

AN AMENDMENT TO  
**THE COMPREHENSIVE PLAN  
 FOR FAIRFAX COUNTY, VIRGINIA  
 2017 EDITION**

**GENERAL LOCATION:** Northwest quadrant of the Franconia Springfield Parkway and Beulah Street intersection, east of the railroad tracks.

**PLANNING AREA AND DISTRICT:**  
 Area IV, Springfield Planning District

**SUB-DISTRICT DESIGNATION:**  
 S9-Beulah Community Planning Sector

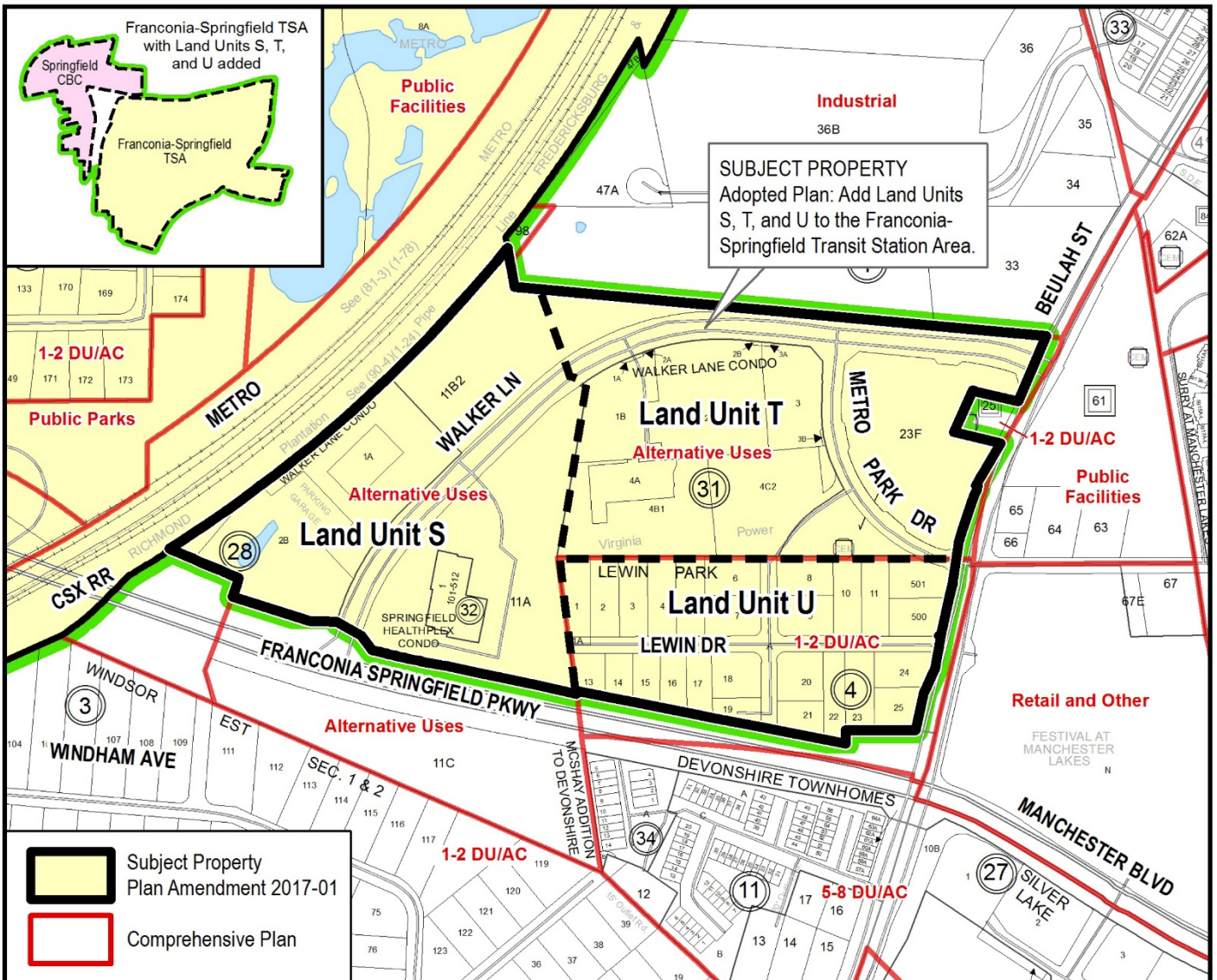
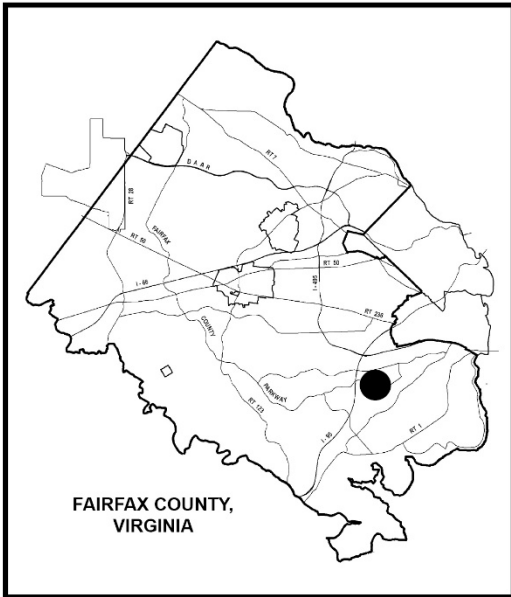
**PARCEL LOCATION:** 91-1((1))11A, 11B2, 23F; ((4))ALL; ((28))1A, 2B; ((31))1A, 1B, 2A, 2B, 2C, 3, 3A, 3B, 4A, 4B1, 4C2; ((32))ALL

**SUPERVISOR DISTRICT:** Lee

**ADOPTED:** October 24, 2017

**ITEM NO.** PA 2017-IV-S1

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



**AMENDMENT TO THE COMPREHENSIVE PLAN (2017 EDITION)**

The following changes to the Comprehensive Plan map have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, text which has been added is shown as underlined and text which has been deleted is shown with a strikethrough.

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, amended through 3-14-2017, Overview, page 1:

**“FRANCONIA-SPRINGFIELD AREA AND  
FORT BELVOIR NORTH AREA**

**OVERVIEW**

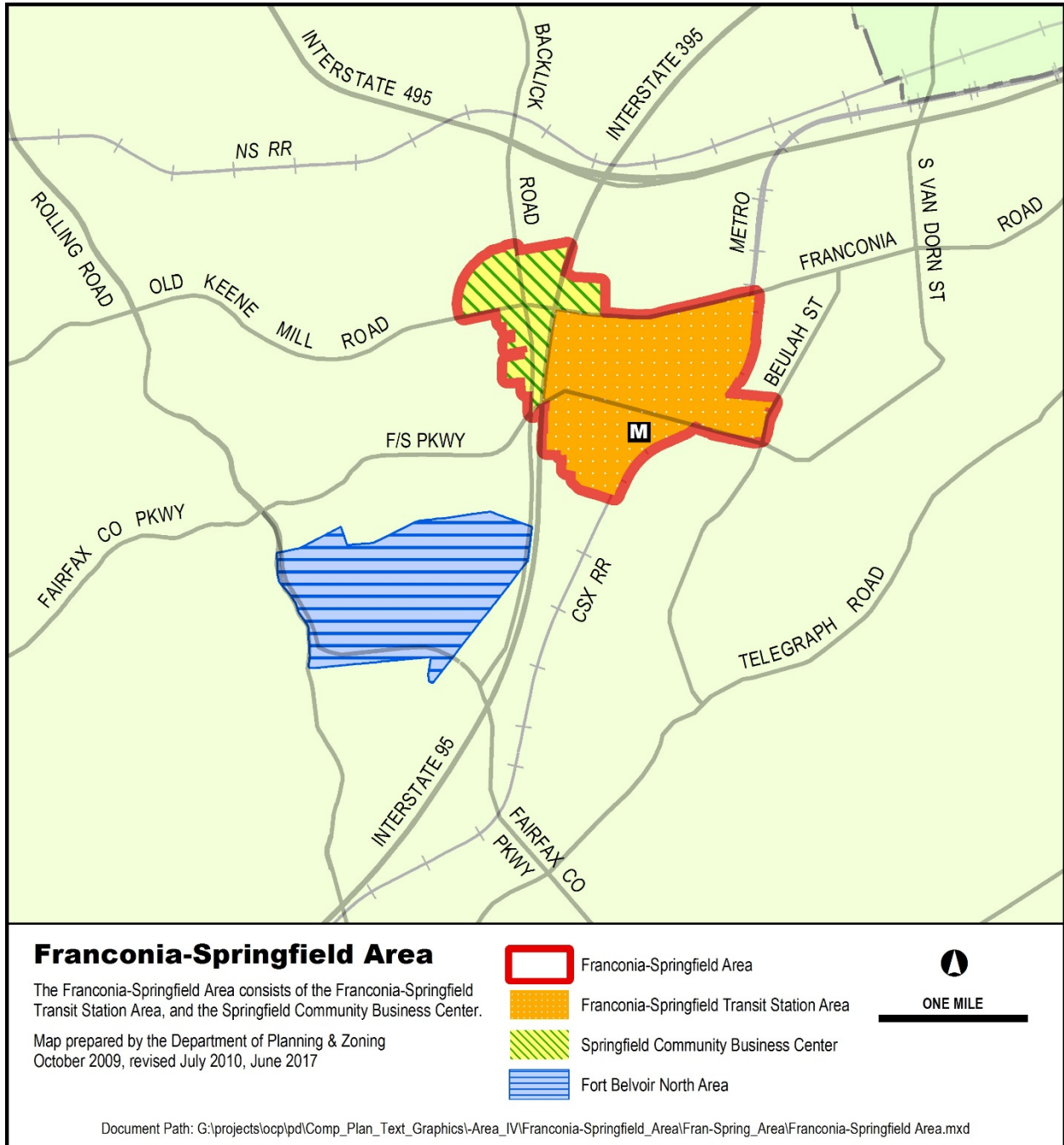
The Franconia-Springfield Area is located in the central portion of the Springfield Planning District, generally extending along Interstate 95 (I-95) from Commerce Street to the I-95/Newington interchange to the south, and from the Garfield Elementary School to ~~the CSX Railroad tracks~~ Beulah Street to the east. The Franconia-Springfield Area encompasses the Metrorail station. The area contains two established employment and retail centers, the Springfield Community Business Center and the Franconia-Springfield Transit Station Area (see Figure 1), which also comprise several established neighborhoods and residential areas. The retail centers serve to provide essential and luxury needs and services and job locations to the neighborhoods within and surrounding the area, and to the region.

The majority of the Springfield Community Business Center is located west of I-95, north and south of Old Keene Mill Road. A small portion of the CBC is located east of the Interstate and north of Franconia Road. The CBC offers a variety of community-serving retail goods and services. The CBC contains some housing and has potential for additional mixed-use development. The Community Business Center is envisioned to function as the community-serving urban village of the Franconia-Springfield Area.

The Franconia-Springfield Transit Station Area is located east of I-95 and south of Franconia Road, north of the Loisdale Estates and Windsor Estates neighborhoods, and west of ~~railroad tracks~~ Beulah Street. The Transit Station Area includes several places of interest. The Joe Alexander Transportation Center features Metrorail and Virginia Railway Express service, commuter parking and local and regional bus services. The Transit Station Area also includes Springfield Mall, a regional shopping center, and the General Services Administration (GSA) Parr Warehouse. The redevelopment of the mall into a mixed-use town center represents a major step in the revitalization of the area.”

**MODIFY**  
**FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and North Fort Belvoir Area, amended through 3-14-2017, Franconia-Springfield Area and Fort Belvoir North Area, Figure 1, "Franconia-Springfield Area" to show the inclusion of the subject land units, page 2:



**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, amended through 3-14-2017, Franconia-Springfield Area, page 3:

**“FRANCONIA-SPRINGFIELD AREA**

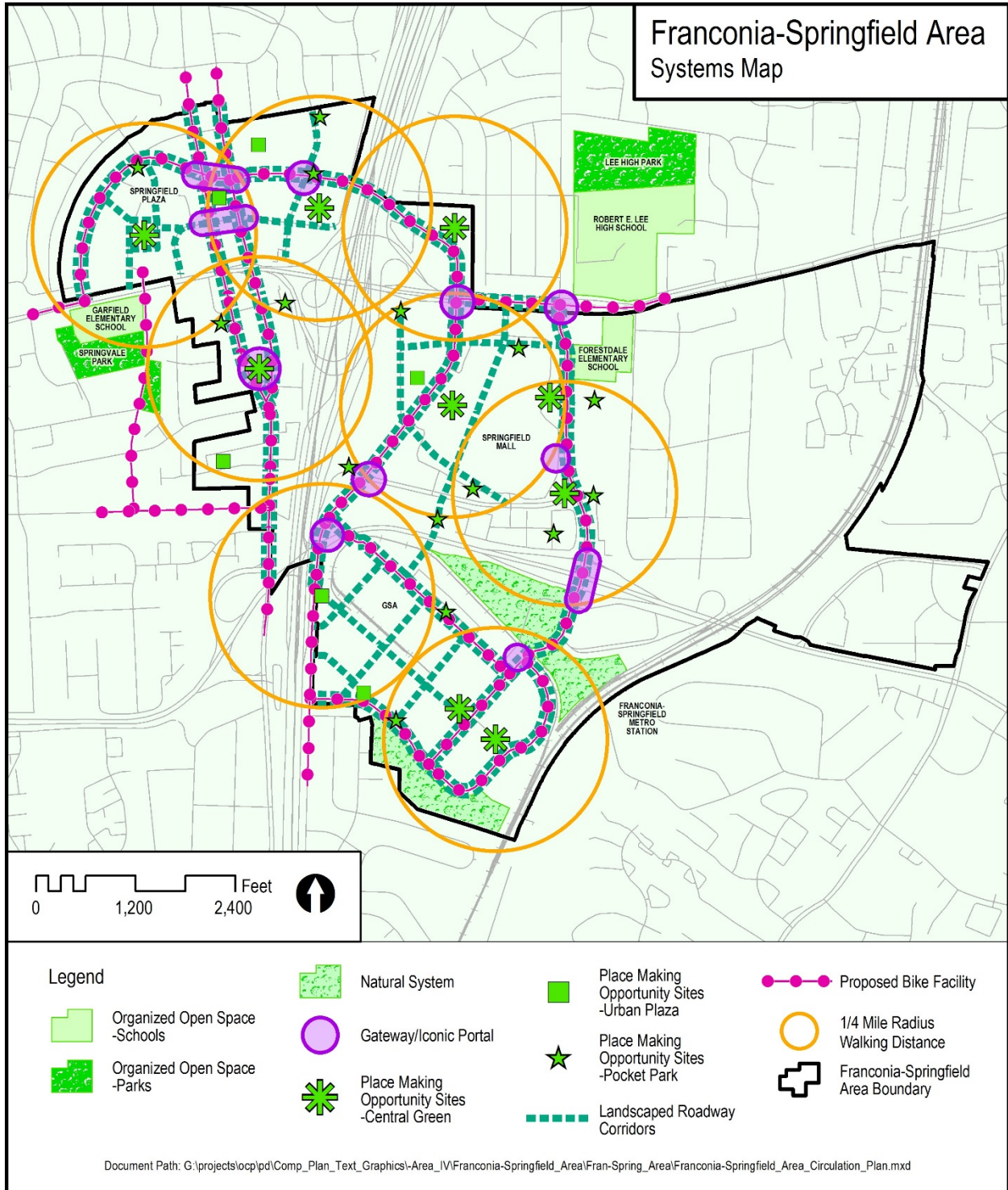
CHARACTER AND LOCATION

Franconia-Springfield Transit Station Area [*underlined in original text*]

The Franconia-Springfield Transit Station Area is located in the southeast quadrant of the intersection of Interstate 95 (I-95) and Franconia Road, between I-95 and ~~the CSX Railroad tracks~~ Beulah Street. The Transit Station Area encompasses the Joe Alexander Transportation Center; the Springfield Mall; retail, office, and hotel uses west of Loisdale Road; retail uses along the east side of Frontier Drive; the GSA Parr Warehouse; ~~and~~ the Springfield Center Industrial Park; and alternative uses at the eastern extremity, around the Inova Healthplex. It also includes the Springfield Crossing, Springfield Station, Springfield Forest, Greenwood townhouses, and New Charleston residential communities. Most of the housing in the area is comprised of single-family detached units with a few multifamily units located north and south of the Franconia-Springfield Parkway (Route 289).”

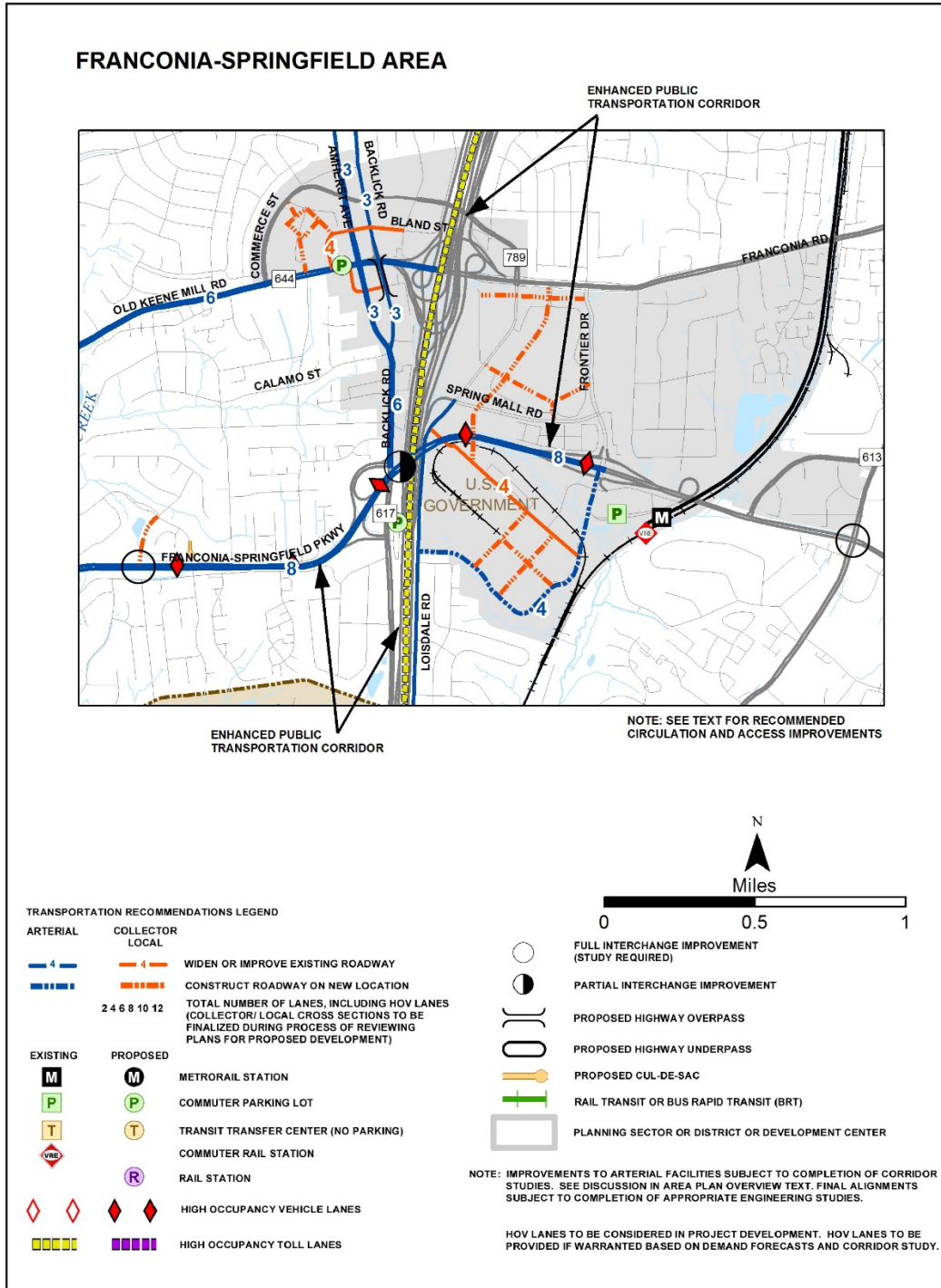
**MODIFY**

**FIGURE:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and North Fort Belvoir Area, amended through 3-14-2017, Franconia-Springfield Area, Figure 2, “Franconia-Springfield Area Systems Map” to show the inclusion of the subject land units, page 7:



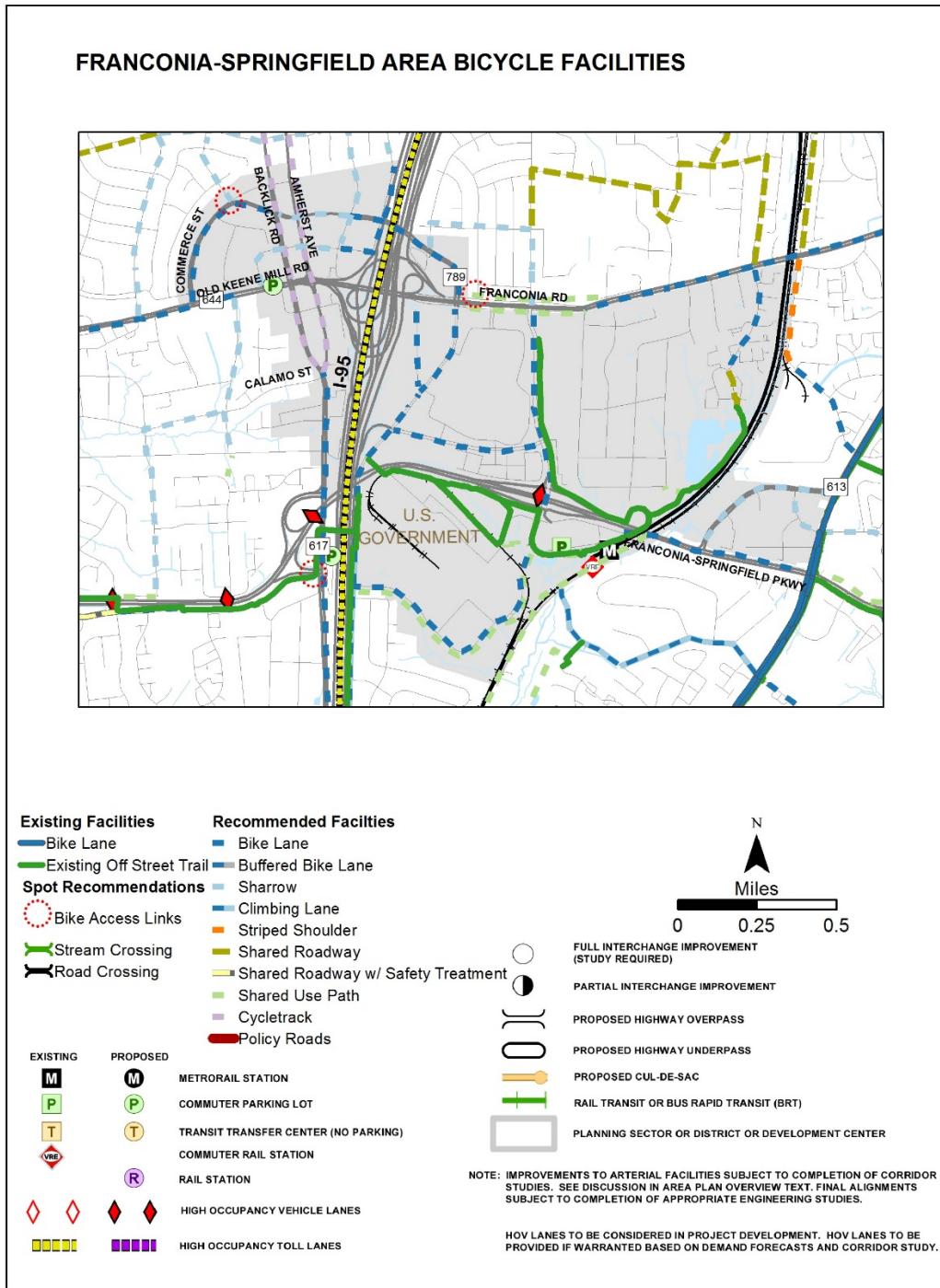
**MODIFY  
 FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and North Fort Belvoir Area, amended through 3-14-2017, Franconia-Springfield Area Area-wide Recommendations, Figure 3, "Transportation Recommendations" to show the inclusion of the subject land units, page 21:



**MODIFY  
 FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and North Fort Belvoir Area, amended through 3-14-2017, Franconia-Springfield Area Area-wide Recommendations, Figure 4, "Recommended Bicycle Facilities" to show the inclusion of the subject land units, page 25:



**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, amended through 3-14-2017, Franconia-Springfield Area Land Unit Recommendations, page 35:

### **“LAND UNIT RECOMMENDATIONS**

The Franconia-Springfield Area is divided into Land Units A through ~~R~~ U, which make up the Springfield Community Business Center (CBC) and the Franconia-Springfield Transit Station Area (TSA). Figure 7 illustrates the land unit boundaries. Land Units A through G are part of the Springfield Community Business Center, generally located on the west side of I-95. As mentioned previously, the majority of the area consists of community-serving, auto-oriented strip shopping centers with associated surface parking, in addition to a number of hotels. The area should continue to primarily serve the neighboring communities in their retail and employment needs. At the same time, the Plan envisions the area to be expanded to a more walkable, bike-friendly, mixed-use center for the community. The core area in Land Unit A is envisioned as the central node, or urban village for the community with higher densities located near access points to I-95 and Old Keene Mill Road.

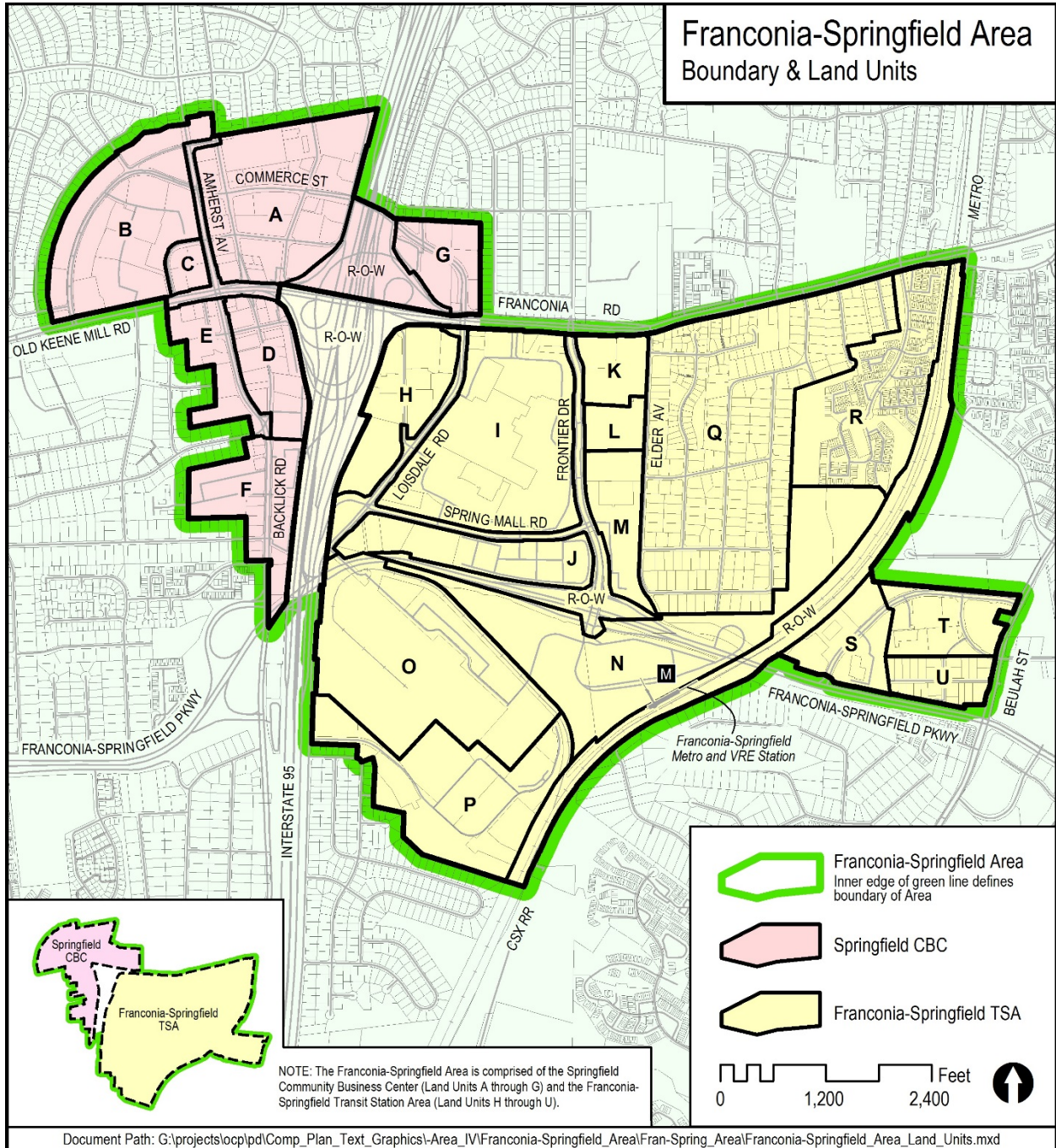
Land Units H through ~~R~~ U ~~are part of~~ comprise the Franconia-Springfield TSA. This area also consists of auto-oriented, commercial uses. The TSA should serve the local community, while also providing a regional destination with the redevelopment of the Springfield Mall into a town center in Land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

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



**MODIFY  
 FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and North Fort Belvoir Area, amended through 3-14-2017, Franconia-Springfield Area Land Unit Recommendations, Figure 7, "Franconia-Springfield Area Boundary & Land Units" to show the inclusion of the subject land units, now identified as Land Units S, T, and U, page 36:



**ADD/  
RELOCATE**

**TEXT:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, amended through 3-14-2017, Franconia-Springfield Area Land Unit Recommendations, page 57:

Note: This text is being relocated from Area IV, Springfield Planning District, S9-Beulah Community Planning Sector. No substantive changes are proposed. However, in order for the text to be compatible with the Franconia-Springfield Area, Land Units formerly identified as A, B, and C within Land Use Recommendation 1 of the Beulah Community Planning Sector have been renamed to Land Units S, T, and U, respectively. Only modified text is shown with ~~striketrough~~ and underlined text.

**“LAND UNIT A S**

At the baseline, Land Unit A S, located east of the CSX Railroad tracks, north of the Franconia-Springfield Parkway, and at the terminus of Lewin Drive, is planned for residential use at 3-4 dwelling units per acre or for low-intensity office use up to .25 FAR. ~~In all instances, the portion of the land unit Tax Map parcel 91-1((1))11C, located south of the Franconia Springfield Parkway and outside the extent of the Franconia-Springfield Area and Transit Station Area, should be~~ was dedicated to the county for open space with the intensity associated with this area parcel shifted to ~~the portion of the land unit north of the Parkway~~ property in Land Unit S.

Tax Map parcel 91-1((1))11A is the location of the Springfield Inova Healthplex. As an option, the health care facility is planned for expansion to include medical care facilities, medical office use, and ancillary uses up to 296,000 square feet of total development at such time that the rezoning of Land Unit E U (Lewin Park) is approved for nonresidential use. Medical office use may include administrative services, related to the medical care facilities and medical office uses. In order to foster consistent standards for development, this option should be implemented using the conditions for redevelopment at the optional level of Land Unit E U, including high-quality design, connectivity, circulation, urban parks, and park features. Building heights should not exceed 8 stories or a maximum of 100 feet with the height of above-ground parking structures limited to a maximum of 60 feet. Stormwater management should be enhanced on the site through infiltration, retention, and other Low Impact Development techniques, including rain gardens and green roofs, or, if this cannot be accommodated, off-site through contributions to stormwater management pond retrofits. Green building/energy efficient certification, such as Leadership in Energy and Environmental Design, is encouraged. Development should connect internal pedestrian circulation facilities to onsite amenities, adjacent uses, and the existing major paved trail parallel to the Franconia-Springfield Parkway to facilitate pedestrian and bicycle access to the Joe Alexander Transportation Center. Vehicular conflicts with pedestrian traffic should be minimized. Development also should contribute toward necessary off-site transportation improvements in the area.

Any development, either under the base or the option, should provide well-designed interior circulation with no direct vehicular access through Land Unit E U (the Lewin Park community) or to the Parkway. Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A S to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation. Attention should be

paid to proper siting of structures to enhance the relationship to the transportation center.

### **LAND UNIT ~~B~~ T**

The area north of Lewin Park, west of Beulah Street, and south of the industrial uses along Gravel Avenue is planned for residential use at 3-4 dwelling units per acre at the baseline. If consolidation of all parcels occurs, office or hotel use up to .25 FAR may be appropriate if a buffer, at least 25 feet in width, and a 7-foot brick wall are provided to assist in creating a transition to the residential community to the south. The buffer should contain evergreen trees to provide year round screening.

### **OPTION FOR LAND UNITS ~~A~~ S & ~~B~~ T**

As an option, office with support retail uses up to .55 FAR and up to 110,000 gross square feet total for office with an option for a child care center may be appropriate, if at least 15 acres of Land Unit ~~A~~ S and all of Land Unit ~~B~~ T are consolidated to create a mix of uses on the site and provide a transition to development along Beulah Street. To assist in creating the transition, the office and child care uses are envisioned to be located in the eastern portion of Land Unit ~~B~~ T near Beulah Street. In addition, the following conditions should be met:

#### **Land Use/Design**

- The development features a coordinated plan under a single application or concurrent applications which provides for high quality and coordinated architecture, streetscape treatment, and signage; efficient, internal vehicular circulation; efficient vehicular access; and usable open space such as urban parks and/or plazas;
- The development demonstrates transit orientation by locating buildings close to the Joe Alexander Transportation Center, by minimizing front yard setbacks along the internal roadway system, and by providing a pedestrian circulation system that interconnects buildings, parking lots and bus shelters, and provides a pedestrian link to the Franconia-Springfield Parkway trail;
- Building height is a maximum of 12 stories, tapering down to a maximum of approximately 60 feet for structures set back 150 feet from Beulah Street and a maximum of 40 feet for structures closer than 150 feet to Beulah Street;
- Retail uses are limited to support uses, such as dry cleaners and restaurants, that are functionally integrated within other buildings;
- ~~The portion of Land Unit A Tax Map parcel 91-1((1))11C, located south of the Franconia-Springfield Parkway is~~ was dedicated to the county for open space and should remain so. The development potential ~~may~~ has been transferred to other properties in the area north of the Parkway Land Unit S;
- Until such time as Land Unit ~~C~~ U redevelops with nonresidential uses, a minimum 25-foot vegetated buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community. The buffer should contain evergreen trees to provide year round screening. See additional text under “Transportation/Access” for guidance pertaining to the possible conversion of the buffer to a road under certain conditions;

- Parking structures are well landscaped with trees and shrubs in order to provide a buffer to the surrounding office and hotel uses and Lewin Park;
- The existing family cemetery should be preserved and access provided;
- Site lighting is located, directed, and designed to reduce glare and minimize impact onto the adjacent residential property;

### **Transportation/Access**

- Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A S to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation;
- Shuttle bus service and pedestrian access are provided to the Joe Alexander Transportation Center with the initial phase of development;
- Provision should be made to accommodate a future connection for pedestrian and shuttle bus access to the Joe Alexander Transportation Center from a point within Land Unit A S via a bridge over the CSX and Metrorail tracks;
- To encourage transit use, the amount of parking should be minimized to the extent feasible;
- Access is provided from Land Unit E U through Land Unit B T to Beulah Street;
- If Land Unit E U has redeveloped for nonresidential use, a road to serve the redeveloped area should be provided in lieu of the 25-foot buffer, which is planned to be located north of Land Unit E U. However, in the event that 760,000 gross square feet of the approved development in Land Units A S (excluding Parcel 11A) and B T occur prior to the redevelopment of Land Unit E U, this road should be constructed along the northern edge of the 25-foot buffer and the buffer area preserved; and
- A Transportation Demand Management Program (TDM) is put in place which encourages the use of the Joe Alexander Transportation Center as an alternative to single occupant vehicle commuting.

### **LAND UNIT E U**

The Lewin Park community is planned for residential use at 1-2 dwelling units per acre. Land Unit A S, to the west, is planned for residential use with an option for office use, while Land Unit B T, to the north, is recommended for residential use with office uses as an option. If the optional uses for Land Unit B T are approved through a rezoning, then office and/or hotel with support retail uses at up to 1.5 FAR may be appropriate for Land Unit E U if the following conditions are satisfied:

#### **Land Use/Design**

- The parcels in the land unit are substantially and logically consolidated. If all parcels cannot be consolidated, it must be demonstrated that the unconsolidated parcel(s) can

be compatibly integrated into the existing development;

- The development features a coordinated plan which provides for high quality architecture, design, and building materials to foster development that is compatible with existing and planned development in Land Units ~~A S~~ and ~~B T~~;
- The building heights are a maximum of approximately 8 stories or a maximum of 100 feet, tapering down to a maximum of 60 feet for structures set back 101-150 feet from the existing centerline of Beulah Street and a maximum of 40 feet for structures set back 100 feet or closer from the existing centerline of Beulah Street;
- The height for above ground parking structures is limited to a maximum of 60 feet;
- Shared structured parking may be appropriate if designed and located in a manner that concentrates parking to the interior of the Metro Park development. This parking may be physically connected to adjacent parking structure(s) in Land Units ~~A S~~ and ~~B T~~;
- The development minimizes front yard setbacks and avoids surface parking along the internal roadway system, and provides a pedestrian circulation system that interconnects buildings and provides an attractive pedestrian link to the Franconia-Springfield Parkway trail;
- Usable open space such as a landscaped plaza, courtyard with seating, or an on-site recreational amenity for employees is provided; Structures are well landscaped with trees and shrubs in order to provide a buffer to the existing Devonshire townhouse development located across from the subject property on the south side of the Franconia-Springfield Parkway;
- Lighting is located, directed, and designed to reduce glare and minimize impact onto existing Devonshire townhouse development;
- Support retail uses located in the ground-level of office or hotel buildings is encouraged but not required in every building;
- Mitigation of the impact on parks and recreation per policies contained in Objective 6 of the Parks & Recreation section of the Policy Plan and Springfield District standards;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features.

### **Transportation/Access**

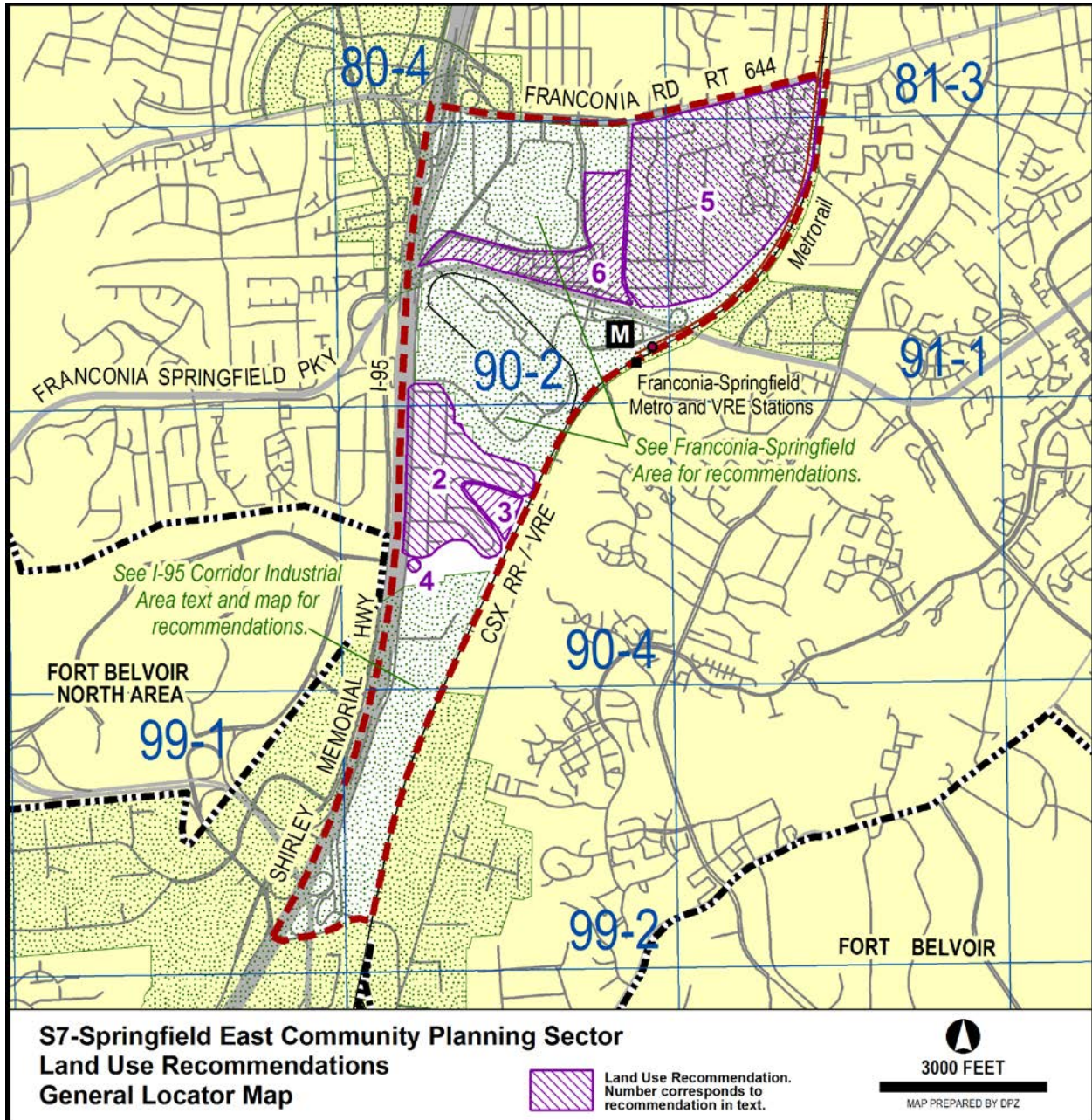
- Right-of-way is dedicated for the planned Beulah Street/Franconia-Springfield Parkway interchange and as may be needed along Beulah Street to support this option;
- A Transportation Demand Management Program (TDM) is implemented that reduces trips and mitigates traffic on surrounding streets, including Beulah Street, by

encouraging the use of transit, carpooling, or other alternatives to single occupant vehicle commuting. This TDM program should address on and off site parking management strategies including but not limited to charging for parking, limiting the amount of parking to the extent feasible, and affording opportunities for shared parking. Use of shared parking facilities connected to adjacent parking structure(s) in Land Units A S and B T may be an appropriate off site parking strategy;

- The development should provide shuttle service to the Joe Alexander Transportation Center and/or other destinations in the nearby area until such time that a circulator, described in Land Unit B T of the Franconia-Springfield Transit Station Area, is operational. At such time, redevelopment should participate in the circulator's management and operation. Options for development are feasible only if the private sector contributes a proportional share of transportation improvements (road fund) and/or funding to meet the transportation needs of the area;
- Support for high-quality and safe pedestrian connectivity to the Joe Alexander Transportation Center may include contribution(s) to maintain and improve sidewalks and landscaping along portions of Franconia-Springfield Parkway Trail that serve the subject property, as denoted in the Fairfax County Countywide Trails Plan Map;
- Coordination with any existing TDM program and existing shuttle bus service in Land Units A S and B T is encouraged;
- Primary access is via Metro Park Drive, Jasper Lane, Walker Lane, or other internal roads with no direct access from the Franconia-Springfield Parkway (VA-7900).

**MODIFY  
FIGURE:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, amended through 3-14-2017, S7-Springfield East Community Planning Sector, Figure 32, "S7-Springfield East Community Planning Sector Land Use Recommendations General Locator Map" to show the modified extent of the Franconia-Springfield Area (shaded green), page 77:



**MODIFY**

**TEXT:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, amended through 3-14-2017, S9-Beulah Community Planning Sector, pages 88-89:

“Land Use [*underlined in original text*]

The Beulah Planning Sector contains stable residential neighborhoods. Infill development should be of a compatible use, type, and density and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial 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.

The area bounded by Franconia Road on the north, and Beulah Street and Grovedale Drive on the east and west, respectively, should develop as the community focal point for the greater Franconia area. A cluster of public facilities (including the Franconia Government Center), community-serving office and retail uses, and the historic Olivet Episcopal Church are located here. Compatible redevelopment along with an urban park will help establish this area as a community focal point and complement the function of this area as a location for community activities and interaction.

Figure 38 indicates the geographic location of land use recommendations for this sector.

1. ~~The area of approximately 64 acres generally located in the northwest quadrant of Franconia-Springfield Parkway and Beulah Street consists of an older residential neighborhood and land zoned for industrial use (I-4 and I-5). Access to the industrial area is available only through the residential neighborhood due to a limited access easement along the Franconia-Springfield Parkway. This area is located in close proximity to the Joe Alexander Transportation Center. Given the unique characteristics of the site, additional planning objectives for this area are to resolve the issue of land use compatibility and promote transit oriented development at this location. The area is divided into Land Units A, B, and C as depicted on Figure 39 Tax Map parcel 91-1 ((1)) 11C has been dedicated to the county for open space. The development potential associated with this parcel was transferred to other properties in Land Unit S of the Franconia-Springfield Area, on the north side of the Franconia-Springfield Parkway.”~~

**DELETE/  
RELOCATE**

**TEXT:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, amended through 3-14-2017, S9-Beulah Community Planning Sector, from “Land Units A” on page 89 to end of section “Land Unit C” on page 95. Move and modify the text to the Franconia-Springfield Area section:

~~“LAND UNIT A~~

~~At the baseline, Land Unit A, located east of the CSX Railroad tracks, north of the~~



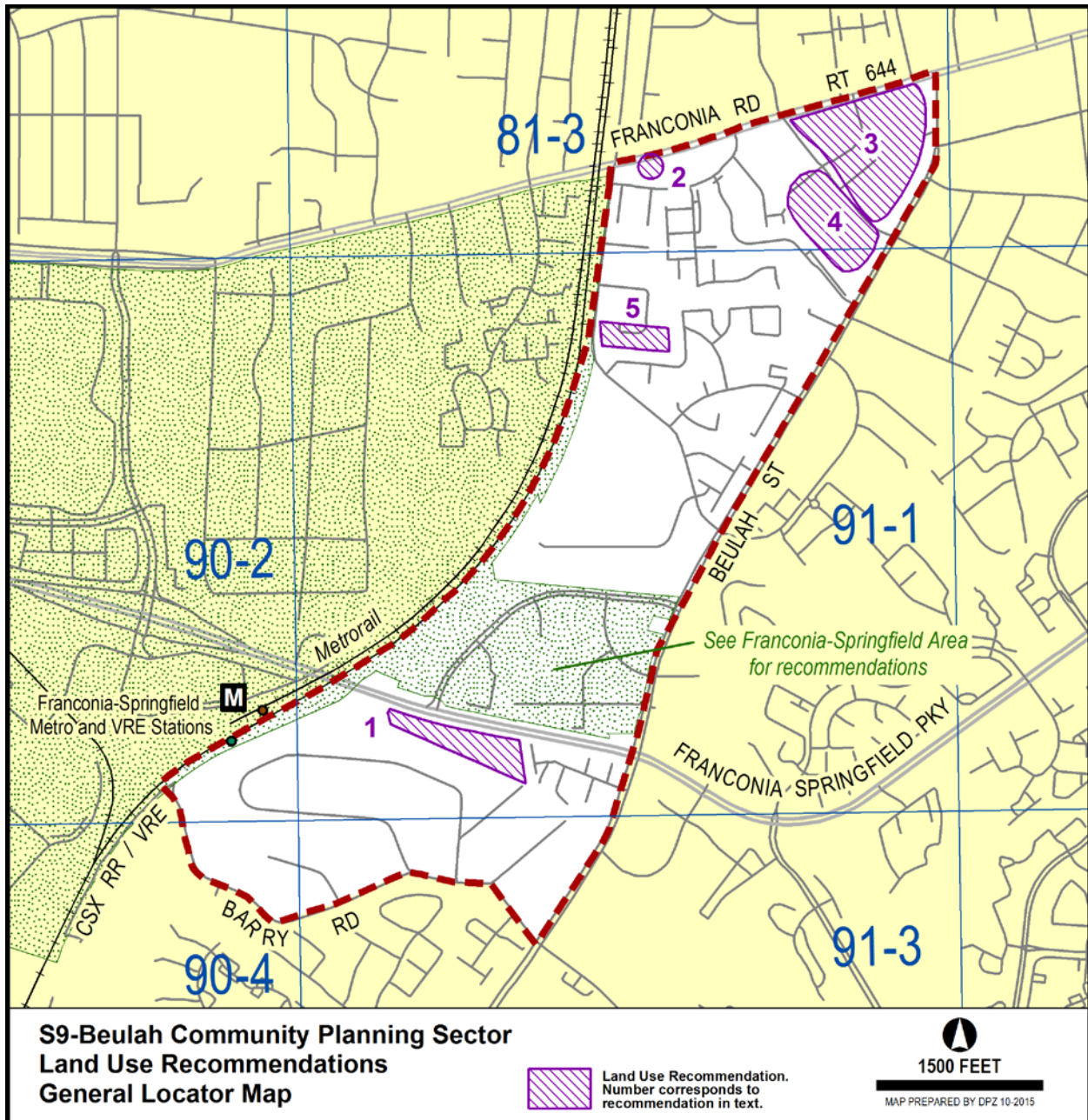
~~Franconia Springfield Parkway, and at the terminus of Lewin Drive, is planned for residential use at 3-4 dwelling units per acre or for low-intensity office use up to .25 FAR.~~

...

- ~~Primary access is via Metro Park Drive, Jasper Lane, Walker Lane, or other internal roads with no direct access from the Franconia Springfield Parkway (VA 7900)."~~

**MODIFY  
FIGURE:**

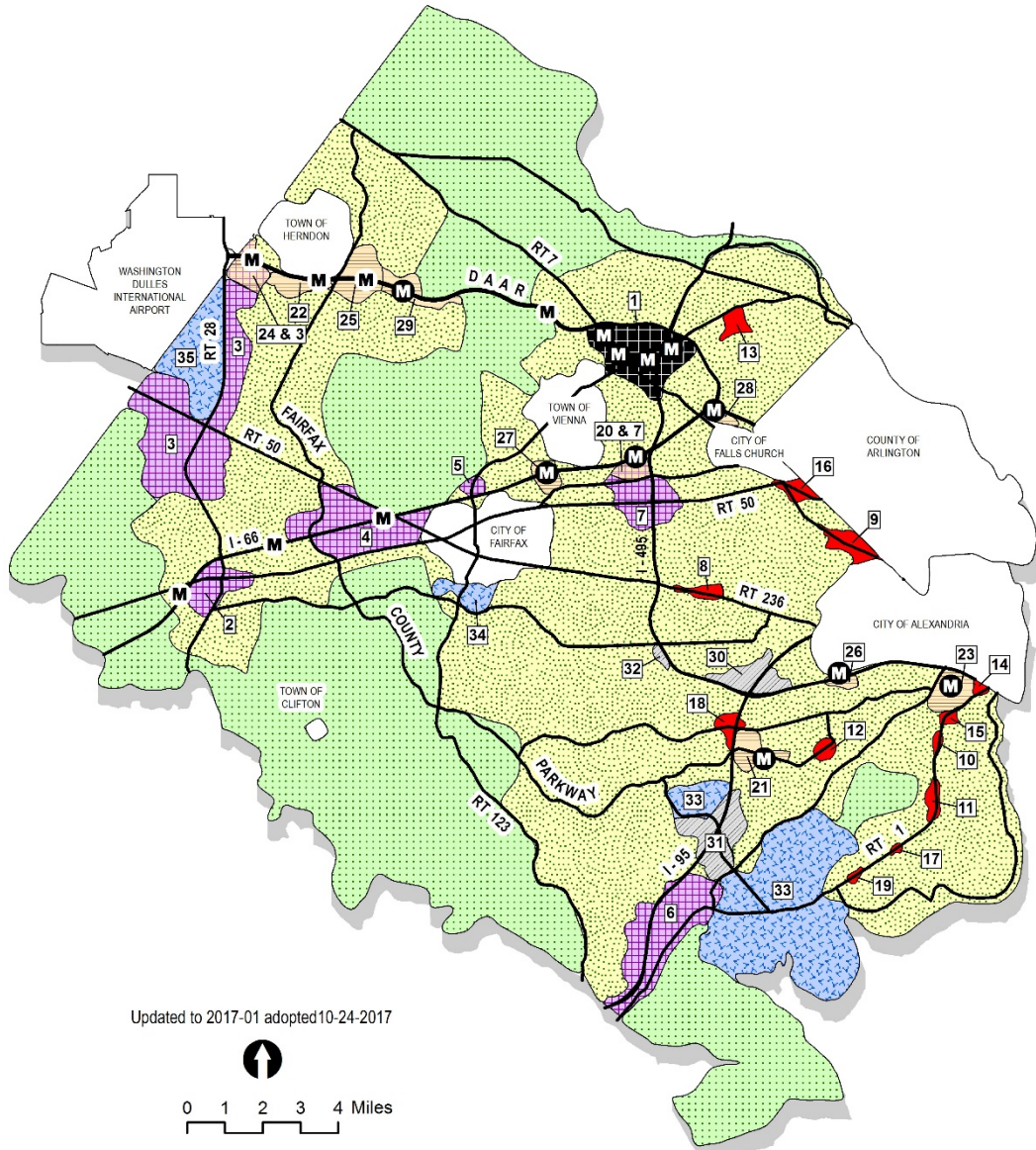
Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, amended through 3-14-2017, S9-Beulah Community Planning Sector, Figure 38, "S9-Beulah Community Planning Sector Land Use Recommendations General Locator Map" to remove the subject land units as a recommendation area (shaded purple) and to show the modified extent of the Franconia-Springfield Area (shaded green), page 90:





**MODIFY  
FIGURE:**

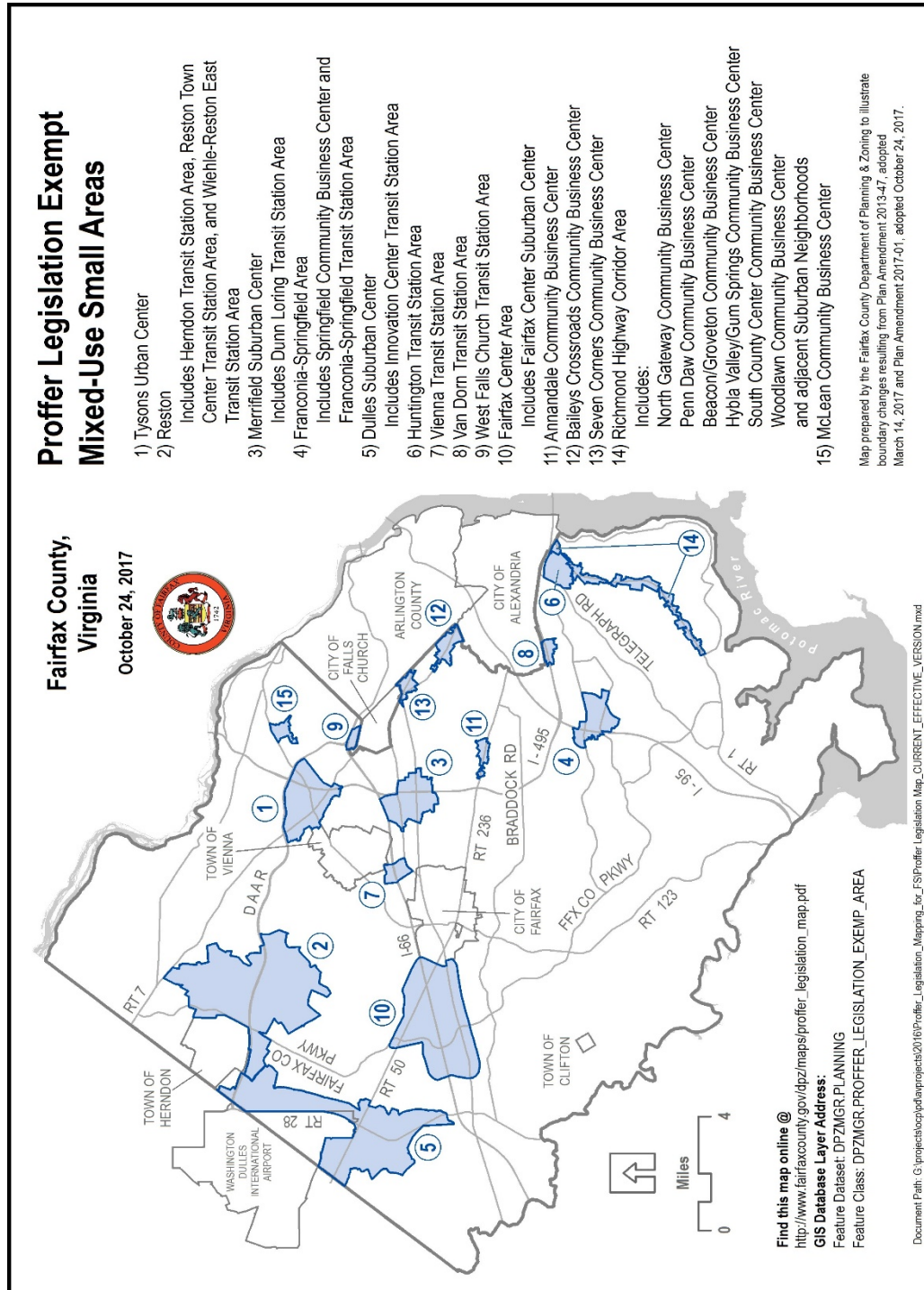
Fairfax County Comprehensive Plan, 2017 Edition, Areas I, II, III and IV, Overview, amended through 3-14-2017, figure 2, page 4, "Concept for Future Development Map," to include Tax Map parcels 91-1((1))11A, 11B2, 23F; ((4))ALL; ((28))1A, 2B; ((31))1A, 1B, 2A, 2B, 2C, 3, 3A, 3B, 4A, 4B1, 4C2; ((32))ALL in the Franconia-Springfield Area and TSA boundary.



Document Path: G:\projects\locp\pdf\Comp\_Plan\_Text\_Graphics\common\_&\_overview\Concept for Future Development\map+legend with layout tight together--map as updated to 2017-01 on 10-24-2017.mxd

**MODIFY  
 FIGURE:**

Fairfax County Policy Plan, 2017 Edition, Preface, amended through 3-14-2017, Figure 2, "Proffer Legislation Exempt Mixed-Use Small Areas," page 5, to include Tax Map parcels 91-1((1))11A, 11B2, 23F; ((4))ALL; ((28))1A, 2B; ((31))1A, 1B, 2A, 2B, 2C, 3, 3A, 3B, 4A, 4B1, 4C2; ((32))ALL in the Franconia-Springfield Area and TSA boundary.



**COMPREHENSIVE LAND USE PLAN MAP:**

The Comprehensive Land Use Plan Map will change to show the expanded Franconia-Springfield Area and TSA boundaries to include Tax Map parcels 91-1((1))11A, 11B2, 23F; ((4))ALL; ((28))1A, 2B; ((31))1A, 1B, 2A, 2B, 2C, 3, 3A, 3B, 4A, 4B1, 4C2; ((32))ALL.

**TRANSPORTATION PLAN MAP:**

The Countywide Transportation Plan Map will not change.