

Comprehensive Plan Amendment: Inova-Springfield Center Drive (SSPA-2023-IV-9S)

Virtual Community Meeting
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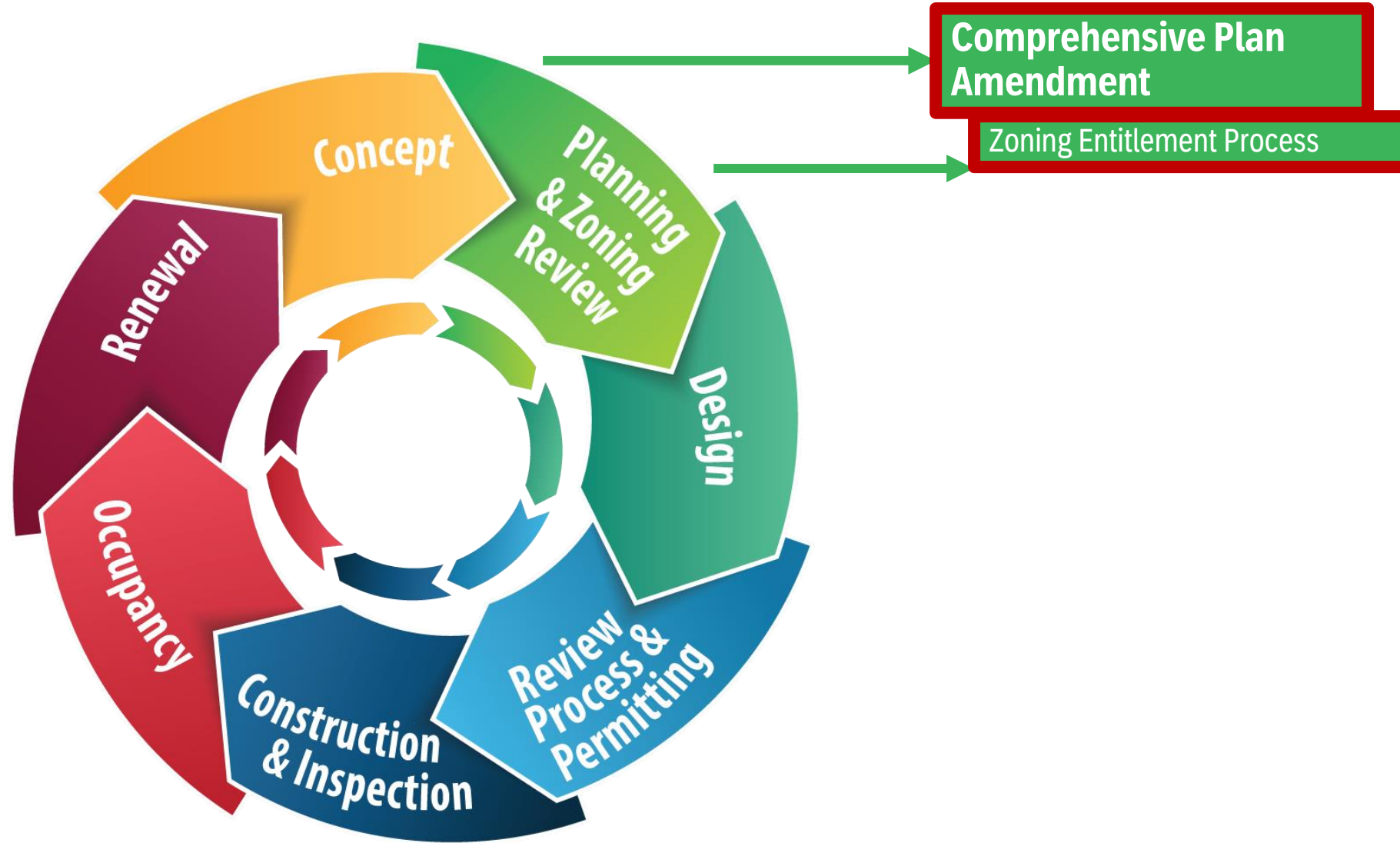


PLANNING & DEVELOPMENT



Land Development in Fairfax County

The land development process covers the lifecycle of the built environment over many years.





PLANNING & DEVELOPMENT

PLANNING 101

Comprehensive Plan

Comprehensive Plan vs. Zoning Ordinance

Comprehensive Plan

- Guide: Goals & Recommendations
- Supplies general policies and text regarding land use, transportation, environmental protections, heritage resources, public facilities, parks, etc.
- Land use categories
- Density and Intensity (amount of development)

Zoning Ordinance

- Law: Body of Regulations
- Implements the Plan
- Identifies use types and requirements such as setbacks, parking, and open space
- Zoning Districts (ex. R-1, C-2, and PDC)

The Comprehensive Plan guides zoning and development review decisions.

Comprehensive Plan Components

Policy Plan

The Countywide Policy Element of The Comprehensive Plan



Outlines objectives, policies and guidelines to guide planning and development review considerations toward implementing county goals.

Special Areas



Special Areas are described in the Concept For Future Development and identify key elements for implementing the Policy Plan's goals and objectives at more detailed Activity Center levels.

Transportation Plan Map



The Transportation Plan Map provides a detailed view of planned transportation improvements.

Trails Plan Map



The Trails Plan Map provides a detailed view of planned trails and trail construction elements.

Plan Areas



The four Area Plans (Area I, Area II, Area III and Area IV) identify key elements for implementing the Policy Plan's goals and objectives at more detailed Planning District and Community Planning Sector levels.

Plan Map



The Comprehensive Plan Map illustrates planned land uses, transportation improvements and public facilities.

Bicycle Network Plan Map



The Bicycle Network Plan Map provides a detailed view of planned bicycle facility improvements.

Plan Glossary

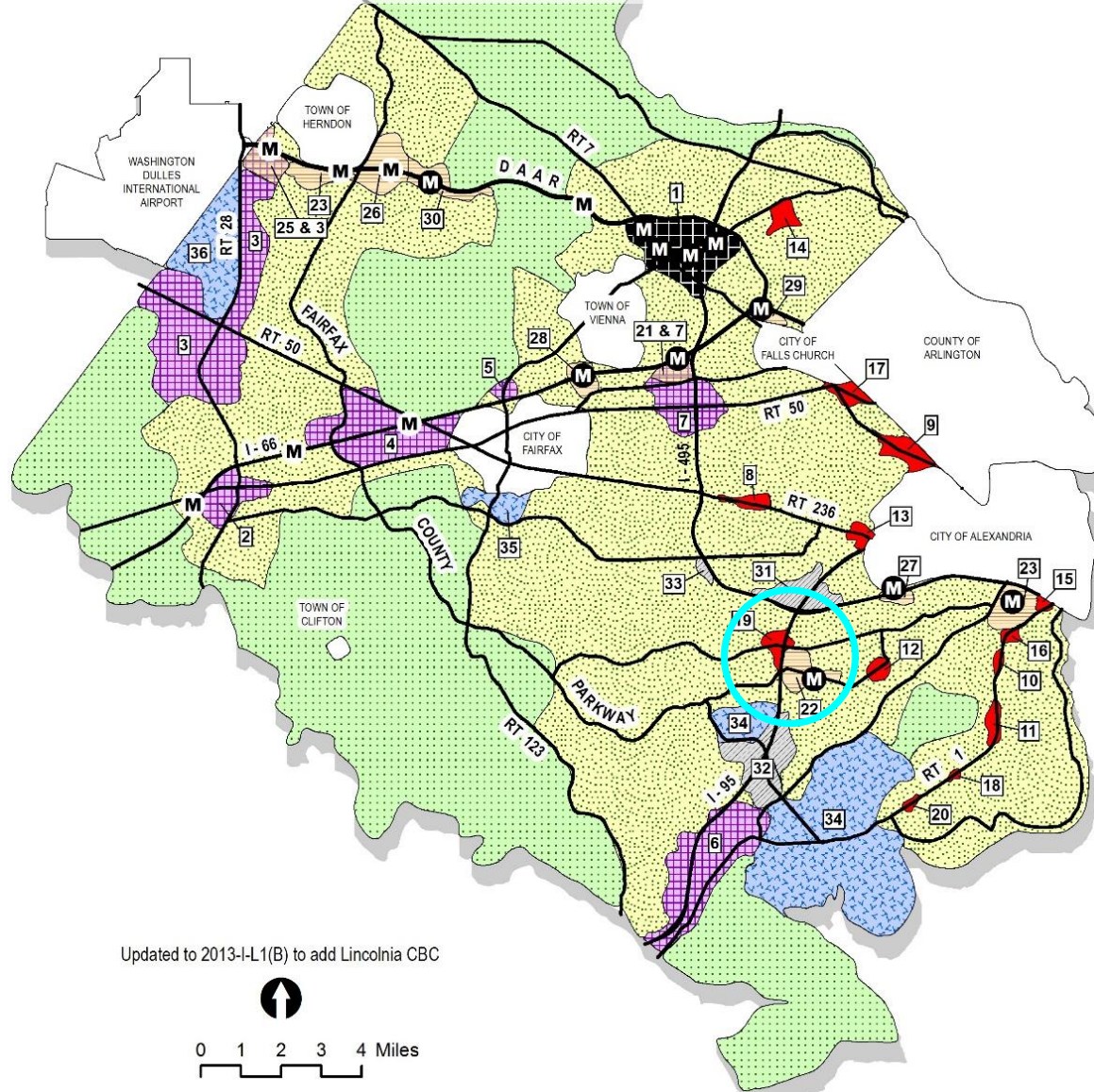


The Plan Glossary contains an alphabetical listing defining terms as they are used in the context of the Comprehensive Plan.

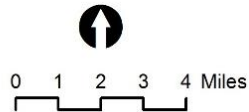
Concept For Future Development

LEGEND

-  Tysons Urban Center
-  Suburban Center
-  Community Business Center
-  Transit Station Area
-  Industrial Area
-  Large Institutional Land Area
-  Suburban Neighborhood
-  Low Density Residential Area
-  Major Road - Existing (1-1-2018)
-  Metro Station - Existing (1-1-2018)
-  Metro Station - Proposed



Updated to 2013-I-L1(B) to add Lincolnia CBC



Community Business Center (CBC)

- Springfield CBC

Transit Station Area (TSA)

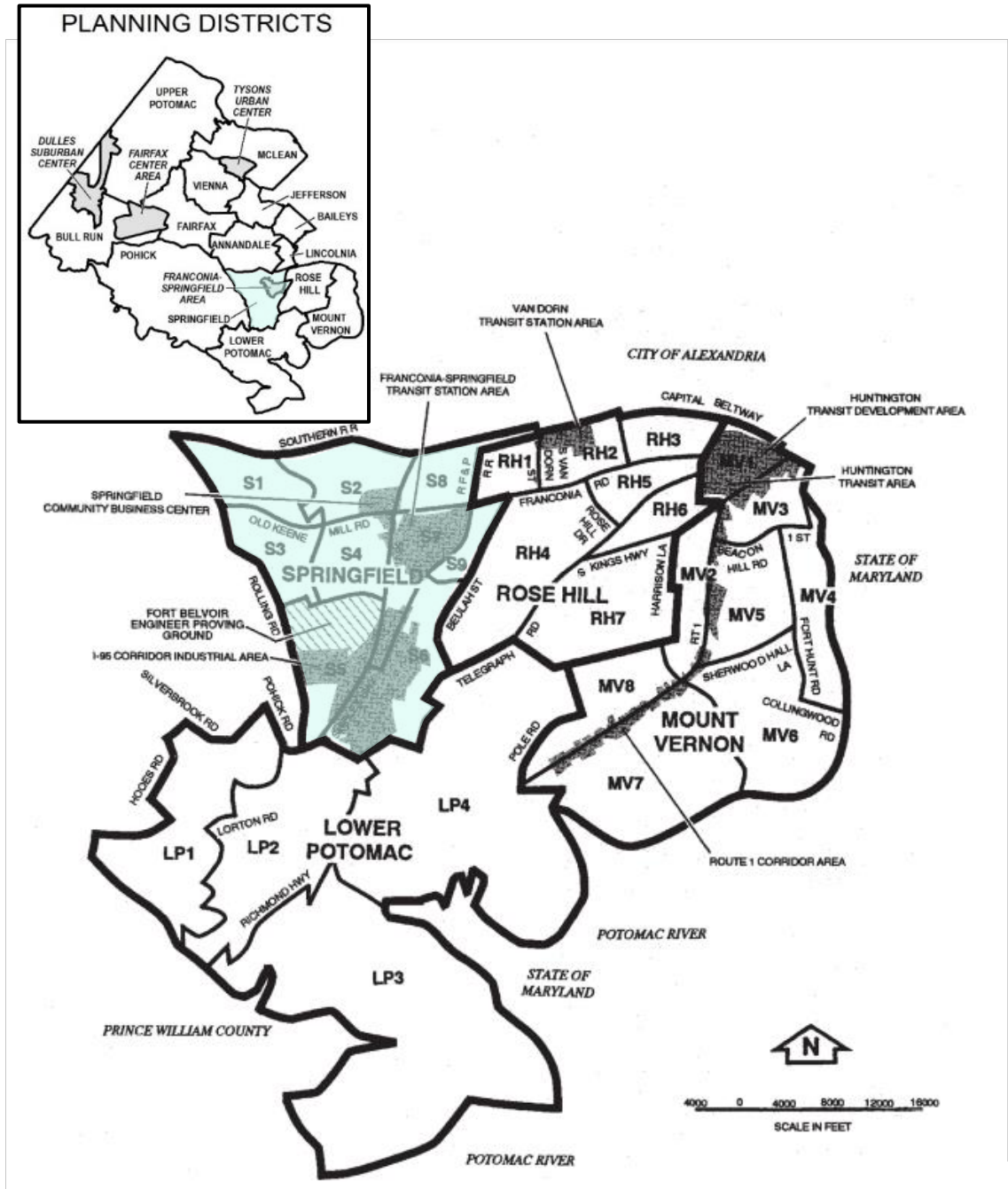
- Franconia-Springfield TSA

Suburban Neighborhood

- Springfield East Community Planning Sector

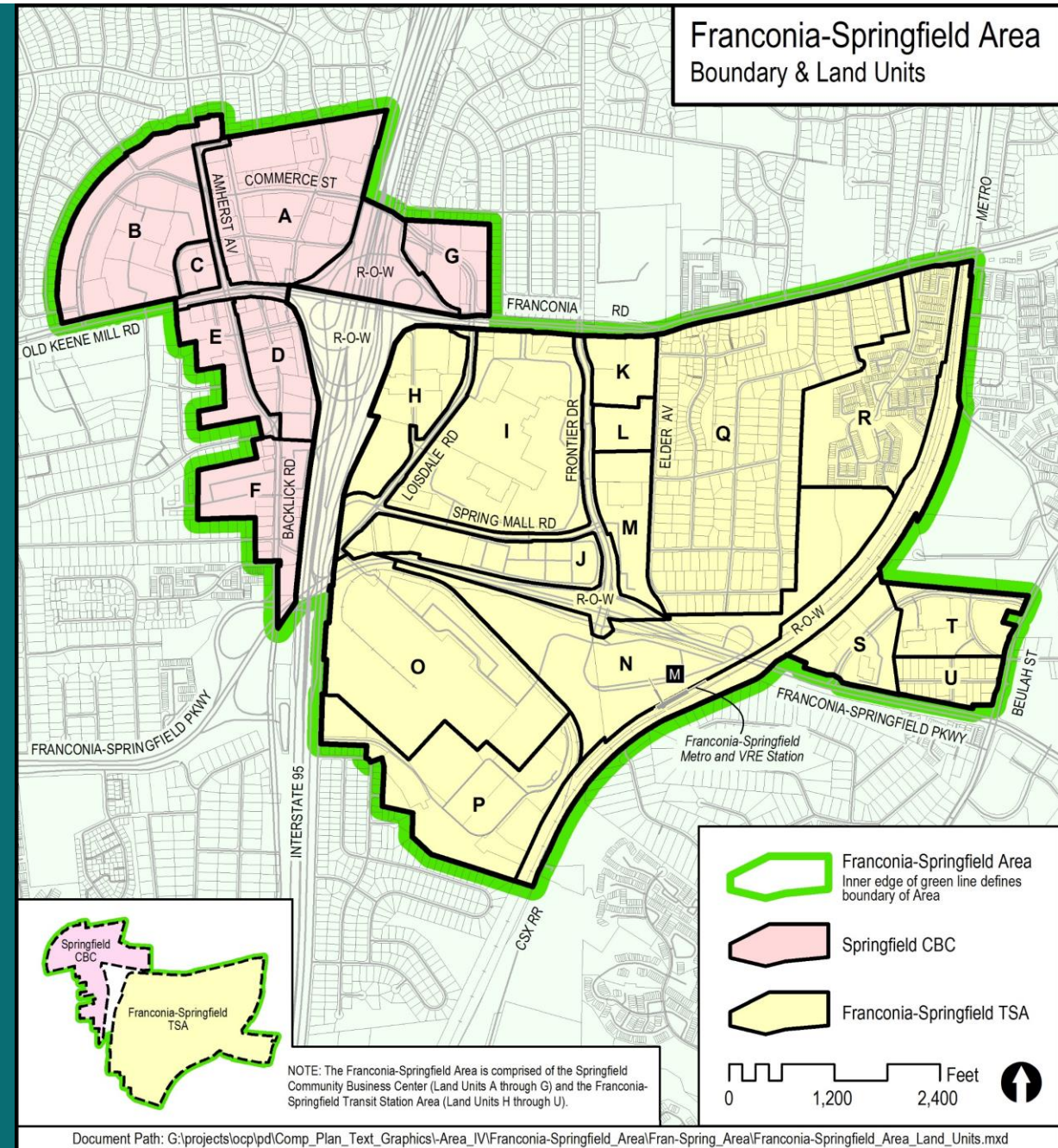
Area Plan Geographies

Community Planning Districts
Community Planning Sectors



Areawide Planning Studies

- Typically, 1-3 years to process
- Study larger areas
- Community engagement key component

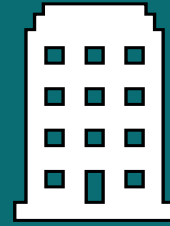


Site-Specific Amendments

- Frequently associated with a rezoning application
- Timelines vary but will be coordinated with rezoning schedule, if appropriate
- Community outreach key and method is determined based on proposal's circumstances



- How should a site develop in the future?
- What are the benefits and impacts to the community?



Land Use



Transportation &
Access



Environment



Public Facilities



Open Space and
Parks



Schools



Health and
Human Services



Housing



Heritage
Resources



PLANNING & DEVELOPMENT

PLANNING 101

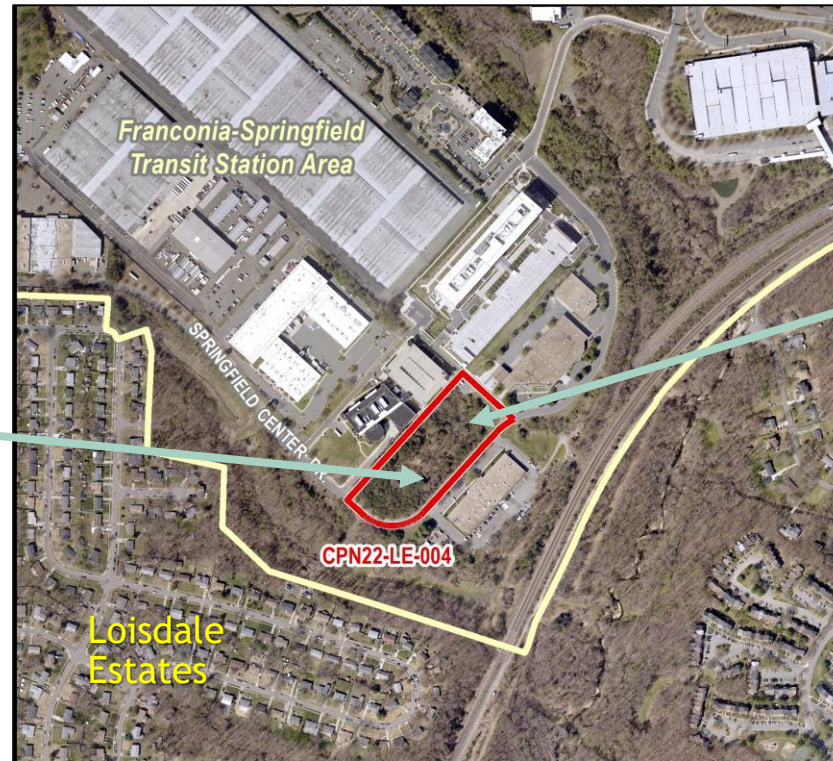
What is F.A.R. and how is it used?



**Inova-Springfield Center Dr.
SSPA 2023-IV-9S**

Existing Conditions

- 5-acre, undeveloped, wooded lot
- Located amongst light industrial uses, NOVA Medical Education Campus, GSA warehouse, TSA Headquarters, multifamily residential, and north of Loisdale Estates neighborhood.



Surrounding Uses



Springfield Center Dr.



Metropolitan Center Dr.



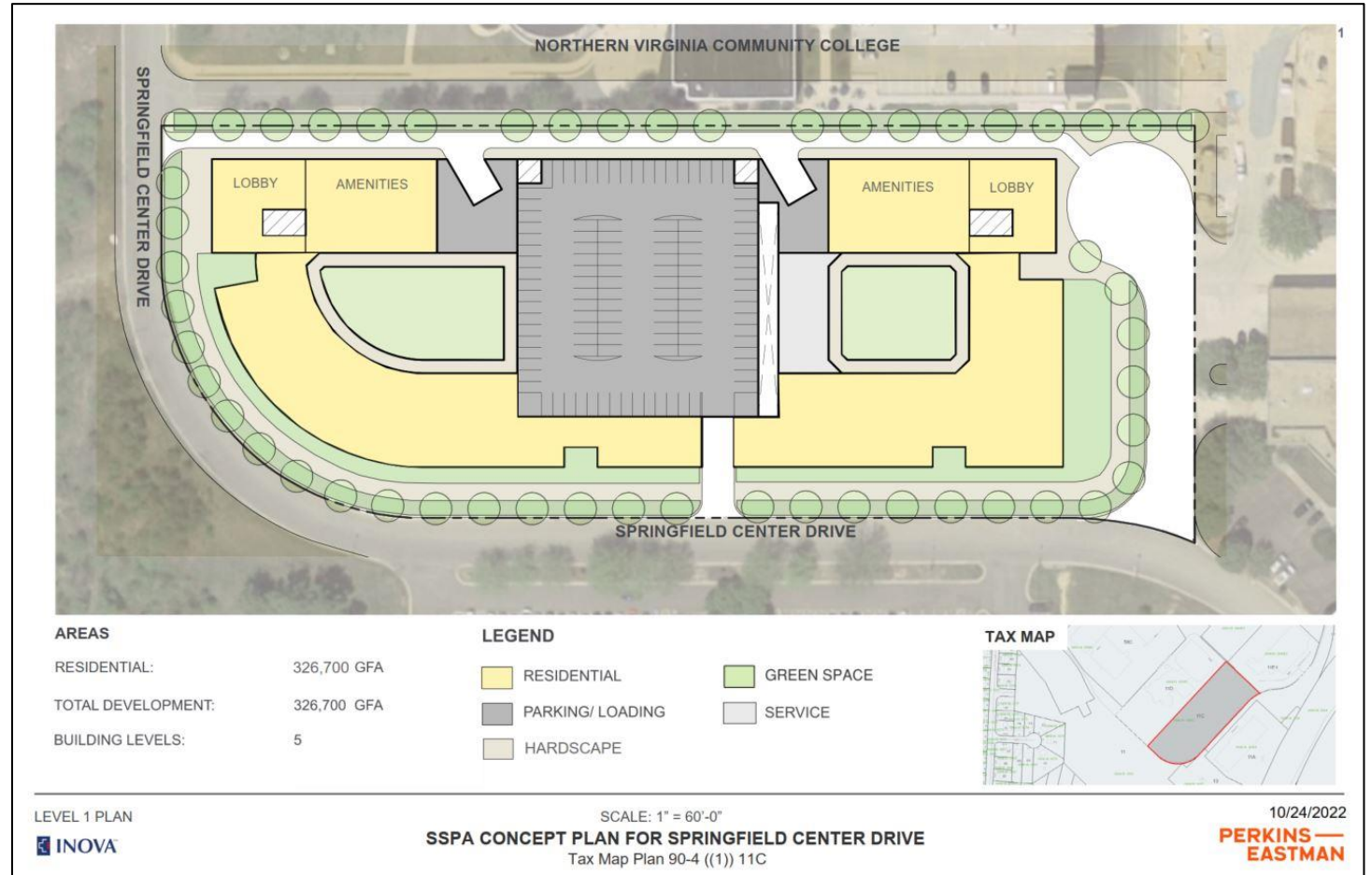
Inova- Springfield Center Drive (SSPA-2023-IV-9S) Adopted Plan

- Located in Land Unit P of the Franconia-Springfield TSA
- Light industrial use up to a lower intensity (0.35 Floor-Area-Ratio (FAR))
- Option for biotech/research and development uses at medium intensity (0.50 Floor-Area Ratio (FAR))
 - 109,084 SF Research & Development Use



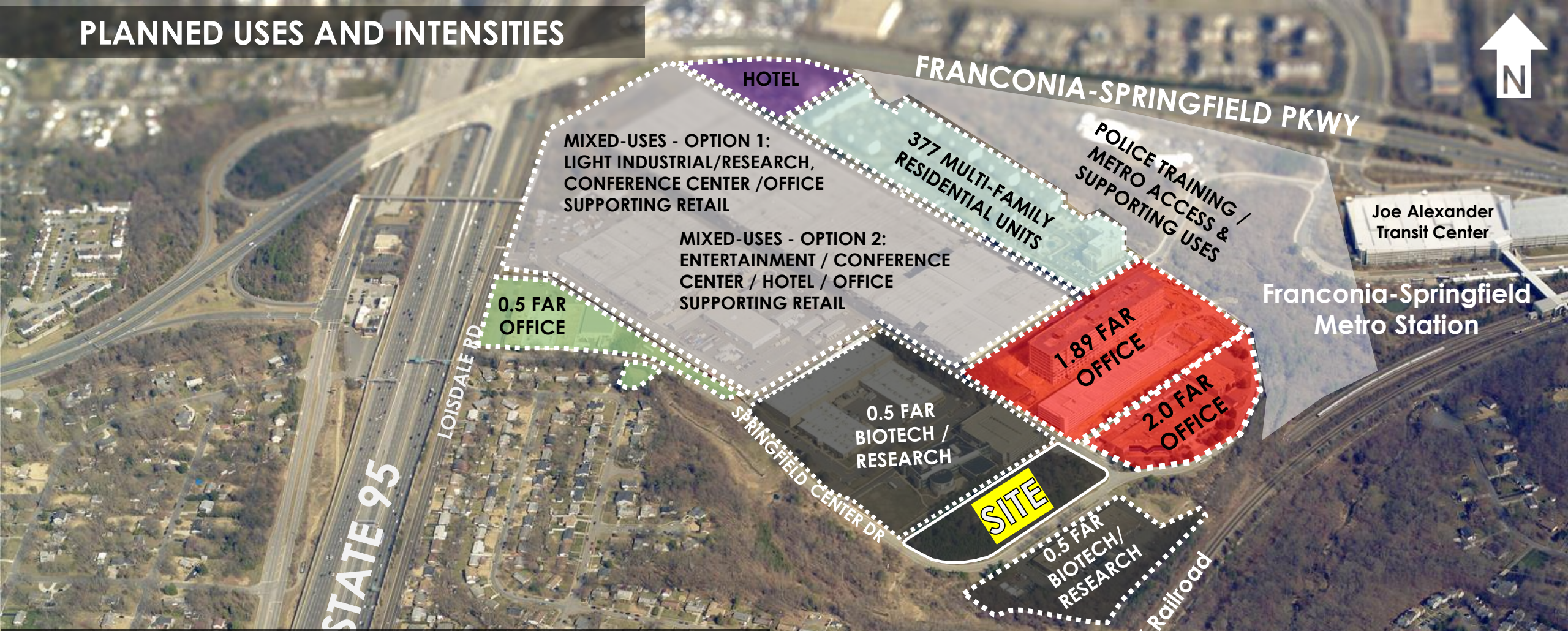
Inova- Springfield Center Drive (SSPA-2023-IV-9S) Proposed Plan

- Multifamily residential or continuing care with potential for ancillary ground floor retail.
- 1.5 FAR
- 350 multifamily units



*Conceptual Plan for Illustrative Purposes Only

PLANNED USES AND INTENSITIES



MIXED-USES - OPTION 1:
LIGHT INDUSTRIAL/RESEARCH,
CONFERENCE CENTER /OFFICE
SUPPORTING RETAIL

MIXED-USES - OPTION 2:
ENTERTAINMENT / CONFERENCE
CENTER / HOTEL / OFFICE
SUPPORTING RETAIL

0.5 FAR
OFFICE

0.5 FAR
BIOTECH /
RESEARCH

SITE

1.89 FAR
OFFICE

2.0 FAR
OFFICE

0.5 FAR
BIOTECH/
RESEARCH

HOTEL

377 MULTI-FAMILY
RESIDENTIAL UNITS

POLICE TRAINING /
METRO ACCESS &
SUPPORTING USES

Joe Alexander
Transit Center

Franconia-Springfield
Metro Station

STATE 95

LOISDALE RD

SPRINGFIELD CENTER DR

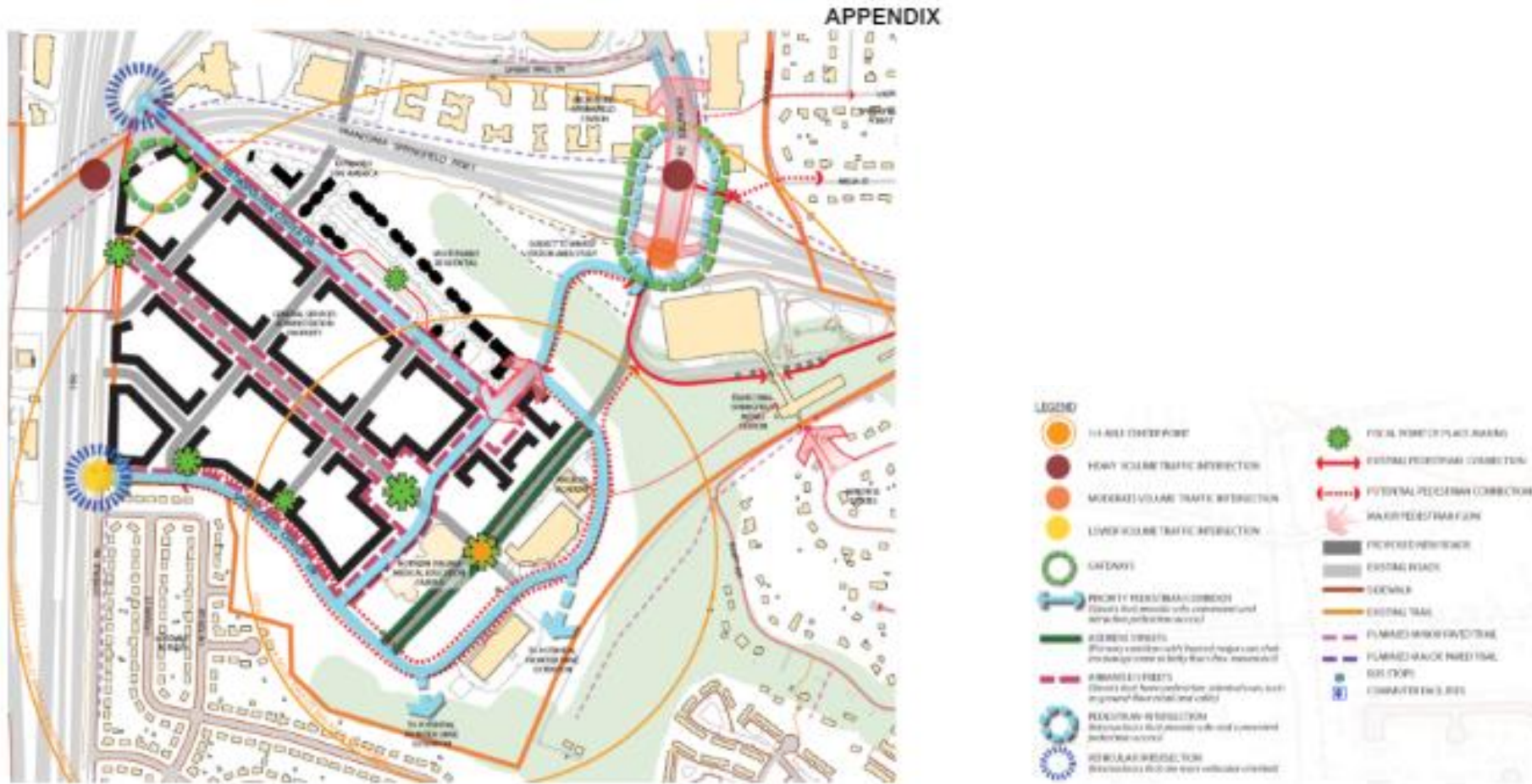
FRANCONIA-SPRINGFIELD PKWY

Railroad

TSA Headquarters: Planned, approved constructed for 1.89 FAR of Office use
Metro Center Phase II: 2.0 FAR office with business and supply services (up to 517,00 SF)
Intersection of Loisdale Road: 0.5 FAR of Office use

Springfield Crossing: 347 garden and low-rise apartments units at 10 du/ac (0.64 FAR)
GSA-Parr Facility: 1- 1.09 million SF of Light Industrial and Research uses supporting NVCC. 2 - 6,500 patron entertainment center with up to 160,000 SF conference center, 565,00 SF hotel.

Conceptual Framework Plan for Parr Warehouse Area



*Specific road alignments and Placemaking Opportunity Sites in this conceptual illustration will be determined during rezoning and are not intended to affect by-right development.

Inova- Springfield Center Drive (SSPA-2023-IV-9S)

Considerations

- Parcel is planned and zoned for industrial
- Proximity to Franconia-Springfield Metro and Transit-Oriented Development Guidelines (use and intensity)
- Isolated site with limited access to services to the north in the TSA
 - This area of the TSA (Land Units O and P) has existing language to address a grid of streets and urban parks system to improve connectivity and livability
- VDOT planned Frontier Drive extension
- Heavily wooded site
- Immediate surrounding uses in the TSA are institutional and industrial; however, there is other residential, Springfield Crossing Apartments
- Single-family residential to the south

Inova- Springfield Center Drive (SSPA-2023-IV-9S) Impacts

- Transportation

Table 1: Trip Generation of Springfield Center Drive

Land Use (ITE Code)	Quantities	Daily Trips	AM			PM		
			In	Out	Total	In	Out	Total
Current Plan Option A								
Research and Development (760)	109 KSF	1,306	92	20	92	17	90	107
Total Trips Generated		1,306	92	20	92	17	90	107
Current Plan Option B								
Light Industrial (110)	76 KSF	372	50	7	57	7	43	50
Total Trips Generated		372	50	7	57	7	43	50
Proposed Plan								
Multifamily Mid- Rise (221)	350 DU	1,623	33	109	142	83	54	137
Total Trips Generated		1,623	33	109	142	83	54	137
Gross Trips Over Comp Plan Option A		317	-59	89	50	66	-36	30
Gross Trips Over Comp Plan Option B		1,251	-17	102	85	76	11	87

Inova- Springfield Center Drive (SSPA-2023-IV-9S)

Impacts

- Schools

- Lewis High School

- current 5-year projected capacity = 85%
- potential yield 10-34 students

- Key Middle School

- current 5-year projected capacity = 62%
- potential yield 7-20 students

- Forestdale Elementary School

- current 5-year projected capacity = 87%
- potential yield 21-71 students

- Urban Parks and Open Space

- Urban Park space= 0.92 acres

- Sewer

- Trunk sewer has sufficient capacity

- Fire

- Existing Fire and Rescue Stations will support the proposed Plan development.
- First due station is Springfield Station on Backlick Road

Inova- Springfield Center Drive (SSPA-2023-IV-9S) Draft Text- Change in Building Intensity

- Light Industrial Use for Land Unit P- change from .35 to .50 FAR
 - Aligns with zoning for I-4 Industrial District

B. I-4 Lot and Building Dimensional Standards

	Lot area, minimum [2]	20,000 sq. ft.
A	Lot width, minimum [2]	100 feet
	Landscaped open space, minimum [3]	15 percent of gross area
B	Front setback, minimum	Setback equal to building height; at least 40 feet
C	Side setback, minimum	No requirement
D	Rear setback, minimum	
E	Building height, maximum	75 feet
	Floor area ratio, maximum	0.50 [4]

Notes:

[1] Refer to subsection 5108.6 for provisions that may qualify the setback requirements.

[2] Lot area and lot width may be modified in accordance with subsection 5100.2.K.

[3] Open space is calculated in accordance with subsection 5100.3.A(3).

[4] An increase to 0.70 FAR may be permitted by the Board in accordance with subsection 5100.2.E(4).

[5] Freestanding accessory structures are regulated by subsection 4102.7.A.

Inova- Springfield Center Drive (SSPA-2023-IV-9S)

Draft Text- Change in Building Intensity

- Option for Multi-family Residential up to 1.5 FAR
- Option for Continuing Care Facility up to 1.2 FAR
 - Planned Continuing Care (PPC) Zoning District maximum intensity=Comprehensive Plan maximum plus 25 percent
 - Maximum FAR would be 1.5 FAR
 - Comp. Plan Max. of 1.2 FAR+ 25% in PCC District= 1.5 FAR
- Maximum of 350 units for either option
- + Affordable Dwelling Unit (ADU)/Workforce Dwelling Unit (WDU) bonus as applicable

Inova- Springfield Center Drive (SSPA-2023-IV-9S)

Draft Text- Conditions

- Site design should implement a grid of streets and incorporate open space and urban parks to promote the vision for redevelopment of the Franconia-Springfield Area as an inter-connected, multi-modal place. Final site design should be determined at the time of rezoning, and should not preclude the planned extension of Frontier Drive;
- Development should ensure future residents and employees have access to the Joe Alexander Transportation Center by providing shuttles and/or participation in the Springfield circulators. Development should also implement a transportation demand management (TDM) program to reduce auto travel to the area;
- Provision of high-quality architecture and pedestrian focused site design, which should include street-oriented building forms, a maximum building height of 100 feet, and mitigation of visual impacts of structured parking from the street;
- Provision of integrated and adequate pedestrian and bicycle facilities with elements such as covered and secure bicycle storage, street trees, bus shelters and benches, and adequate lighting;
- Provision of pedestrian facilities that connect to existing facilities on the Northern Virginia Community College site to allow for a continuous pedestrian connection to the Joe Alexander Transportation Center.
- Provision of on-site recreational amenities for residents and/or employees.

Timeline*



*Timeline subject to change

Additional Resources

- COMPREHENSIVE PLAN

www.fairfaxcounty.gov/dpd/comprehensiveplan/

- COMPREHENSIVE PLAN WORK PROGRAM

https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/documents/compplanamend/sspa/workprogram/adopted_work_program.pdf

- LINK TO COMP PLAN FAQ

www.fairfaxcounty.gov/dpd/comprehensiveplan/planfaq.htm

- LINK TO COUNTY EMAIL SUBSCRIPTIONS

www.fairfaxcounty.gov/email/lists/

(view the land use & development section for selections)

- LINK TO PLANNING 101 VIDEOS

[Planning 101 - YouTube](#)

- LINK TO FB LAND USE PAGE

www.facebook.com/fairfaxlanduse/

- EDUCATION & FAQS

www.fairfaxcounty.gov/planning-development/plan-amendments/sspa/faqs



Questions

Contact Information

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