 644
Mill Rd.
Keene
Old
QLD KEENE MILL RD.
Amherst
Av.
AMHERST AVE.
CBC BOUNDARY
COMMERCE ST.

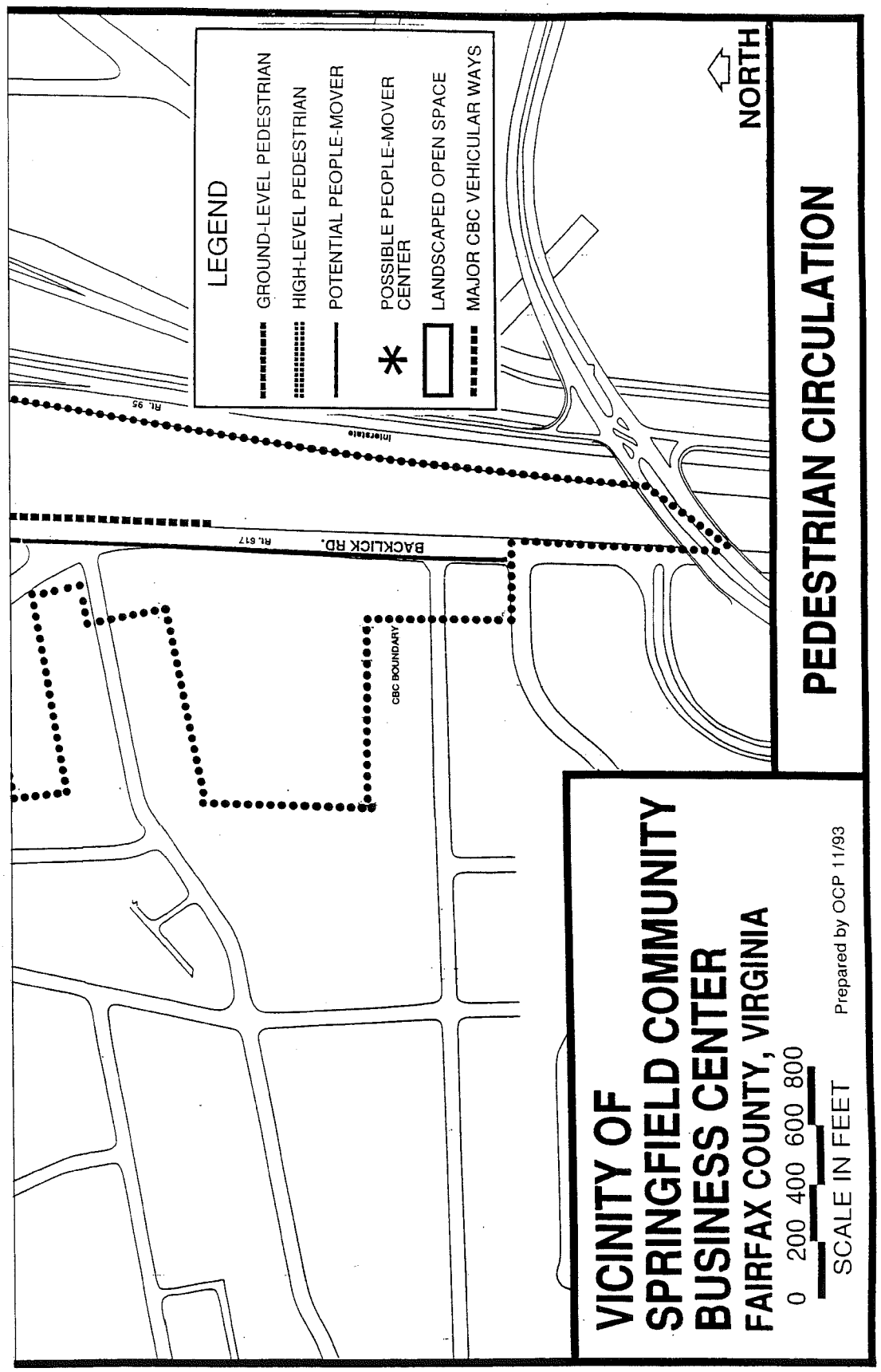


FIGURE 20

PEDESTRIAN CIRCULATION

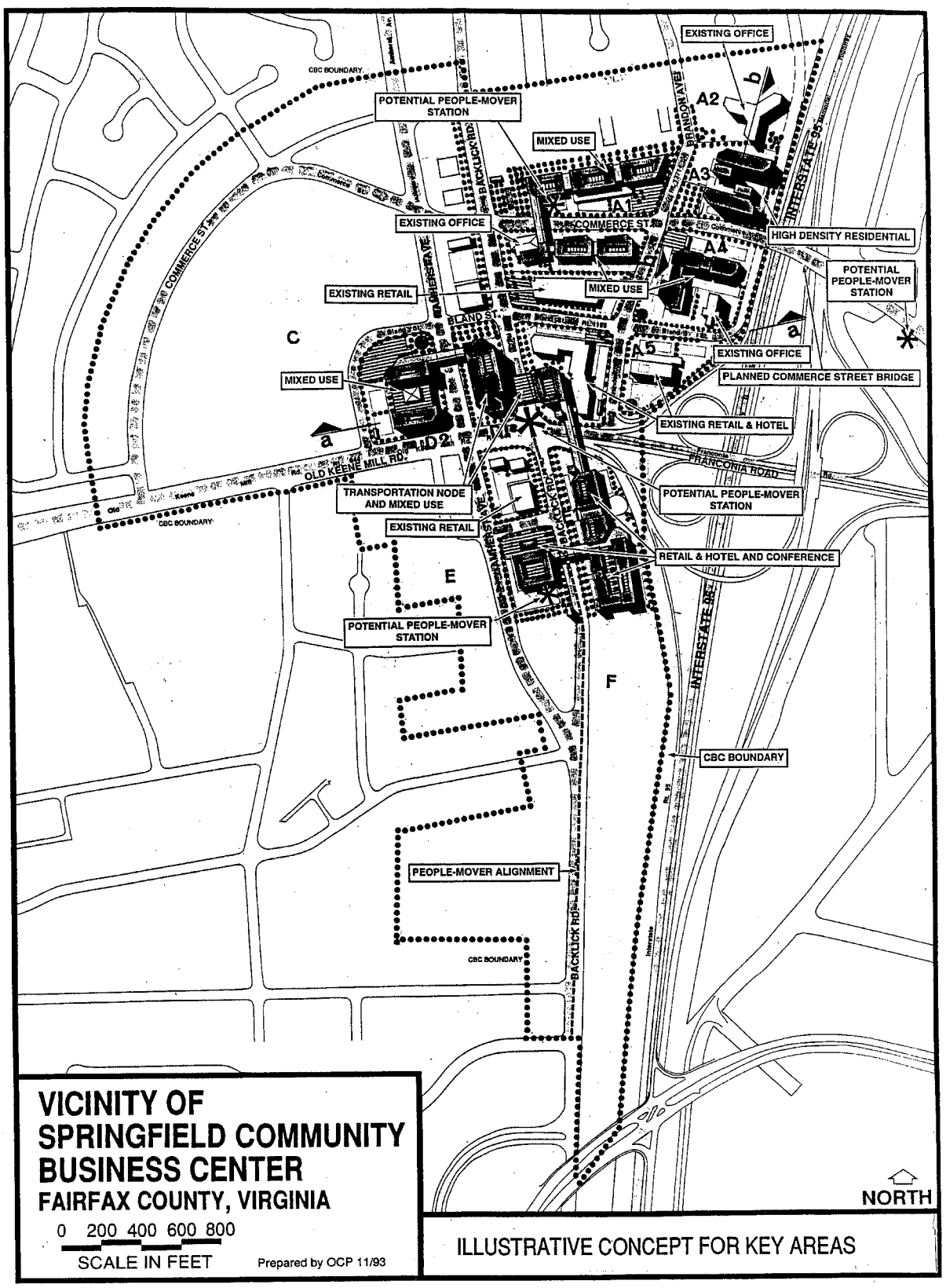

EXISTING OFFICE
CBC BOUNDARY
POTENTIAL PEOPLE-MOVER STATION
MIXED USE
A2
A3
A1
A4
A5
COMMERCE ST
EXISTING OFFICE
HIGH DENSITY RESIDENTIAL
POTENTIAL PEOPLE-MOVER STATION
EXISTING RETAIL
MIXED USE
BLAND ST
C
EXISTING OFFICE
PLANNED COMMERCE STREET BRIDGE
MIXED USE
EXISTING RETAIL & HOTEL
D2
OLD KEENE MILL RD
FRANCONIA ROAD
TRANSPORTATION NODE AND MIXED USE
POTENTIAL PEOPLE-MOVER STATION
CBC BOUNDARY
EXISTING RETAIL
RETAIL & HOTEL AND CONFERENCE
E
POTENTIAL PEOPLE-MOVER STATION
F
INTERSTATE 95
CBC BOUNDARY
PEOPLE-MOVER ALIGNMENT
CBC BOUNDARY
BACKLICK RD
NORTH
VICINITY OF SPRINGFIELD COMMUNITY BUSINESS CENTER
FAIRFAX COUNTY, VIRGINIA
0 200 400 600 800
SCALE IN FEET
Prepared by OCP 11/93
ILLUSTRATIVE CONCEPT FOR KEY AREAS

FIGURE 21

recommendations of the Comprehensive Plan, the guidelines for Interim Improvements of Commercial Establishments found in the Land Use Section of the Policy Plan should be used. The majority of the CBC is designated for high density development to facilitate and support transit development and usage. High density development provides an opportunity to achieve a high standard of urban design, and to integrate office, residential, hotel, and retail uses. Outside the high density areas, lower density community- and neighborhood-serving retail, office and residential uses are planned.

Throughout the Community Business Center, provision of space for small businesses, particularly in the ground floor of multi-family residential or office buildings is encouraged. Small businesses should be oriented to any future transit stations or stops. Existing housing should be retained and new locations for housing have been identified within the Community Business Center to ensure a mixed-use character. Housing within the CBC should be used to provide appealing transitions to nearby established single-family neighborhoods. A common design theme or image should be established to enhance land uses planned for retention such as existing retail facilities. The creation of a visually coherent, attractive streetscape and the provision of improved pedestrian and vehicular traffic circulation is encouraged. Revitalization efforts should continue as a way to enhance the entire CBC.

As implementation of the Streetscape Design, development or redevelopment allow, provision should be made for additional sidewalks, pedestrian linkages, transit facilities and bike lanes. Community-serving facilities, such as recreational facilities, assembly halls with meeting rooms, auditoriums for the performing arts, and cultural exhibits, should be incorporated into combination public/private space, when possible. Coordinated signage, landmarks, shaded open space, appropriate lighting, plantings, and street furniture should be added to enhance the identity, appeal, and functioning of the Springfield Community Business Center.

Transportation

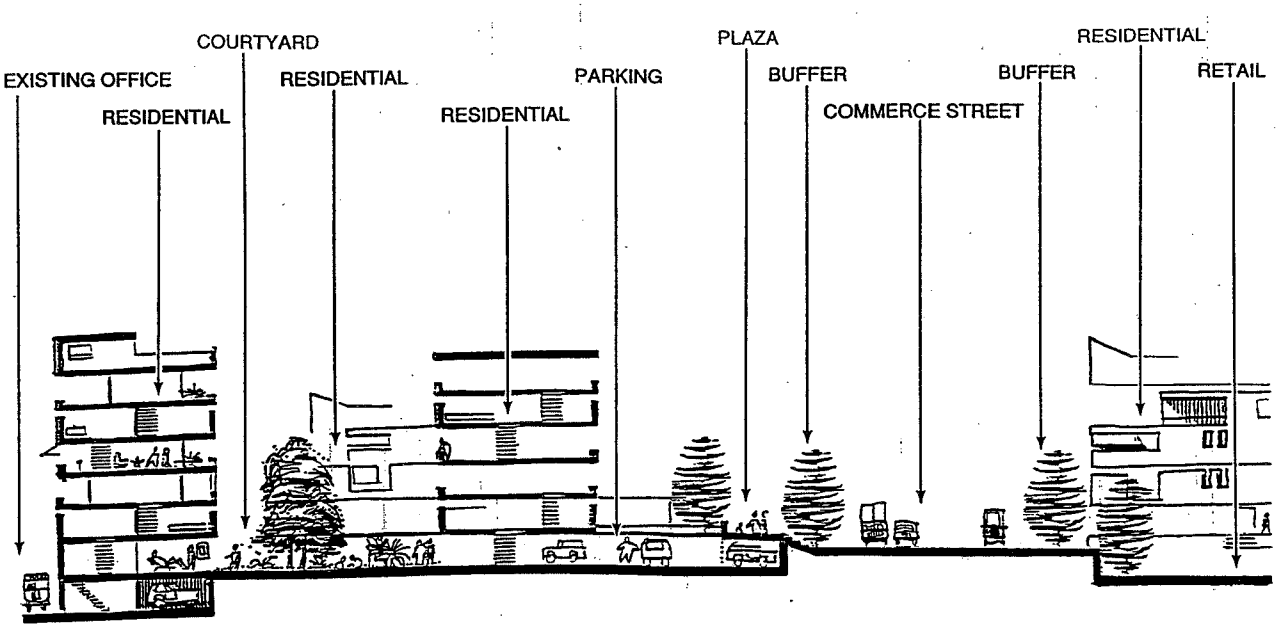
Existing Conditions

The Springfield CBC is heavily impacted by traffic oriented to the Capital Beltway and I-95, as well as to the development within the area. Existing traffic conditions (as of 1993) are in the Level-of-Service (LOS) D to E range, indicating severe traffic congestion during peak hours of travel, with forced flow conditions. Traffic congestion is most evident along Old Keene Mill Road, Backlick Road, and the Commerce Street Bridge.

The Springfield CBC is traversed by a number of Metrobus and Fairfax County Connector bus routes. These bus routes carry large volumes of riders to the adjacent I-95 HOV lanes and to the Pentagon and downtown D.C. The CBC is also used as a staging area for formation of carpools utilizing the I-95 HOV lanes. The CBC attracts only small numbers of transit and HOV trips destined to the area.

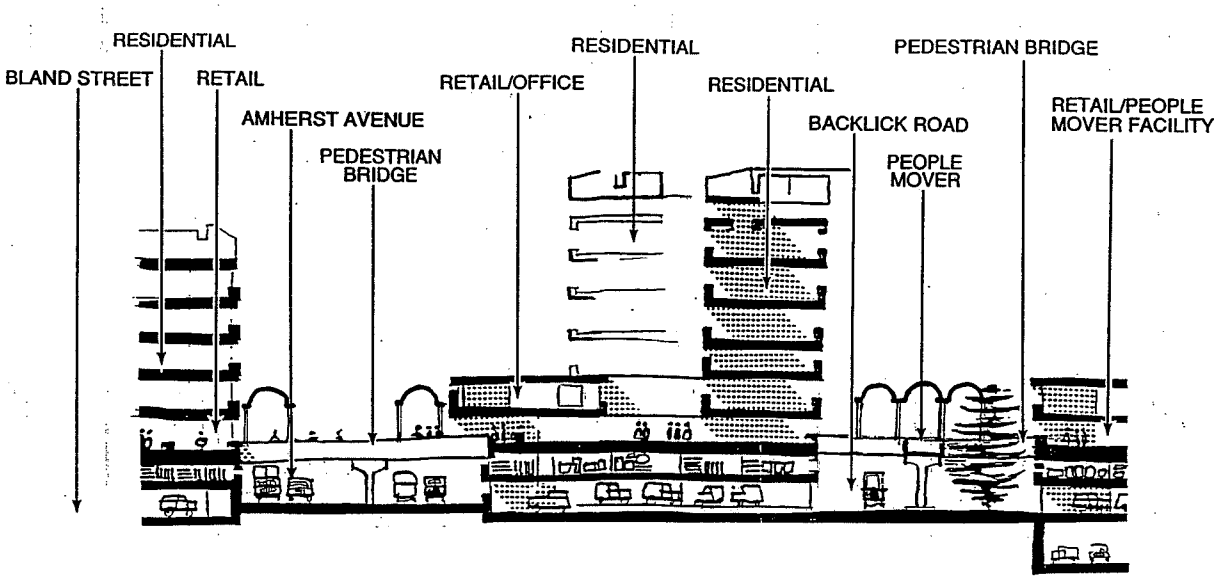
Future Conditions

The traffic analysis performed for the Franconia-Springfield Area (in 1993) indicated only a modest amount of growth associated with development and redevelopment in the CBC. Because most of the planned growth within the area would consist of residential and mixed-use development, this growth is not expected to materially affect the surrounding roadway network.



ILLUSTRATIVE SECTION: SPRINGFIELD CBC
SECTION a-a

FIGURE 22
Part 1



ILLUSTRATIVE SECTION: SPRINGFIELD CBC SECTION b-b

FIGURE 22 Part 2

On an areawide basis, however, the Springfield CBC would be affected by growth in other parts of the Franconia-Springfield Area and the surrounding region. Large volumes of peak hour trips pass through the CBC. Increased trip generation is also expected to occur from the nearby Franconia-Springfield Transit Station Area and the Engineer Proving Ground.

The existing and planned highway capacity to and from the overall Springfield Area, including the CBC, Transit Station Area, and EPG subareas and other nearby properties, is not adequate to accommodate the projected traffic volume at generally accepted levels of service. In order to minimize future traffic congestion in the area, the level of transit and HOV usage must be increased significantly beyond that which occurs at present or has been observed to date in other suburban environments.

Transportation recommendations are shown on Figure 23. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements of the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals. Before Old Keene Mill Road is improved, a corridor study should be undertaken to determine the best way to increase corridor capacity and to determine the impacts on the adjacent residential neighborhoods and the commercial and institutional uses in the vicinity and sectors.

Transportation recommendations for the Springfield CBC are divided into three areas: General Recommendations, Roadway and Circulation Improvements, and Public Transportation Improvements.

General Recommendations

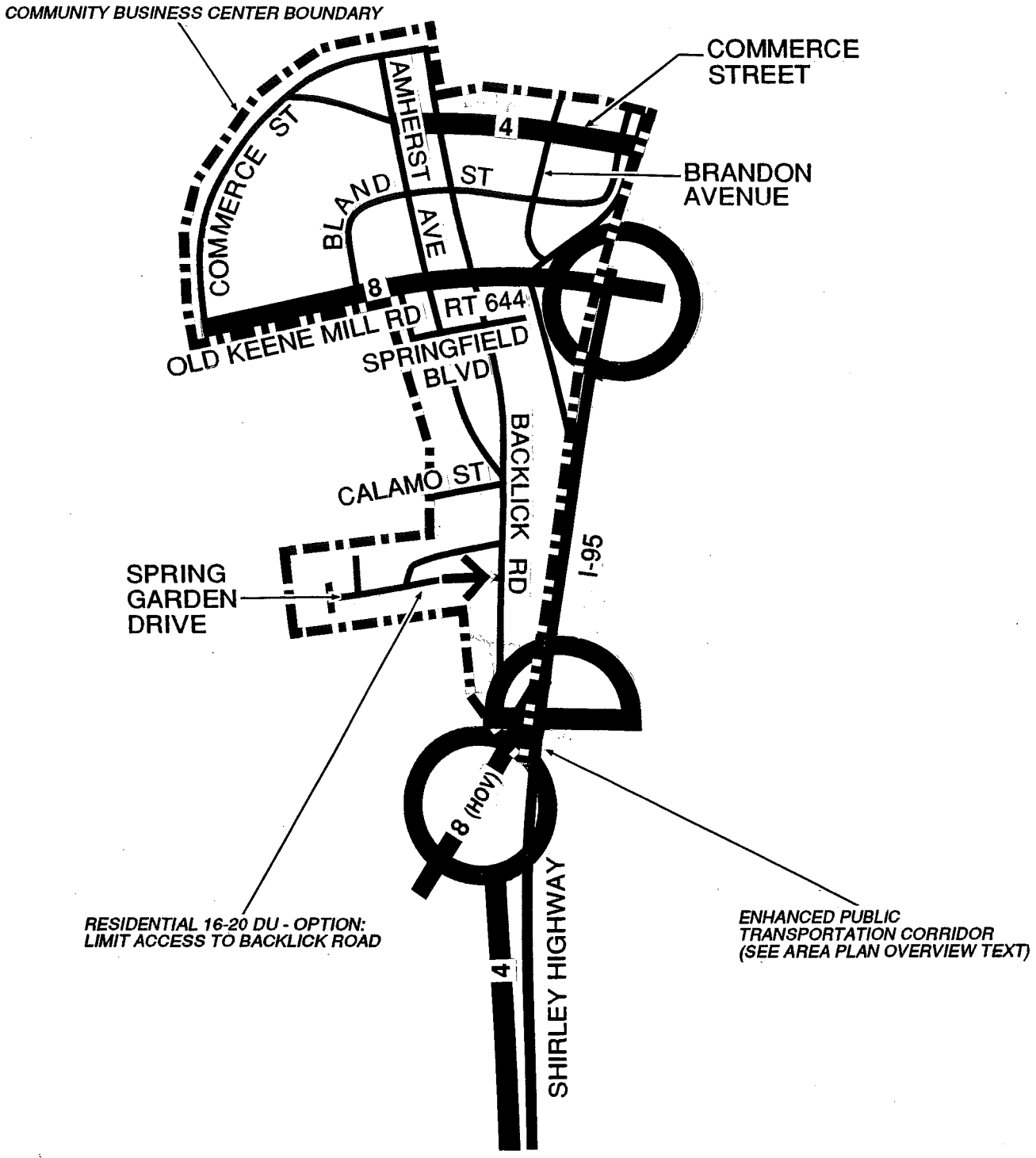
The following General Recommendations are provided to set the framework and guide development in the CBC:

- Transportation System Adequacy

  Proposed development in the CBC should ensure that acceptable levels of service can be maintained on the surrounding roadway system. Applicants for new development should demonstrate that their proposals can maintain a Level of Service (LOS) D when site-generated traffic is added to ambient and forecast traffic levels. LOS D is a condition with heavy traffic operating at tolerable speeds with occasional slowdowns. Where it cannot be demonstrated that LOS D conditions will be achieved, applicants will be required to provide commitments beyond those which might otherwise be required, as a means of offsetting the impact of the project and maintaining system adequacy.

- Public Transportation/HOV Goals

  The County's Policy Plan sets forth a goal of 15 percent transit/HOV use for all development centers except Tysons Corner. The land use plan for the Franconia-Springfield Area, including the CBC area, is based on a much higher transit/HOV mode split goal of 40 percent or higher during the peak period. Attainment of this goal will require a significant increase in the percentage of persons



TRANSPORTATION RECOMMENDATIONS **FIGURE 23**

traveling to the CBC in transportation modes other than single-occupant automobiles. Rigorous transportation demand management (TDM) programs implemented by employers, combined with substantial public and private sector investments in transit improvements, have been identified as a means of achieving these goals.

- Dedication of Rights-of-Way

  Implementation of identified roadway and circulation improvements for the CBC will require dedication of rights-of-way where such improvements are required. Rights-of-way may be required for major highway and transit projects, subject to the completion of appropriate studies. To ensure that options for undertaking necessary transportation improvements are not foreclosed, such dedication should occur as new development is approved.

Roadway and Circulation Improvements

The roadway and circulation plan for the CBC addresses improvements to: (1) arterial roads, (2) interchanges, and (3) collector and local streets. The specific recommendations contained the adopted Fairfax County Transportation Plan (as of 1991) are:

- Widen Old Keene Mill Road to 6 lanes west of Commerce Street, and 8 lanes between Commerce Street and the I-95 interchange. Before Old Keene Mill Road is improved, a corridor study should be undertaken to determine the best way to increase corridor capacity and to determine the impacts on the adjacent residential neighborhoods and the commercial and institutional uses in the vicinity and sectors.

- Widen Commerce Street to 4 lanes between Amherst Avenue and Franconia Road.

- Improve the Old Keene Mill Road/I-95 interchange.

- Improve the interchange of Backlick Road with the Franconia-Springfield Parkway.

Public Transportation Improvements

Recommended public transportation improvements for the CBC are described below:

- Transit

  The development concept adopted for the Springfield CBC is predicated on achievement of transit and HOV usage levels substantially higher than currently attained in the area or identified as a goal in the County's Policy Plan. The scheduled 1997 opening of the Joe Alexander Transportation Center, located south of the Franconia-Springfield Parkway and Frontier Drive, will encourage and facilitate use of transit to the Springfield Area. In order to increase HOV and transit usage, applications for new development should provide for high frequency services to and from the Transportation Center, and/or provide right-of-way where appropriate in the event that the automated guideway transit system (People Mover), proposed as part of the optional mixed-use development concept for the Engineer Proving Ground is designed and funded for construction in the CBC, and/or participate in a Tax District to fund operating costs of either or both of these systems.

- High Occupancy Vehicle Facilities

  HOV facilities are planned on the Franconia/Springfield Parkway, the Capital Beltway (I-495) and I-95. These facilities will provide incentives for commuters to the CBC to utilize carpools, vanpools and transit buses during peak periods of travel. Over the long term, availability of the HOV lanes during peak periods of travel will help to induce more ridesharing and express bus travel to and from employment sites in the CBC and Franconia-Springfield area.

- Transportation Demand Management Programs

  TDM programs are identified as a necessary component to increase the use of public transportation to and from the CBC. Since land use plans for this area assume much higher levels of HOV and transit usage than are currently anticipated to occur in the Policy Plan, it will be necessary to adopt rigorous and enforceable TDM programs to achieve this goal. TDM programs should be designed to take advantage of the close proximity of the Metrorail, Commuter rail, and HOV facilities planned for the area, and should include such activities as the provision of shuttle bus services, alternative work schedules, HOV subsidies, vanpool and carpool matching programs, and reduced parking as well as other features.

Land Unit Recommendations

The following apply to all land units:

- Parcel consolidation is encouraged to provide for well-designed, efficient projects;
- Active recreational facilities, such as parks, tot lots and playgrounds should be provided with new residential development, to the extent possible, to serve employment and residential populations;
- Interparcel access, pedestrian connection, and visual and physical linkage to adjacent properties is desirable;
- Utilities should be placed underground along major thoroughfares; and
- Gateways indicate entrances to an area and convey the first visual messages to visitors. Development in gateway locations should be particularly sensitive to this effect and should provide suitable landscaping, signage, and pedestrian orientation. In particular, drive-through uses and other uses that are primarily automobile-oriented are discouraged in these locations.

Land Unit A

This land unit is generally located in the area bounded by Backlick Road, I-95, and Old Keene Mill Road. A portion of Land Unit A extends north of Commerce Street. Land Unit A is one of three land units containing areas where redevelopment is planned to support transit facilities, such as an automated guideway system (People Mover). The land unit is generally planned for a mixture of residential, retail, office and hotel uses. The greatest potential for pedestrian-oriented development, access and movement, and the creation of focal points for the CBC exists within these transit-oriented areas.

Development in this area should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus or automated guideway system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Springfield Community Business Center to the Joe Alexander Transportation Center and the EPG. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.

Baseline intensities are recommended to achieve urban design and revitalization objectives. Options for higher density development are recommended for some portions of Land Unit A to encourage the creation of a transit-oriented mixed-use activity center. Parcels which are identified for redevelopment should be consolidated by sub-unit as provided in specific recommendations. Retail uses should be incorporated into the street level of multi-story buildings. Restaurants, delicatessens, and outdoor cafes integrated into structures are encouraged as amenities to lend activity to the street.

Sub-unit A-1

Sub-unit A-1 is located between Backlick Road and Brandon Avenue along Commerce Street. The sub-unit is planned for a mix of residential, retail and office uses at an intensity up to .60 FAR. Non-residential uses should generally be no more than 1/3 of the total built area. Ground floor retail and/or ground floor office uses are encouraged.

As an option, should an automated guideway system be designed and programmed for construction, a mix of residential, retail and office uses at an intensity up to .70 FAR may be appropriate if the following conditions are met.

- A People Mover transit station, links the north and south portions of the sub-unit;
- Non-residential uses are limited to a maximum of 1/3 of the total built area. Ground floor and/or transit oriented retail and office uses are encouraged;
- Consolidation of parcels or integrated development is achieved;
- Ancillary retail and service uses are developed as integral elements of the development;
- Pedestrian connections are provided to all buildings and to transit facilities;
- High-quality architecture, and landscape design distinguishes the site; and
- Streetscape design is provided in accordance with the Springfield Conceptual Streetscape Design, as may be adopted by the Board of Supervisors.

Sub-unit A-2

Sub-unit A-2 located east of Brandon Avenue, is developed with an office use that is planned to be retained at its existing intensity.

Sub-unit A-3

Sub-unit A-3 is located north of Commerce Street, east of Brandon Avenue. The sub-unit is planned for residential use at 30 dwelling units per acre. The inclusion of ground floor office or retail use is encouraged to provide a visual and physical link to Springfield Corporate Center in Sub-unit A-2.

Sub-unit A-4

Sub-unit A-4 is located in the southeast quadrant of Brandon Avenue and Commerce Street. To retain the current level of retail space on the site and introduce residential use, Sub-unit A-4 (approximately 6 acres exclusive of Springfield Tower office building) is planned for mixed use development with up to 40,000 square feet of retail space, and residential use at a density of 30 dwelling units per acre. The retail uses are envisioned to be located within residential building(s) or in separate building(s) functionally integrated with the residential use and site. The development should be oriented to the street with pedestrian connections provided to other blocks and transit facilities. A plaza or central outdoor gathering space should be provided and new development should be functionally and visually integrated with existing land uses. The Springfield Tower office building may be retained as an office use.

Sub-unit A-5

Sub-unit A-5 is comprised of the recently renovated Springfield Tower Center shopping center and the Holiday Inn Express. It is generally located north of Old Keene Mill Road east of Backlick Road. Retention of the renovated shopping center is desirable and builds upon recent revitalization achievements.

Land Unit B

This land unit is located east of Amherst Avenue and extends along the northern boundary of the Community Business Center. To maintain appropriate transitions to the residential neighborhoods to the north, Land Unit B is planned for neighborhood- and community-serving retail uses up to .35 FAR to provide a transition from higher intensity uses in the CBC to the residential areas. Existing office uses located north of Commerce Street west of Brandon Avenue and adjacent to the Yates Village subdivision should be retained at existing intensities. Streetscape design improvements should be incorporated into the area to upgrade existing development and create a harmonious visual appearance. Buildings should be well-landscaped and oriented to a public street. Buildings should also be screened from stable residential areas. Lighting should be designed so that it is not intrusive to the surrounding residential areas.

Land Unit C

This land unit is located north of Old Keene Mill Road between Amherst Avenue/Bland Street and the multi-family housing bordering Cumberland Avenue/Commerce Street. Springfield Plaza, a major feature of this area is planned for community-serving retail uses at intensities up to .35 FAR. Opposite Springfield Plaza, the area along Commerce Street and Cumberland Avenue is planned for residential uses at 16-20 dwelling units per acre, with the exception of Tax Map 80-3((1))3D, which is planned for office use up to .25 FAR. Any north and westward expansion of non-residential uses beyond their present limits, especially along Backlick Road and beyond Cumberland Avenue/Commerce Street, is discouraged. Emphasis in

this land unit should be placed on creating a pedestrian-oriented streetscape. The appearance of large parking lots and the shopping center should be improved with public amenity features, shaded open space, landscaping, and pedestrian connections to transit facilities.

Land Unit D

Land Unit D is located north of Old Keene Mill Road, and is generally focused around Amherst Avenue and Backlick Road. Land Unit D is one of three land units containing areas where high density redevelopment is planned to support transit facilities (People Mover).

The land unit is envisioned as a high-density, transit-related mixed-use area incorporating office, retail, residential and community facilities uses. The greatest potential for pedestrian-oriented development, access and movement, and the creation of focal points for the CBC exists within these transit-oriented areas.

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 or automated guideway system. An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Springfield Community Business Center to the Franconia-Springfield Transit Station Area and the EPG. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.

Absent provision of a People Mover transit station in Land Unit D, a baseline intensity of a maximum of .35 FAR is planned. An option for higher density mixed use development is provided to encourage the creation of transit-oriented, mixed-use activity center. For the entire land unit, the following should be provided under both the baseline and optional recommendations:

- Consolidation of parcels or integrated development;
- Pedestrian connections among all buildings;
- Creation of an above-ground pedestrian connection, such as a pedestrian bridge across Old Keene Mill Road, to link this area with Sub-unit E-1; and
- High-quality architecture and landscape design to distinguish the site.

Sub-unit D-1

Should a transit station be designed and programmed for construction, the sub-unit is planned for mixed-use development including 30,000 square feet of retail gross floor area and residential use at a density of up to 45 dwelling units per acre.

Sub-unit D-2

Should a transit station be designed and programmed, the sub-unit is planned for mixed use development including 20,000 square feet retail gross floor area and residential use up to 30 dwelling units per acre. Residential density may be increased to 35 dwelling units per acre with the provision of a community facility such as a theater or library, and a shared

parking arrangement with Springfield Plaza to serve the community facility patrons. In general, vehicular access to the area should be limited to promote transit use.

Land Unit E

Sub-unit E-1

Sub-unit E-1 is generally located south of Old Keene Mill Road and north of the Lee Center shopping center, between Amherst Avenue and I-95. The sub-unit is one of three areas where high density redevelopment is planned to support mass transit facilities (People Mover).

The greatest potential for transit and pedestrian-oriented development, pedestrian access and movement, and the creation of focal points for the CBC exists within these areas. The sub-unit is envisioned as a high-density, transit-related mixed-use area incorporating hotel and conference center uses.

An automated guideway transit system has been proposed as part of the optional mixed-use development concept for the Engineer Proving Ground. The system would include construction of a segment linking the Springfield Community Business Center to the Franconia-Springfield Transit Station Area and the EPG. In the event that an automated guideway transit system (People Mover) is designed and programmed for construction, any right-of-way identified within this land unit should be dedicated for the selected system.

The baseline Plan recommendation is to retain existing uses at existing intensities. To recognize interim land uses and encourage revitalization of the area, Tax Map 80-4((1))20A and 20B, currently developed as a hotel, may be renovated to include limited meeting space, recreational facilities such as a swimming pool, and landscape, facade and signage improvements. Expansion of hotel space to provide additional hotel rooms is not recommended.

Land in this sub-unit is recommended for redevelopment as a hotel/conference center use at an intensity up to .55 FAR, if the following is achieved:

- Parcels east of Backlick Road (Tax Map 80-4((1))17, 18 19, 20A, 20B, 25, 90-2((01)) 31, 32A, 32, and 33) are consolidated for a single development project.

As an option, should a transit station be designed and programmed for construction in the land unit, a hotel/conference center at an intensity up to 1.0 FAR may be appropriate if the following is achieved:

- Parcels along Backlick Road (Tax Map 80-4((1))17, 18, 19, 20A, 20B, 25, 90-2((1))4A, 4C, 8, 31, 32A, 32, and 33) are consolidated for a single development project.

- The transit station is physically and functionally integrated with the hotel conference site and the surrounding area;

- Pedestrian connections are provided among all buildings;

- Development is phased to the transportation capacity; and

- High-quality architecture and landscape design is demonstrated.

The remainder of the sub-unit is planned for community-serving retail uses at .35 FAR.

Sub-unit E-2

Sub-unit E-2 is located south of Old Keene Mill Road between the Springvale subdivision and Amherst Avenue, and north of the junction of Amherst Avenue with Backlick Road. Selected redevelopment and parcel consolidation as well as revitalization of existing office and retail uses is encouraged in order to retain both existing businesses and provide office space opportunities.

This sub-unit is planned for low intensity office use in order to create a transition to the residential area to the west. The following conditions should be met:

- The intensity of development should not exceed an FAR of .32 and no structure, including the mechanical facilities or penthouse, should exceed 50 feet;

- The location of the buildings on these properties should be oriented to Amherst Avenue, Old Keene Mill Road, or Springfield Boulevard, as appropriate, with a substantial buffer in excess of the minimum requirements located along the adjacent stable single-family neighborhood areas. The required barrier should be placed adjacent to the parking lot on the eastern edge of the required buffer; and

- Uses should be limited, and the site layout, architecture, open space area, internal circulation, and access should be designed, to minimize the impact on the adjacent residential area and enhance the image of the surrounding commercial area.

Land Unit F

This land unit is located north of the Franconia-Springfield Parkway, between I-95 and the residential areas west of Backlick Road. With the exception of the Lee Center shopping center, this land unit 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, commercial 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 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 to create a distinct edge to

commercial development and be compatible with surrounding residential uses. Under this option, the following conditions should be met:

- Complete parcel consolidation (Tax Map 90-2((1))17, ((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. (See Figure 23.)

Parks and Recreation

Parks and recreation recommendations for this area are shown in Crestwood Community Planning Sector on Figure 16 and Springvale Community Planning Sector on Figure 25. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this area are delineated in Crestwood Community Planning Sector on Figure 17 and in Springvale Community Planning Sector on Figure 26 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.