


Address/Tax Map Parcel(s):	Springfield Center Drive Tax Map Parcel 90-4 ((1)) 11C	
Nominator:	Timothy S. Sampson	
Supervisor District:	Lee	
Planning Area:	Area IV	
Planning District/Special Area:	Springfield Planning District / Franconia-Springfield Transit Station Area (Land Unit P)	
Acreage:	5 acres	
Current Plan Map/Text:	Baseline recommendation for industrial use up to an intensity of 0.35 Floor Area Ratio (FAR), with option for biotech and research uses at an intensity of 0.50 FAR in support of the Northern Virginia Community College (NVCC) / INOVA Medical Education Campus, which adjoins the subject parcel.	
Proposed Amendment:	Mixed-use, allowing for a combination of office, institutional and residential uses with supporting retail up to an intensity of 1.5 FAR (up to 326,700 square feet (sf) including up to 75% of residential, office, research, education, clinical or institutional uses and up to 15% of retail or other supporting uses).	

### Considerations:

The subject site is a vacant, wooded parcel located on Springfield Center Drive in the Springfield Center Business Park, approximately one-half mile east of the intersection with Loisdale Road. The surrounding area is largely planned for and developed with light industrial and office uses. Land uses adjacent to the site include the NVCC Medical Education Campus to the northwest, the Transportation Safety Administration's (TSA) nearly completed headquarters to the north, light industrial uses to the northeast and southeast, and vacant, wooded land and stream valley to the south surrounding a tributary of Long Branch. The parcel to the northeast, currently used as a warehouse and distribution center, is planned for office use up to 2.0 FAR and approved for 517,000 SF of commercial use for business and supply services. The General Services Administration (GSA)-Parr Warehouse, located northwest of NVCC's campus, is a federally owned warehouse facility. A tributary of Long Branch and its associated stream valley separates this area from the Franconia-Springfield Metrorail Station and Joe Alexander Transportation Center (transit center) to the northeast. However, an extension of Springfield Center Drive to Metropolitan Center Drive is currently under construction with the TSA headquarters and would provide a more direct pedestrian connection from the site to the station. Additionally, the Comprehensive Plan calls for the extension of Frontier Drive south from the transit center to Loisdale Road in the vicinity of the nomination site. To the south and east of the site are the Loisdale Estates and Windsor Estates single-family residential neighborhoods, respectively.

The nomination proposes an option for mixed-use up to 1.5 FAR on an individual parcel that is planned for and generally surrounded by parcels that are planned for an intensity up to 0.50 FAR. The Site-Specific Plan Amendment (SSPA) process encourages nominations to be submitted using logical planning areas of one or more parcels to avoid the piecemeal review of potential plan changes on relatively small sites that may be affected by similar issues. The nominator's justification suggests that the current I-4 / Industrial zoning designation does not reflect the best use of the parcel considering its location near the transit center and recent rezoning and development of adjacent properties. The adopted Transit-Oriented Development Guidelines in the Policy Plan recommend that, in order to promote transit ridership, the highest intensity of land uses should be located within a quarter mile radius from the Metrorail station platform, with intensity tapering down to within a half mile radius or a 5-10 minute walk to the station platform. The nominated site is located between one third and one half of a mile from the transit center, as the crow flies. However, due to the Long Branch stream valley and circuitous road connections, the walking distance between the site and transit center would exceed the recommended half-mile distance and 5-10 minute walk time. The extension of Springfield Center Drive in conjunction with the TSA development will reduce this walk time, but not sufficiently enough to provide for a 5-10 minute walk to the station platform. The planned Frontier Drive extension may similarly reduce this walk time, however, a final alignment has not been approved. Furthermore, any residential uses proposed at this site would be largely out of character with the surrounding industrial uses and isolated, raising significant concerns about compatibility and the inability of the residents to easily access residential amenities and services.

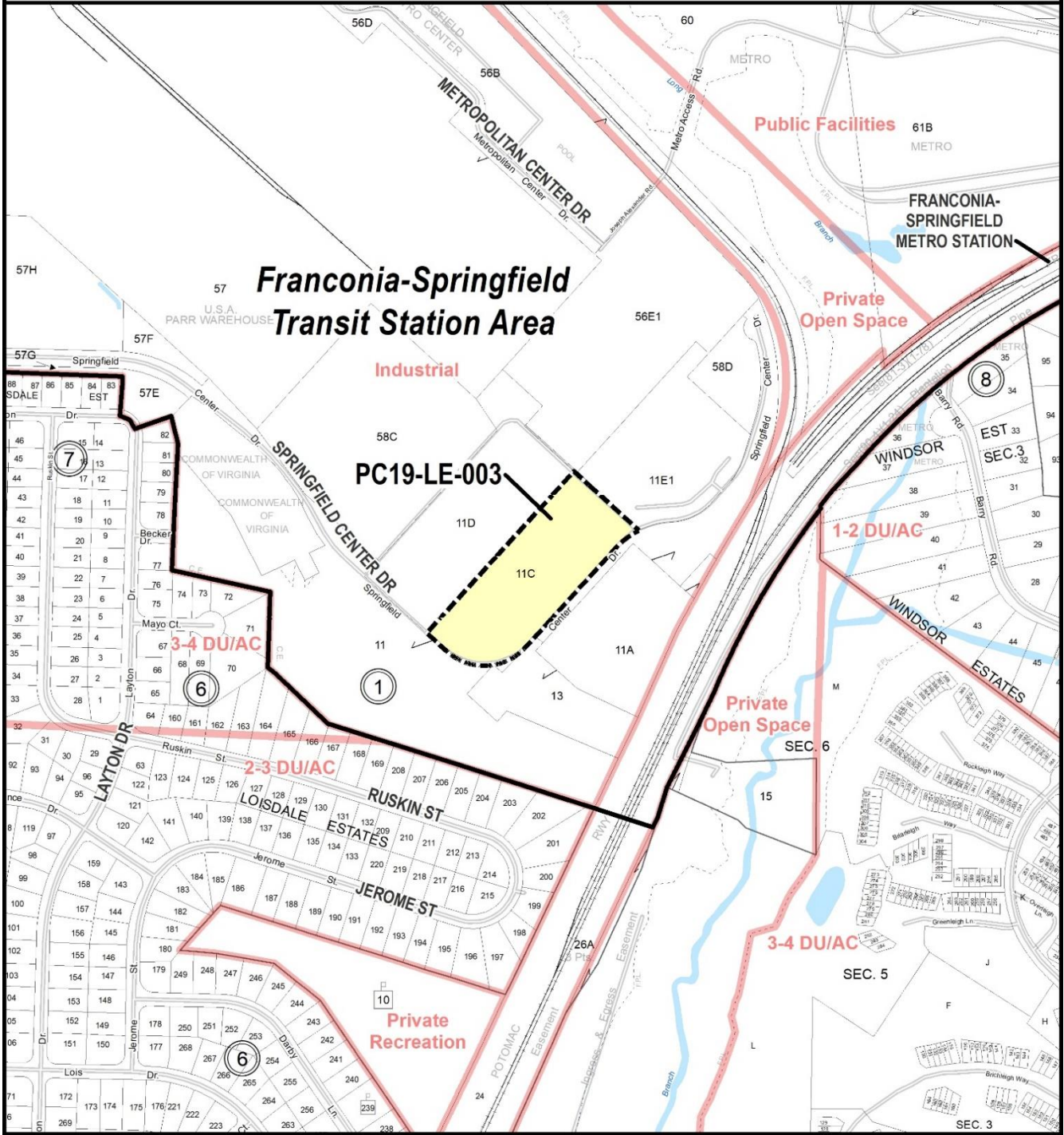
### Preliminary Staff Recommendation:

PC19-LE-003 is not recommended to be added to the Comprehensive Plan Amendment Work Program. The site is located beyond of a walking distance of 5-10 minutes from the station platform as recommended when considering higher intensities around transit stations. Moreover, the proposed intensity of this nomination would be nearly five times that of the adopted baseline and at least three times that of the planned development option on the subject parcel. By proposing

such a significant change in intensity on an individual parcel, the nomination does not provide a logical planning area to evaluate per the SSPA guidelines. Furthermore, the proposal would potentially result in isolating between 100 to 250 residential units at the rear of an industrial area with limited amenities that would be accessible to residents.

# PC19-LE-003

## NVCC/INOVA Medical Center



**PC19-LE-003**

**Baseline Plan Recommendation**

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS MAP CURRENT TO FEBRUARY 2020

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