

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, Franconia-Springfield Area and Fort Belvoir North Area

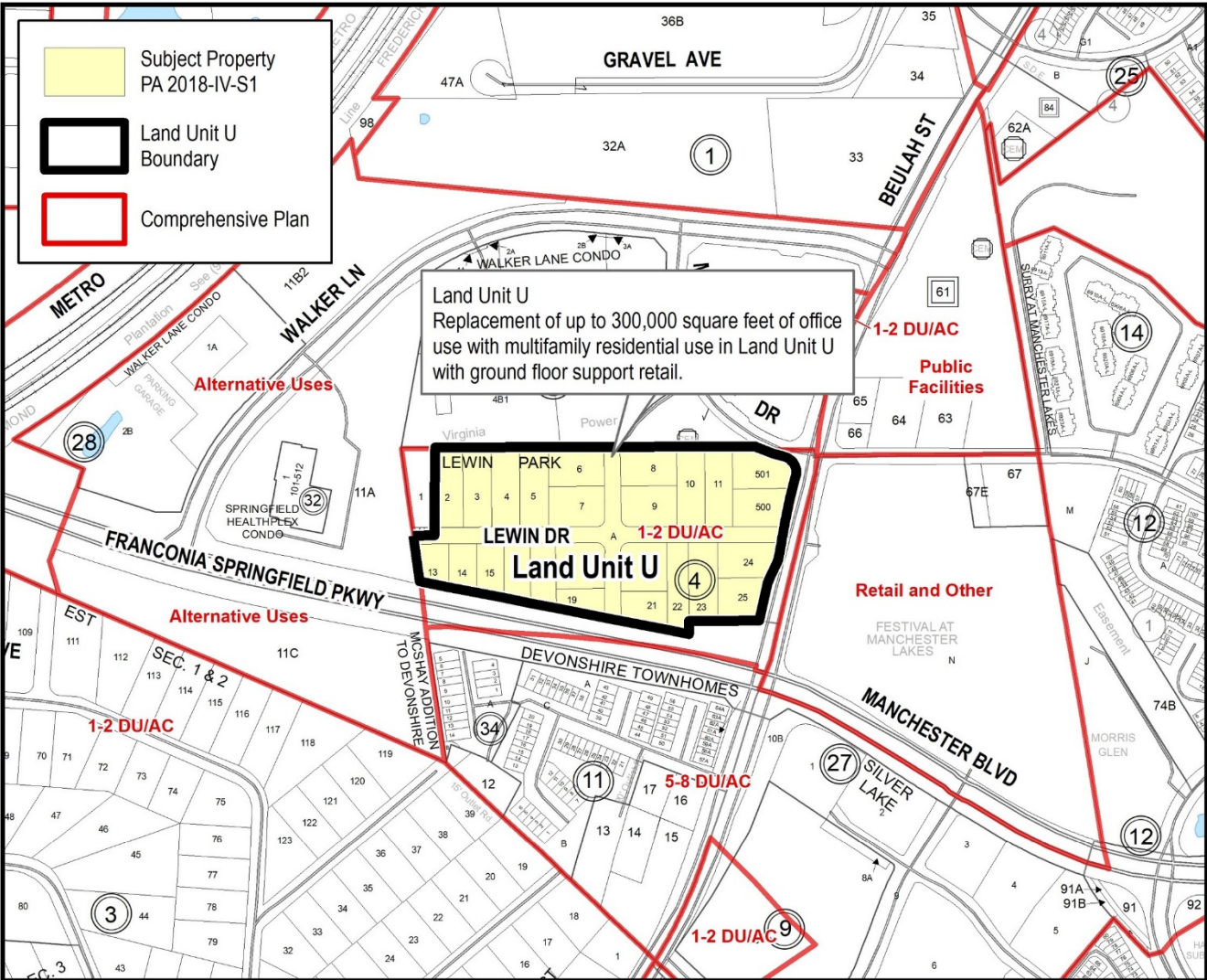
SUB-DISTRICT DESIGNATION:
 Community Planning Sector: Franconia-Springfield Transit Station Area

PARCEL LOCATION: 91-1 ((4)) A, 2-11, 13-25, 500, & 501

SUPERVISOR DISTRICT: Lee

ADOPTED: March 19, 2019 **ITEM NO.** PA 2018-IV-S1

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
 PARCEL INFORMATION CURRENT TO OCTOBER 2018
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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 ~~striketrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, amended through 7-31-2018, Franconia-Springfield Area Land Unit Recommendations, pages 59-62:

“LAND UNIT 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 S & 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 S and all of Land Unit 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 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;
- Tax Map parcel 91-1((1))11C, located south of the Franconia-Springfield Parkway was dedicated to the county for open space and should remain so. The development

- potential has been transferred to other properties in Land Unit S;
- Until such time as Land Unit U redevelops with ~~nonresidential~~ optional office, hotel and/or multifamily residential 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 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 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 U through Land Unit T to Beulah Street;
- If Land Unit U has redeveloped for ~~nonresidential~~ office, hotel and/or multifamily residential uses, 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 U. However, in the event that 760,000 gross square feet of the approved development in Land Units S (excluding Parcel 11A) and T occur prior to the redevelopment of Land Unit 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 U

The Lewin Park community is planned for residential use at 1-2 dwelling units per acre. Land Unit S, to the west, is planned for residential use with an option for office use, while Land Unit T, to the north, is recommended for residential use with office uses as an option. If the optional uses for Land Unit T are approved through a rezoning, then office and/or hotel and/or up to 300,000 square feet of multifamily residential with support retail uses at up to 1.5 FAR may be appropriate for Land Unit 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 S and 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 S and T;
- The development minimizes front yard setbacks and avoids surface parking along the internal roadway system, promotes porosity around public spaces, 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; well-designed and integrated on-site public park space such as active pocket parks, urban plazas, or open lawns are encouraged; 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, and is encouraged to be in proximity to provided public park spaces;
- 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 S and 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 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 S and 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)."

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.