2012 FAIRFAX FORWARD: EDITORIAL UPDATES
Springfield Planning District and Planning Sectors (Mark-up)

Staff recommends that the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined, text proposed to be deleted is shown as ~~strikethrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; Overview, page 1:

"SPRINGFIELD PLANNING DISTRICT OVERVIEW

~~OVERVIEW~~

The Springfield Planning District is generally bounded by the Norfolk Southern ~~Railroad~~Railway right-of-way and the Capital Beltway/ Interstate 495 (I-495) on the north; the CSX r~~R~~ailroad right-of-way and Beulah Street on the east; Fort Belvoir~~,~~ and Accotink Creek on the south; and Rolling Road on the west. (See Figure 1)~~.~~ The planning district encompasses approximately 10,400 acres or approximately four percent of the county.

~~There were 50,270 persons residing in the Springfield Planning District in 2005, a 16% increase from 43,240 in 1995. This increase in population is partly attributable to new housing construction in the district.~~

The Franconia-Springfield Area, consisting of the Springfield Community Business Center (CBC) ~~commercial area~~ and the Franconia-Springfield Transit Station Area (TSA)~~a regional shopping center, Springfield Mall, are~~ is located in the Springfield Planning District around the Interstate 95 (I-95)/Old Keene Mill/Franconia Road interchange. ~~These commercial areas contain a variety of retail and office activities. The Joe Alexander Transportation Center is located near the crossing of the Franconia-Springfield Parkway and the CSX Railroad, south and east of Springfield Mall.~~ The Fort Belvoir North Area ~~, which has an optional recommendation for development as a major employment center,~~ is located west of I-95 and south of the Franconia-Springfield Parkway. Plan recommendations for the Franconia-Springfield Area and Fort Belvoir North are found in the Area IV volume of the Comprehensive Plan, the Franconia-Springfield Area and Fort Belvoir North Area.

The Springfield Planning District contains several major transportation corridors: ~~the Capital Beltway~~I-495 and the Norfolk Southern ~~Railroad~~Railway, located along the northern boundary ~~form the northern boundaries of the district~~; I-95 and the CSX railroad, which traverse ~~bisects~~ the district from north to south; ~~an Enhanced Public Transportation Corridor runs along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir; and the CSX Railroad traverses the district from north to south~~ the Franconia-Springfield Parkway, which bisects the district from west to east; and ~~. The alignment of the~~~~The Franconia-Springfield Parkway~~ also ~~runs west to east from the Rolling Road/Hooes Road intersection to the Beulah Street/Manchester Boulevard intersection. T~~the Fairfax County Parkway ~~is planned to traverses~~

~~the p~~Planning ~~d~~District , which extends from the Rolling Road/Hooes Road intersection, through ~~to beyond~~ the Backlick Road/Telegraph Road intersection, ~~and then~~ to Richmond Highway. Several minor arterial roads criss-cross the Springfield Planning District: Loisdale Road, Backlick Road, and Old Keene Mill Road~~, and in four locations their intersections are nodes of commercial activity: Old Keene Mill Road/Rolling Road; Old Keene Mill/Backlick Road; Franconia Road/Loisdale Road; and Franconia Road/Beulah Street~~.

Outside of the Franconia-Springfield Area and Fort Belvoir North Area, the planning district primarily consists of low density, single-family residential uses. Commercial nodes are located at the intersection of Old Keene Mill Road and Rolling Road, and along Franconia Road, west of Beulah Road. The Accotink Stream Valley traverses the western half of the district."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S1- Cardinal Forest Community Planning Sector, page 30:

"**S1 CARDINAL FOREST COMMUNITY PLANNING SECTOR**

CHARACTER

The Cardinal Forest Community Planning Sector is primarily developed with residential uses. The community planning sector extends from Rolling Road on the west to Accotink Creek on the east, and from the Norfolk Southern ~~Railroad~~Railway on the north to Old Keene Mill Road on the south. ~~Commercial development is located in the southwest corner.~~ The Cardinal Forest subdivision, which occupies a large portion of the sector, ~~is developed under the Planned Residential Community (PRC) zoning district. This development~~ contains a mix of residential types and densities (single-family detached units, townhouses, and ~~garden~~ multi-family apartments) as well as neighborhood-serving commercial development in the southwest corner. South and east of Cardinal Forest, development is predominantly ~~detached~~ single-family detached neighborhoods~~houses~~, with some townhouse development in the southeast corner of the sector. Neighborhood shopping is provided at the Cardinal Forest Plaza Shopping Center, located in the southwest corner of the sector at the intersection of Rolling and Old Keene Mill Roads.

A number of institutional ~~uses,~~uses and several commercial office buildings are located along the north side of Old Keene Mill Road. A small industrial park is located along the Norfolk Southern ~~Railroad~~Railway tracks, off Rolling Road and Morrissette Drive.

~~Neighborhood shopping is provided by the Cardinal Forest Plaza shopping center, located in the southwest corner of the sector at the intersection of Rolling and Old Keene Mill Roads. In addition, there are several community-serving shopping centers located just outside the sector, to the west of Rolling Road.~~

Accotink Creek and its tributaries are major environmental features in the sector. The Accotink Creek Environmental Quality Corridor (EQC) runs along the eastern portion of the Cardinal Forest Community Planning Sector. The Accotink Creek EQC is a continuous network of environmental amenities proposed to preserve resources and provide recreation for area residents.

Potentially significant heritage resources have been recorded in Cardinal Forest Park and can be expected along Rolling and Old Keene Mill Roads and Accotink Creek and its tributaries. Upland areas have been largely disturbed by recent residential development."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S2- Crestwood Community Planning Sector, page 38:

"S2 CRESTWOOD COMMUNITY PLANNING SECTOR

CHARACTER

~~The Crestwood Community Planning Sector is located adjacent to the Springfield Community Business Center (CBC).~~ The Crestwood Community Planning S~~s~~ector is located on the north side of Old Keene Mill Road between Accotink Creek ~~on~~ to the west, the Norfolk Southern ~~Railroad~~Railway and Interstate 495 (I-495) to the north, Interstate 95 (I-95) to the east~~I-495 to the north, the CBC on the south, and I-95 on the east~~, and Old Keene Mill Road to the south. The southeastern portion of the community planning sector contains a portion of the Springfield Community Business Center (CBC). Plan recommendations for the Springfield CBC can be found in the Area IV volume of the Comprehensive Plan, Franconia-Springfield Area. ~~The area~~

Outside of the CBC, the planning sector is primarily developed with~~in~~ single family-detached ~~-~~residential uses with nonresidential uses occurring in the vicinity of Accotink Creek and the Norfolk Southern ~~Railroad~~Railway right-of-way. ~~The garden apartments on Cumberland Avenue within the Springfield Community Business Center provide an appropriate transitional use between the stable single-family residential uses and the commercial uses in central Springfield. Housing in the sector is predominantly single-family detached units, with s~~Some townhouses ~~and garden apartments~~are located along the northern boundary of the sector.

~~The sector has community- and neighborhood-serving shopping facilities available in the Community Business Center in central Springfield.~~ Industrial uses are located on the land north of Highland Street and west of Hanover Avenue to Accotink Creek, adjacent to residential uses. ~~Shirley Highway (I-95), Old Keene Mill Road, Backlick Road, and Amherst Avenue are the major roadways in this sector.~~

Accotink Creek and its tributaries are major environmental features in the sector. The Accotink Creek Environmental Quality Corridor (EQC) runs along the western boundary of the

Crestwood Community Planning Sector. The Accotink Creek EQC is a continuous network of environmental amenities proposed to preserve resources and provide recreation for area residents.

Open space areas along Accotink Creek and its tributaries offer the highest potential in this sector for surviving heritage resources. ~~Accotink Creek and its tributaries are also the major environmental features in the sector.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S3- Country Club Community Planning Sector, page 45:

"S3 COUNTRY CLUB COMMUNITY PLANNING SECTOR

CHARACTER

The Country Club Community Planning Sector extends from Old Keene Mill Road on the north to Fort Belvoir North on the south and from Rolling Road on the west to Accotink Creek on the east. Single-family detached residential use is the predominant development type in the planning s~~S~~ector~~ S3,~~ with some townhouse and ~~commercial~~ neighborhood and community-serving retail uses ~~development~~ in the northwest ~~portion~~ corner of the sector at the intersection of Old Keene Mill and Rolling Roads. ~~The completion of the Hunter Village (Daventry) development will add townhouse residential units and substantial Accotink Creek Stream Valley parkland to the developed land uses in the Country Club sector. Old Keene Mill Road, Rolling Road, the Franconia-Springfield Parkway and Hunter Village Drive are the major roadways in this sector. Neighborhood- and community-serving shopping facilities are available at the retail center cluster at the intersection of Old Keene Mill and Rolling Roads.~~

Accotink Creek and its tributaries are environmental features in the sector. The Accotink Creek Environmental Quality Corridor (EQC) runs along the eastern boundary of the Country Club Community Planning Sector. The Accotink Creek EQC is a continuous network of environmental amenities proposed to preserve resources and provide recreation for area residents.

Surveys along Accotink Creek have located potentially significant heritage resources, especially along Hunter Village Drive and Hooes Road. Other resources have been found along smaller tributaries in the interior. The Springfield Golf and Country Club has potential for heritage resources, particularly from the prehistoric period."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S4- Springvale Community Planning Sector, page 52:

"S4 SPRINGVALE COMMUNITY PLANNING SECTOR

CHARACTER

The Springvale Community Planning Sector is located south of Old Keene Mill Road, ~~and~~ west of ~~the Springfield Community Business Center~~Interstate 95 (I-95), north of Fort Belvoir North, and east of Accotink Creek. Portions of the sector are located in the Springfield Community Business Center (CBC). Plan recommendations for the Springfield CBC are found in the Area IV volume of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area. Development in the sector is predominantly single-family residential use, with some townhouse and ~~garden~~ multi-family apartment development outside the CBC. ~~Community- and neighborhood-serving shopping facilities are available at the Community Business Center in central Springfield. Freestanding retail commercial uses found in the S4 Sector are located south of Old Keene Mill Road, opposite its intersection with Hanover Avenue.~~

~~There are tracts of vacant land along Old Keene Mill Road, the Franconia-Springfield Parkway, and Hooes Road. The approximately 140-acre Hunter Tract is bounded on the west by Accotink Creek, on the north and east by the rear lot lines of single-family residential developments along Oriole Avenue and Ridgeway Drive, respectively, and on the south by the Franconia-Springfield Parkway.~~

~~The Hunter Tract is located in the Accotink Creek watershed and contains the main channel and lateral streams of Accotink Creek, with floodplains bordering the western half.~~ High soil-erodibility potential exists near Accotink Creek in the western half of the planning sector. ~~, whereas t~~The eastern half~~, because of its location in the Coastal Plain geologic province,~~ is in a sensitive aquifer recharge zone and may contain slippage-prone swelling clays because of its location in the Coastal Plain geologic province.

The Accotink Creek Environmental Quality Corridor (EQC) runs through the western portion of the Springvale Community Planning Sector. ~~It consists of the floodplains and stream influence zones of Accotink Creek as well as the stream valley parks that follow the water course.~~ The Accotink Creek EQC is a continuous network of environmental amenities proposed to preserve resources and provide recreation for area residents.

Much of the western half of the sector is particularly sensitive for heritage resources. Prehistoric resources can be expected on dry terraces along Accotink Creek and its tributaries as well as on upland Coastal Plain deposits. Historic period sites can be expected along Accotink Creek, Old Keene Mill Road and Hooes Road.

Beverly Forest Community Improvement Area

On November 24, 1986, the Board of Supervisors adopted the Beverly Forest Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by Backlick Road on the east, Franconia-Springfield Parkway on the north, the Beverly Park subdivision on the west, and the Fort Belvoir North Area on the south."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S5- Belvoir Community Planning Sector, page 62:

"S5 BELVOIR COMMUNITY PLANNING SECTOR

CHARACTER

The Belvoir Community Planning Sector is located east of Rolling Road and west of Alban and Backlick Roads~~, south of the Fort Belvoir North Area (FBNA)~~. Major features of the planning sector are the Fort Belvoir North Area (FBNA) and Interstate 95 (I-95) Corridor Industrial Area. Plan guidance for the FBNA can be found in the Area IV volume of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area. Plan recommendations for the I-95 Corridor Industrial Area can be found separately in the Springfield Planning District text, following the Overview section.

The southern portion of the planning sector west of the I-95 Corridor Industrial Area ~~within the Alban Road/I-95 area~~ contains residential subdivisions. The sector contains significant and fragile environmental features.

~~Industrial development exists both east and west of Accotink Creek and various types of residential development occur west of this creek.~~ A Virginia Power right-of-way and a gas pipeline right-of-way ~~proceed easterly through the middle of the area~~cross the planning sector in an east-west direction."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S6- Newington Community Planning Sector, page 69:

"S6 NEWINGTON COMMUNITY PLANNING SECTOR

CHARACTER

The Newington Community Planning Sector is generally located west of Telegraph Road and Beulah Street and east of the industrial areas served by Cinder Bed Road and Backlick Road. Portions of the planning sector are located in the eastern half of the I-95 Corridor Industrial Area. Plan recommendations for the I-95 Corridor Industrial Area can be found separately in the Springfield Planning District text, following the Overview section.

Outside of the industrial area, t~~T~~he planning sector contains predominantly single family and townhouse residential developments. There is some housing on large lots along Telegraph Road, Accotink Road, and Beulah Street. The Mount Air Historic Overlay District is located east of Telegraph Road and Accotink Road between the Fort Belvoir Military Railroad and Newington Road/Snyder Road.

Extensive floodplains run from north to south and the eastern portion of the area contains former gravel-extraction sites. Two Virginia Electric Power Company easements and a gas pipeline easement cross this ~~area~~planning sector.

~~Shirley Highway (I-95), Backlick Road, Newington Road, Telegraph Road, and Beulah Street provide access to the sector. The CSX Railroad also travels through the area, with a military railroad spur to Fort Belvoir~~.

Mount Air, a Greek Revival house, built about 1760 with later additions, was located in this sector but was destroyed by fire in 1992. The Mount Air Historic Overlay District protects the remaining 19th century outbuildings and its landscaped environs by stressing the importance of careful site planning for all new construction. The Mount Air site is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Springfield Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

This sector has produced numerous significant and potentially significant heritage resources. Most of the Long Branch and Accotink Creek floodplains and adjacent uplands are possible locations for prehistoric and early historic period resources."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S7- Springfield East Community Planning Sector, page 82:

"S7 SPRINGFIELD EAST COMMUNITY PLANNING SECTOR

CHARACTER

The Springfield East Sector is located between I-95 and the CSX r~~R~~ailroad right-of-way, south of Franconia Road~~, and north of the portion of the I-95 Corridor Industrial Area along Loisdale Road~~. The majority of this planning sector is located within activity centers. The northern portion of the I-95 Industrial Corridor Area is located in this planning sector. Plan recommendations for the I-95 Corridor Industrial Area can be found separately in the Springfield Planning District text, following the Overview section. Portions of this planning sector also include the Franconia-Springfield Transit Station Area (TSA). Plan guidance for the Franconia-Springfield TSA can be found in Area IV volume of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area. Outside of these areas, the character of development is primarily low density, single-family detached residential uses, including the Loisdale Estates community.~~ In terms of acreage, this sector is about 50% residential and the remaining elements include office, retail, public facilities (schools and community park), hotels, a transportation center, and a government warehouse. It is adjacent to and also a part of the Franconia-Springfield Transit Station Area. The residential area in this sector encompasses Springfield Forest, New Charleston, Greenwood, and Loisdale Estate subdivisions, which are comprised primarily of single-family detached and townhouse units. Adjacent residential properties include the Springfield Station and the Springfield Crossing apartment complexes in addition to an assisted living facility. The significant retail areas are located along either side of Frontier Drive, including the Springfield Mall.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S8- Monticello Community Planning Sector, page 89:

"S8 MONTICELLO WOODS COMMUNITY PLANNING SECTOR

CHARACTER

The Monticello Woods Community Planning Sector is located north of Franconia Road between Interstate 95 (I-95) ~~I-95~~ on the west and the CSX r~~R~~ailroad right-of-way ~~tracks~~ on the east. The Norfolk Southern Railroad right-of-way establishes the northern boundary. The planning sector is predominantly residential in character. The northeastern portion of the Springfield Community Business Center (CBC) comprises the southwestern portion of this planning sector. ~~re are commercial uses within the western portion of the sector, along Commerce Street. The former Beltway Metro Station site, located within this sector south of the~~

~~Capital Beltway and adjacent to the CSX Railroad tracks, is vacant.~~ Situated between the Capital Beltway/ Interstate 495 (I-495) and the Norfolk Southern Railway~~Railroad~~ ~~tracks~~ right-of-way and off Farrington Avenue is an industrial park. The rest of the sector consists primarily of single-family detached houses, a townhouse development, schools, vacant land, and parks.

There are several undeveloped tracts, including one east of ~~Kitson Lane~~the CSX railroad right-of-way, and another with several inaccessible parcels in the Backlick Run floodplain north of ~~the Capital Beltway~~I-495 and south of the Norfolk Southern ~~Railroad~~Railway tracks. Access to the Monticello Woods sector is from Franconia Road and Commerce Street, except for the Farrington Avenue Industrial Park, which is reached from South Van Dorn Street via the City of Alexandria. There are areas within the sector with high potential for significant heritage resources. These areas occur between the Norfolk Southern ~~Railroad~~Railway tracks and ~~the Capital Beltway,~~I-495, and along the CSX r~~R~~ailroad ~~tracks~~right-of-way.

The ~~S8~~ Monticello Woods Community Planning Sector contains a large number of school sites and a large amount of parkland and playing fields used for active recreation." ~~The number of playing fields used for active recreation is great. These public facilities define the character of the neighborhood. Users are also drawn from outside the service area of these facilities; noise, overflow parking, and increased automobile traffic on local streets are concerns for residents.~~

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Springfield Planning District as amended through June 19, 2012; S7- Beulah Community Planning Sector, page 96:

"S9 BEULAH COMMUNITY PLANNING SECTOR

CHARACTER

The Beulah Community Planning Sector~~,~~ is located south of Franconia Road ~~and~~ between the CSX r~~R~~ailroad right-of-way and Beulah Street~~,~~. The planning sector consists of low and medium density residential uses in addition to commercial and industrial uses. At the northeast tip of the planning sector, there is a concentration of commercial, institutional, and public uses as well as residences. A small industrial area is located west of Fleet Drive. ~~Franconia Road, Beulah Street, the Franconia-Springfield Parkway, and Fleet Drive are the major roadways in this sector.~~

Th~~is~~e planning sector contains older neighborhoods and some open space. Such areas have a high potential for heritage resources. Of particular interest are the older neighborhoods along Beulah Street and north of Fleet Drive. The Olivet Episcopal Church, built in 1893, is located at the intersection of Beulah Street and Franconia Road. The church is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Springfield Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

Shirley Park Community Improvement Area

On June 30, 1986, the Board of Supervisors adopted the Shirley Park Community Improvement Plan to upgrade and preserve this neighborhood by installing curb and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the CSX railroad and Metro-rail tracks on the west, Old Franconia Road on the north and Yadkin Court on the south."