

Franconia-Springfield Study Draft Scenarios

Advisory Group Meeting
April 27, 2026



PLANNING & DEVELOPMENT



Agenda

- 1 Overview - Current Plan and Draft Scenarios
- 2 Table Exercises

Meeting Updates

- Advisory Group Meeting: **Monday, June 22nd**
 - Virtual
 - Draft Preliminary Plan
- Presentation of Preliminary Plan: Late July
 - Virtual Webinar

Concept for Future Development: Special Planning Areas

Urban Centers

- 1. Tysons

Suburban Centers

- 2. Centreville
- 3. Dulles (Route 28 Corridor)
- 4. Fairfax Center
- 5. Flint Hill
- 6. Lorton-South Route 1
- 7. Merrifield

Community Business Centers

- 8. Annandale
- 9. Baileys Crossroads
- 10. Beacon/Groveton
- 11. Hybla Valley/Gum Springs
- 12. Kingstowne
- 13. Lincolnia
- 14. McLean
- 15. North Gateway
- 16. Penn Daw
- 17. Seven Corners
- 18. South County Center

- 19. Springfield
- 20. Woodlawn

Transit Station Areas

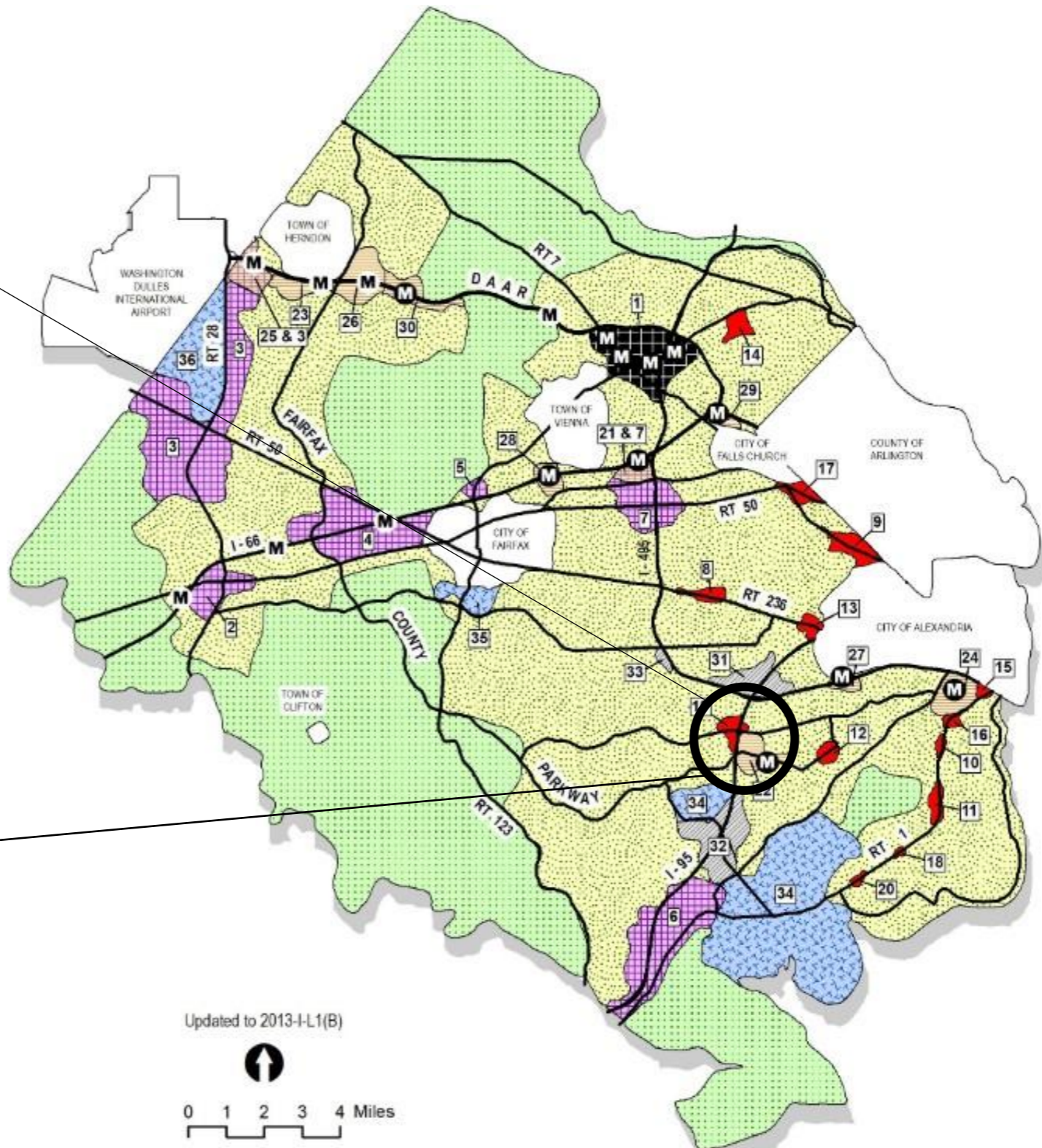
- 21. Dunn Loring
- 22. Franconia-Springfield
- 23. Herndon
- 24. Huntington
- 25. Innovation Center
- 26. Reston Town Center
- 27. Van Dorn
- 28. Vienna
- 29. West Falls Church
- 30. Wiehle-Reston East

Industrial Areas

- 31. Beltway South
- 32. I-95 Corridor
- 33. Ravensworth

Large Institutional Land Areas

- 34. Fort Belvoir (Main Post and North Area)
- 35. George Mason University
- 36. Washington Dulles International Airport

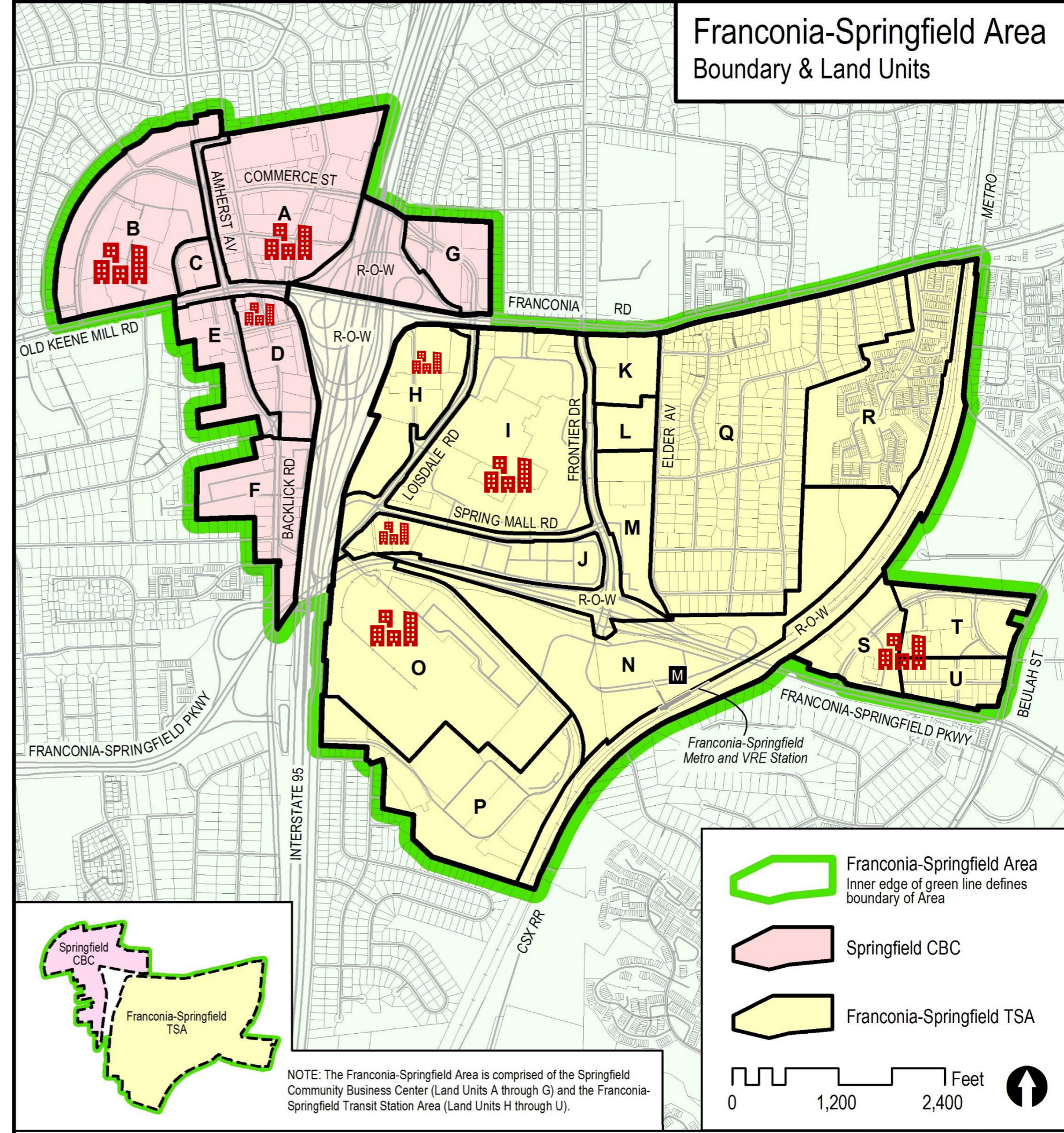


LEGEND

- 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

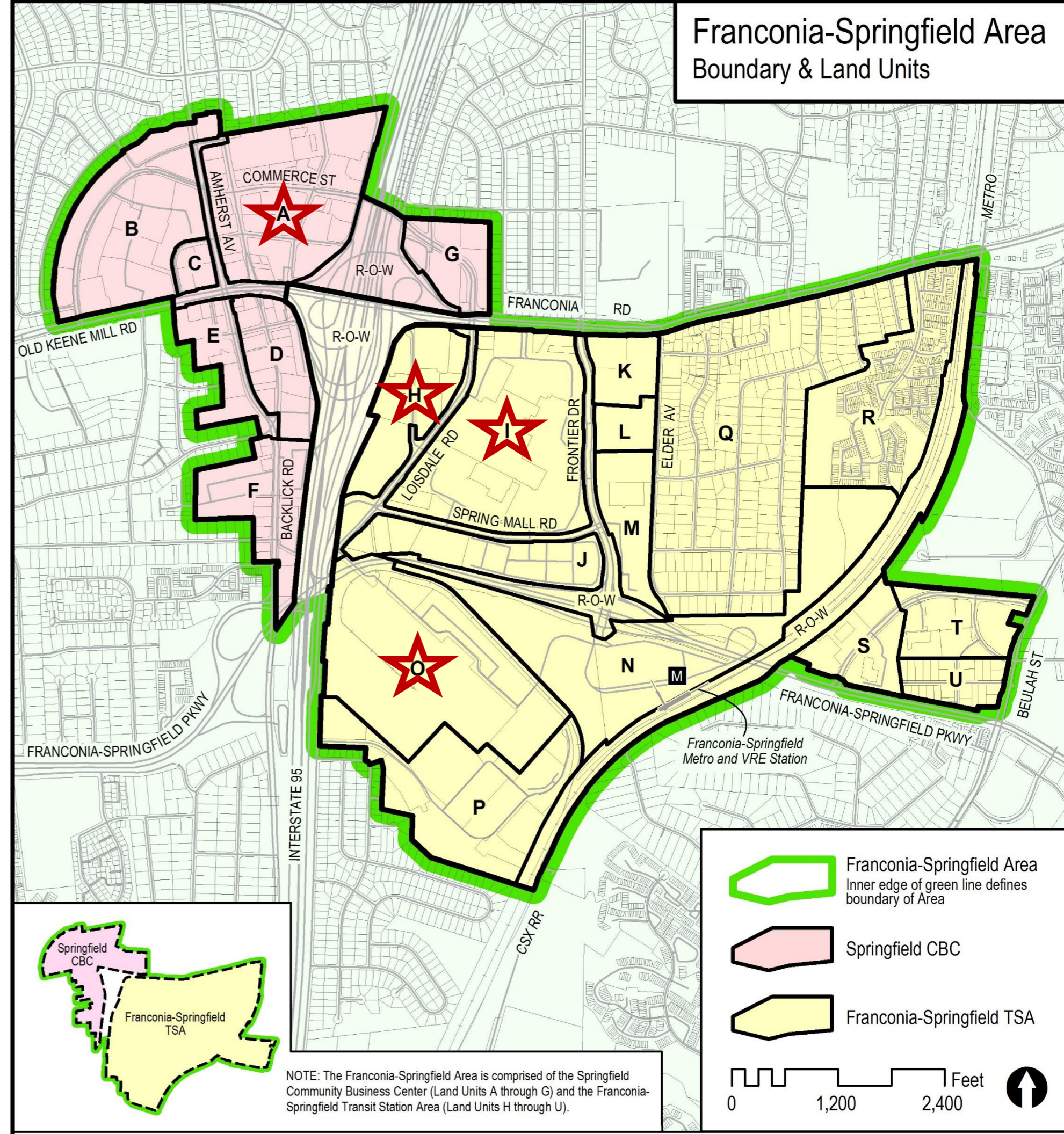
Current Plan

- Specific Recommendations for each land unit
- **Existing development potential** beyond what's existing
- Areas planned for **Mixed Use**
- Current Plan is **15+ years old**



Current Plan: Mixed Use Examples

- **Land Unit A:** Mix of office, hotel, retail, retail, self-storage, and multifamily residential uses up to 1.6 FAR and up to 1,900 dwelling units.
- **Land Unit H:** Mixed use development including office, hotel, retail and residential uses up to 1.2 FAR.
- **Land Unit I:** Town Center w/mix of office, hotel, retail, residential uses up to 1.82 FAR.
- **Land Unit O:** Light industrial/research development, conference center, office and support retail uses up to 1.29 million square feet.







Fort Belvoir Hotel



Wyngate Hotel



TSA Headquarters



MetroPark Office Buildings



Springfield Crossing Apartments

Benefits of Allowing Growth Near Transit

- **Reduces pressure on surrounding neighborhoods**

By concentrating growth in the right places, it helps protect existing residential areas from scattered development.

- **Improves safety and activity levels**

More “eyes on the street” and regular activity can make areas feel safer and more welcoming.

- **Uses land more efficiently**

Instead of underused parcels or large parking lots, we get active spaces that serve more people.

- **Maximizes the value of transit investments**

We’ve paid for transit—this ensures it’s well-used and worth the cost.

- **Gives people more choices in how they get around**

Driving remains an option, but it’s not the only one- good for all ages and incomes.

- **Brings more customers to local businesses**

More people living and working nearby means a steady flow of foot traffic, not just rush-hour spikes.

- **Makes commercial areas more competitive**

Walkable, transit-served places attract employers, tenants, and investment.

- **Creates housing options for workers**

Employees can afford to live closer to their jobs, reducing long commutes and turnover.

- **Supports nonprofits and community services**

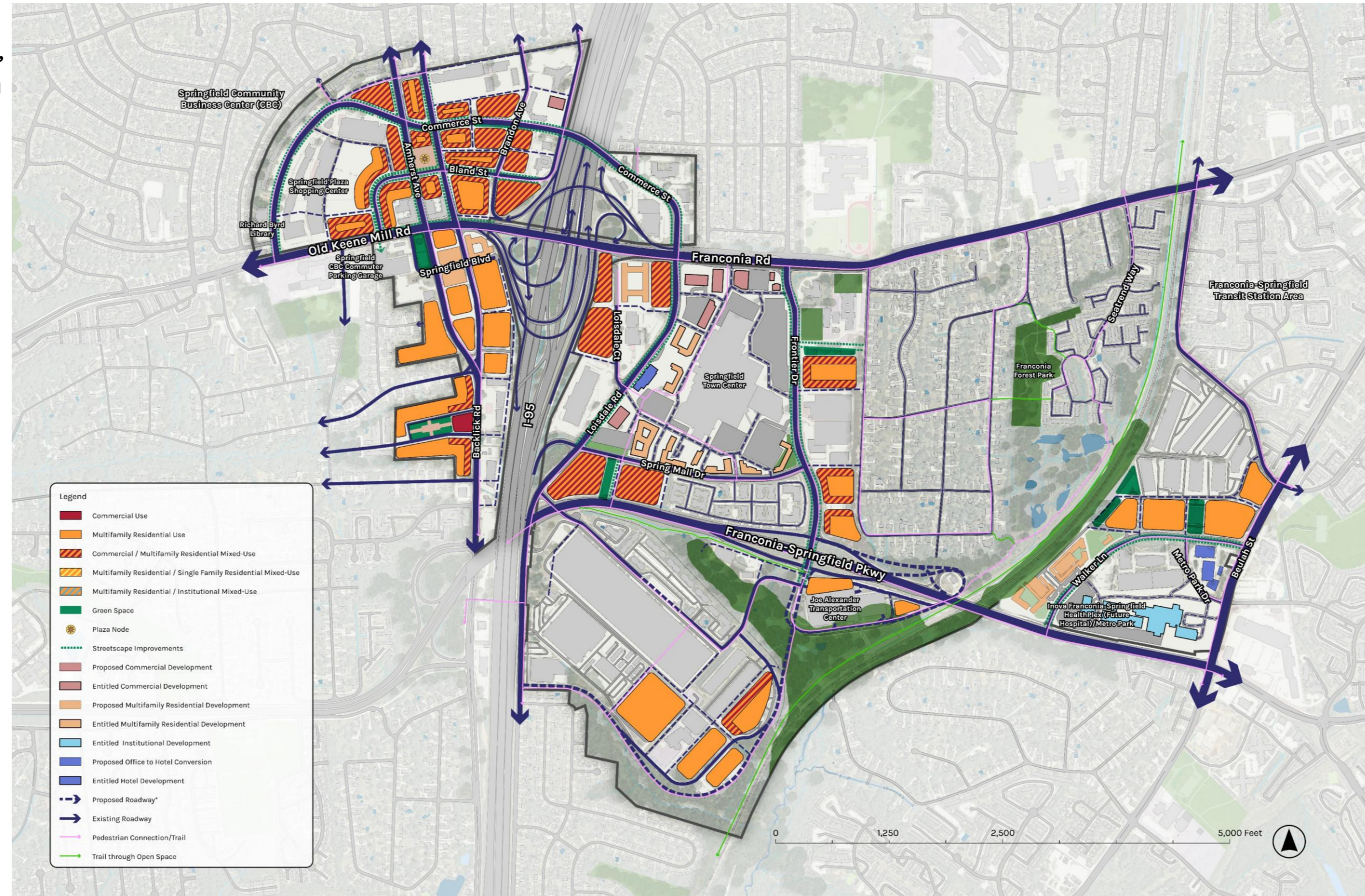
Easier access means more people can reach services, programs, and events without needing a car.

SCENARIO A – A FOCUS ON STRATEGIC INFILL

Overall Concept

This scenario focuses on the potential for strategic infill with mixed-use development, public spaces, and streetscape that create a sense of place while maintaining some existing uses that are likely to remain in the medium to long term.

- Walkable, mixed-use corridors support daily needs, build on **existing infrastructure**, and maintain the **existing neighborhood fabric**.
- A centrally located **town square**, between **Amherst and Backlick in the CBC** serves as a **focal point** for the community and creates a recognizable place within the corridor.
- Another **public space** could be located within a redeveloped Brookfield Plaza.
- **Enhanced streetscape** and a **walkable** network of streets and blocks creates a more **pedestrian friendly** place.
- **Targeted infill** on underutilized, vacant, and select surface parking areas creates opportunities for new mixed-use housing and commercial/retail and **is scaled appropriately** to surrounding neighborhoods.

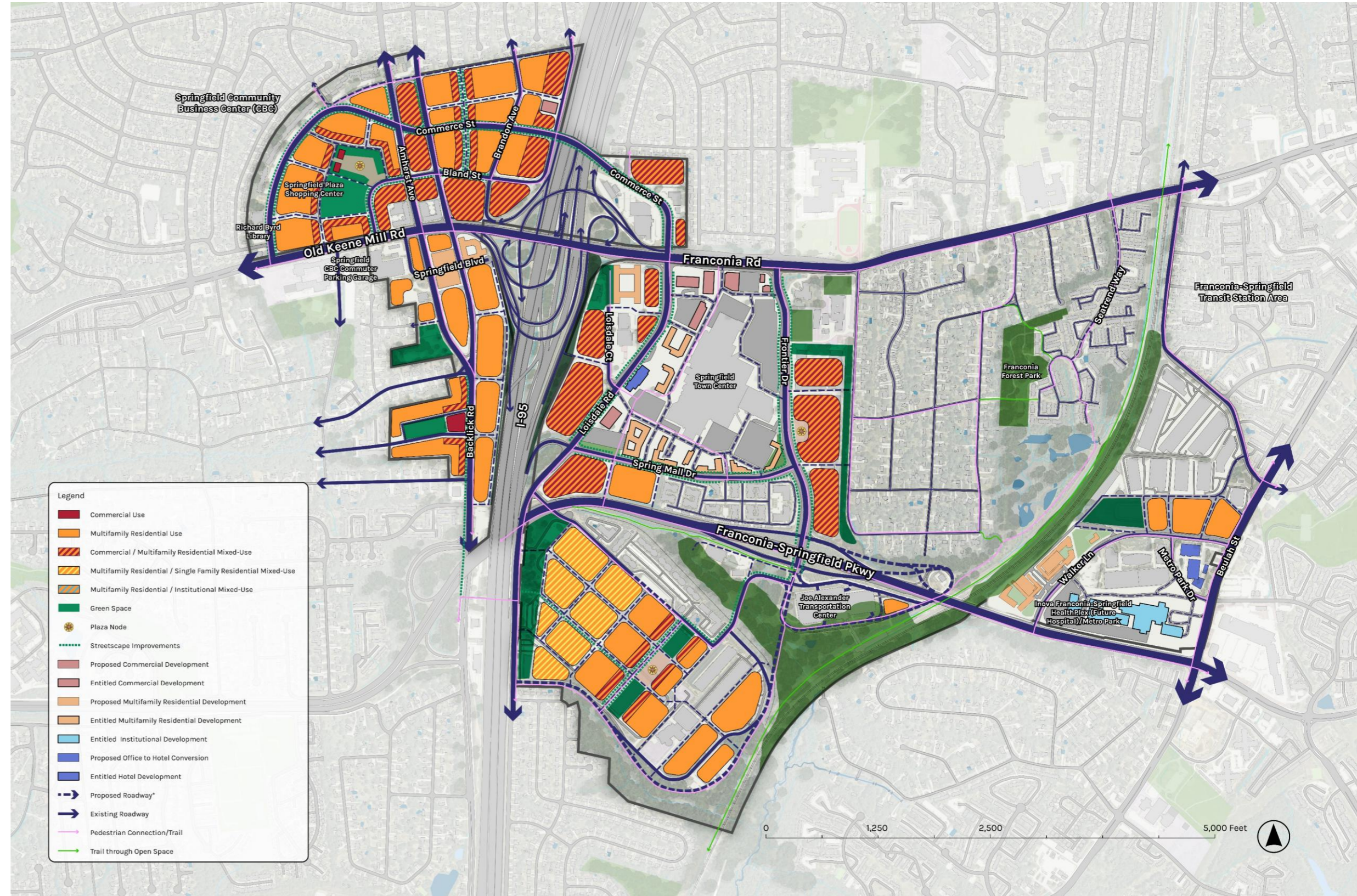


SCENARIO B – A FOCUS ON CONNECTIVITY AND GREEN SPACES

Overall Concept

Opportunities for new green spaces, or public plazas, and enhanced connectivity created by future development distributed throughout neighborhoods are explored in this concept. Future development along major thoroughfares and I-95 could be flexible as mixed-use commercial/retail and/or multifamily residential

- This concept focuses on **strengthening connectivity** between distinct plan areas and on creating better linkages to Metro and beyond.
- Stops for **Micro-transit** (flexible, on-demand public transportation services) can help improve mobility and connectivity throughout the study area.
- A mix of **green open spaces** and **programmed plaza spaces** are interspersed throughout the study area along with enhanced streetscape to encourage walking.
- A mix of **multifamily residential** and **mixed-use development** is added throughout the area over time.
- A network of proposed local streets introduce a more **pedestrian-friendly scale** to the study area.



SCENARIO C – A FOCUS ON NEIGHBORHOOD NODES

Overall Concept

Neighborhood nodes for placemaking and activity are the focal points around which future mixed-use and residential development are organized in this concept.

- **Neighborhood nodes** are surrounded by **mixed-use** development to serve residents, employees and visitors.
- The nodes are beautifully hardscaped and landscaped **plazas for gathering** and interaction with public **amenities**.
- Surface **parking** areas and underutilized parcels are transformed into new development, and parking is located in adjacent **garages or below development**.
- **Multifamily housing opportunities** are added throughout the area. Of note is a strategy for replacing the GSA warehouse and surrounding parcels with new development and a new neighborhood park.
- A finer **network of walkable streets and blocks** is created by the addition of new roadways within existing larger blocks and connecting them to the overall street grid.

