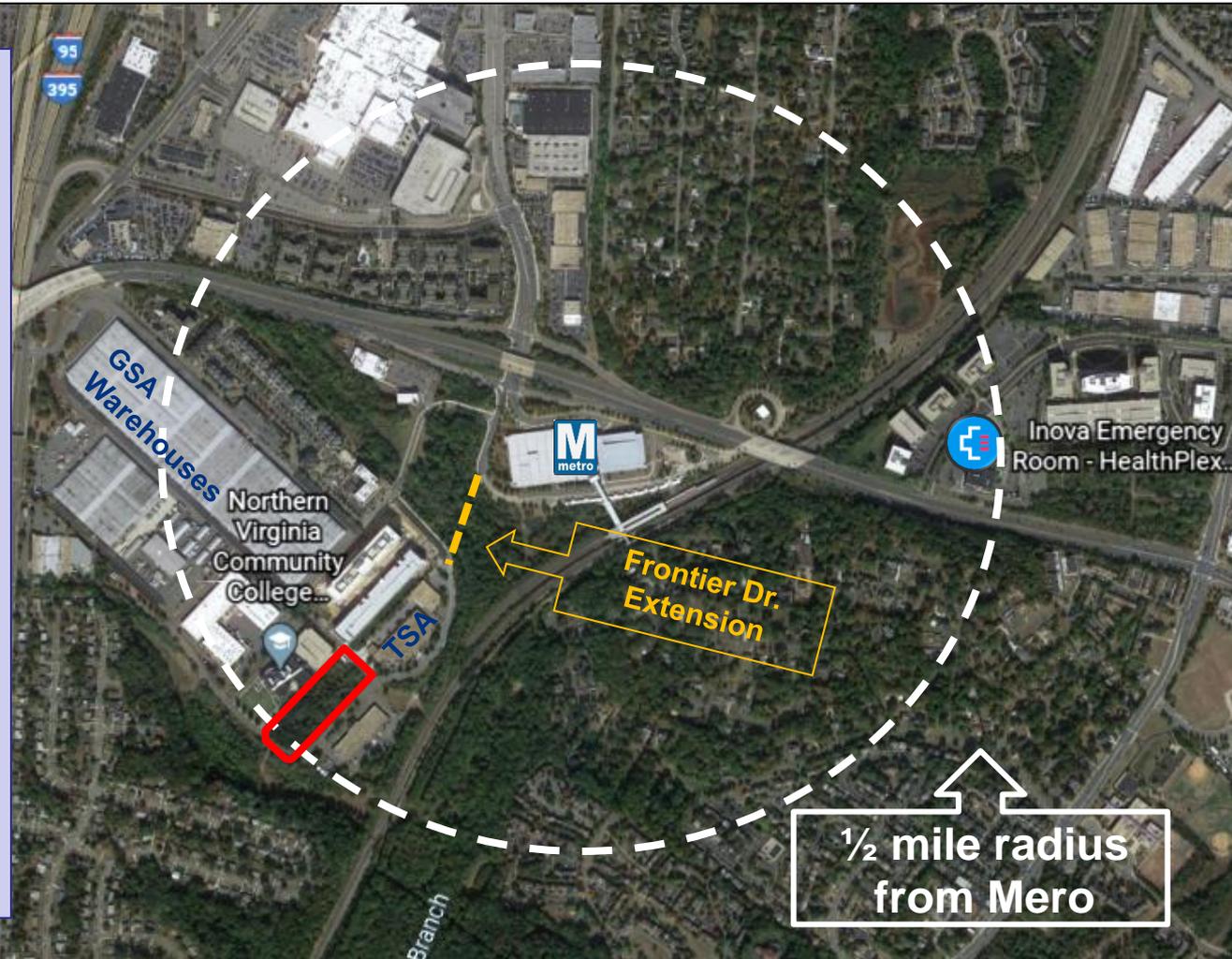


**Springfield Center Drive
PC 19-LE-003
Lee District Task Force**

August 17, 2020

Nomination Property

- 5 acres – vacant land
- Owned by Inova for 20+ years
- Approx. 1 mile from Inova Springfield HealthPlex
- No longer proposed for medical use
- Within ½ mile of the Joe Alexander Transportation Center
 - Land Unit P of the Franconia-Springfield Transit Station Area



Comp Plan Guidance for Transit Station Areas

Policy a. Structure the land use plan to designate areas of the county planned for specific uses and guided by specialized planning and development policies.

Encourage ... Transit Station Areas, and other areas within these Centers that would benefit from revitalization and redevelopment, the development of mixed use projects.

activities.

Policy a. Create mixed-use Centers to enhance the sense of community and reduce the need to travel long distances for employment and/or services.

Policy b. Encourage, within the Tysons Urban Center, cores of Suburban Centers, cores of Community Business Centers, and Transit Station Areas, and other areas within these Centers that would benefit from revitalization and redevelopment, the development of mixed-use projects.

Policy c. Maintain the integrity of mixed-use Centers and neighboring residential communities.

Policy a. Reevaluate the county's Comprehensive Plan at least once every five year period with cognizance of regional growth and development trends and implications.

Concentrate most future development in mixed-use Centers and Transit Station Areas to a degree which enhances opportunities for employees to live close to their workplace.

Policy a. Link existing and future commercial development with employment and services, emphasizing ride transit service and non-motorized access facilities.

Policy b. Concentrate most future development in mixed-use Centers and Transit Station Areas to a degree which enhances opportunities for employees to live close to their workplace.

- Policy c. Ensure that redevelopment of residential neighborhoods addresses associated capacity deficiencies which would occur to the public facility and transportation systems.
- Policy d. Optimize stormwater management and water quality controls and practices for residential redevelopment.

Concentrate the highest level of development intensity in areas of transportation advantage, i.e. the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.

Objective 12: The location and level of development intensity should be utilized as a means of achieving a broad range of county goals.

Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.

planning fabric of the mixed-use center.

3. Pedestrian and Bicycle Access:

Provide safe pedestrian and bicycle travel to and from and within the station area.

Non-motorized access and circulation are critical elements of successful TODs and should be encouraged. Techniques to promote maximum pedestrian and bicycle access must include an integrated pedestrian and bicycle system plan with features

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4. Mix of Land Uses:

Promote a mix of uses to ensure transit use of transit, to promote increased ridership during peak and off-peak periods in all directions, and to encourage different types of activity throughout the day.

A balanced mix of residential, office, retail, governmental, institutional, entertainment and recreational uses should be provided to encourage a critical mass of pedestrian activity as people live, work and play in these areas. The appropriate mix of uses should be determined in the Area Plans by examining the unique characteristics and needs of each station area. Specific development plans that conflict with the achievement of the mix of uses planned for that station area are discouraged.

Comp Plan Guidance for Franconia-Springfield Area



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Franconia Springfield Area

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development identifies both the Springfield Community Business Center and the Franconia-Springfield Transit Station Area as mixed-use centers. Mixed-use centers, depending on their scale and offerings, serve as community and/or regional focal points. Recommendations for the Springfield CBC are intended to enhance the community-serving commercial aspects of Springfield with an urban village component, while the Transit Station Area focuses on the regional aspects of the Springfield Mall/Town Center. Both areas encourage multi-modal usage, with the Transit Station Area also including a transit-oriented development

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FAIRFAX COUNTY COMPREHENSIVE PLAN, 2017 Edition AREA IV
Franconia-Springfield Area and Fort Belvoir North Area, Amended through 3-19-2019 Page 5
Franconia Springfield Area

component with the Joe Alexander Transportation Center. Recommendations for both areas reflect the growing need to integrate housing and employment in proximity to one another.

VISION FOR THE FRANCONIA-SPRINGFIELD AREA

The vision for redevelopment in the Franconia-Springfield Area is to transform the area into a mixed use, easily accessible, and inter-connected place. Residents, employees, and visitors will have their essential needs and services proximate to one another and easily accessible by multiple means of transportation, particularly by walking and biking. Redevelopment also will serve the needs of the surrounding neighborhoods and, to a certain extent, the region. The vision has been developed to foster revitalization and reinvestment of the area and is expressed through the following guiding principles:

- Provide opportunities for high density, mixed-use redevelopment, which would allow residents, employees, and visitors to work, shop, exercise, and live in relative proximity to each other;
- Enhance multi-modal linkages throughout the area and to the Joe Alexander

The vision has been developed to foster revitalization and reinvestment ... provide opportunities for high density, mixed-use development

Comp Plan Guidance for Franconia-Springfield Area



AREA-WIDE RECOMMENDATIONS

Land Use

A mixture of uses should be provided in the Franconia-Springfield Area such that a vibrant, unique, and social place is created that extends activity beyond the normal working hours. The success of the retail centers in the CBC and TSA should continue to be encouraged with complementary uses and services, responding to the needs of the local residents, employees, and regional users, and by a coordinated, comprehensive design plan. In order to promote their competitiveness, the activity in each of the centers should focus on a central node. The mixture of uses should be located in these areas, including more intense residential, office, hotel, and ground-floor retail uses.

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redevelopment should enhance the development centers through consolidated, urban mixed-use projects, supported by a grid of streets and urban parks. In the Springfield Plaza and GSA area (Land Units B and O), these supporting features are illustrated in the final report of the Connectivity Study and in the following recommendations, on such figures as Figure 2. Future redevelopment proposals should consider this type of redevelopment and should implement these transportation and placemaking improvements. It is recognized that interim uses, which are not in conformance with this long-term vision may be able to foster near-term revitalization efforts. In this case, proposed development should result in public benefits, such as improvements in circulation or access, parking, landscaping, site design or building design, which outweigh any adverse effects of the land use change.

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Franconia-Springfield Area and Fort Belvoir North Area, Amended through 3-19-2019

Franconia Springfield Area Area-wide Recommendations

AREA IV

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the activity center will be the largest contributor to adding more traffic and congestion to the local area roadway system.

A number of conditions in the recommended plan for the area will help to alleviate the impacts of future development. The land use plan encourages an optimal land use mix, designed to increase transit and walking trips and reduce peak hour automobile reliance. By improving the ratio of jobs-to-housing in the area, the plan is designed to reduce travel times for many residents and workers while animating the future streets of the Franconia-Springfield Area with more pedestrian activity. These objectives are supported by streetscape and context-sensitive design guidance so that future streets in the area can function as more than vehicular thoroughfares. A complete streets philosophy is embodied in the streetscape guidance, intended to ensure that the right-of-way is designed and operated to enable safe travel by all users and all transportation modes. This design guidance is supported by...

d animating the future streets of the Franconia-Springfield Area with more pedestrian activity.

Barbara A. Byron, Director
RZ/FDP 1998-LE-064, etc. TSA project
Page 2

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PLAN HISTORY AND DEVELOPMENT

The Plan for the Franconia-Springfield TSA was adopted in February of 1994. It was developed under the guidance of the Board-appointed Franconia-Springfield Planning Area Task Force. Major planning objectives endorsed by the Task Force for the Transit Station Area include providing opportunities for mixed-use projects and high-density residential development in proximity to the Transportation Center. In recognition of the importance of the Joe Alexander Transportation Center to the future growth and development of the area, the Task Force and staff supported land use recommendations calling for the redevelopment of the industrial area located adjacent to the Transportation Center. The intent of the land use recommendations was to promote redevelopment of this area by allowing mixed-use development and high-density residential use as an option to the existing industrial uses. Redevelopment in this area would provide an opportunity to facilitate transit oriented development and to promote the types of land uses that would take better advantage of the transit services that are now available at the Transportation Center. These services include bus, Metrorail and Virginia Railway Express commuter rail transportation.

Comp Plan Guidance for Franconia-Springfield Area



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Franconia-Springfield Area and Fort Belvoir North Area, Amended through 3-19-2019
Franconia Springfield Area Land Unit Recommendations

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designed as an integral part of each development.

Land Unit P

Land Unit P is located south of the [redacted] warehouse and north of the Loisdale Estates subdivision. It is about 57 acres in size and contains the site of the Northern Virginia Community College and Springfield Center Industrial Park.

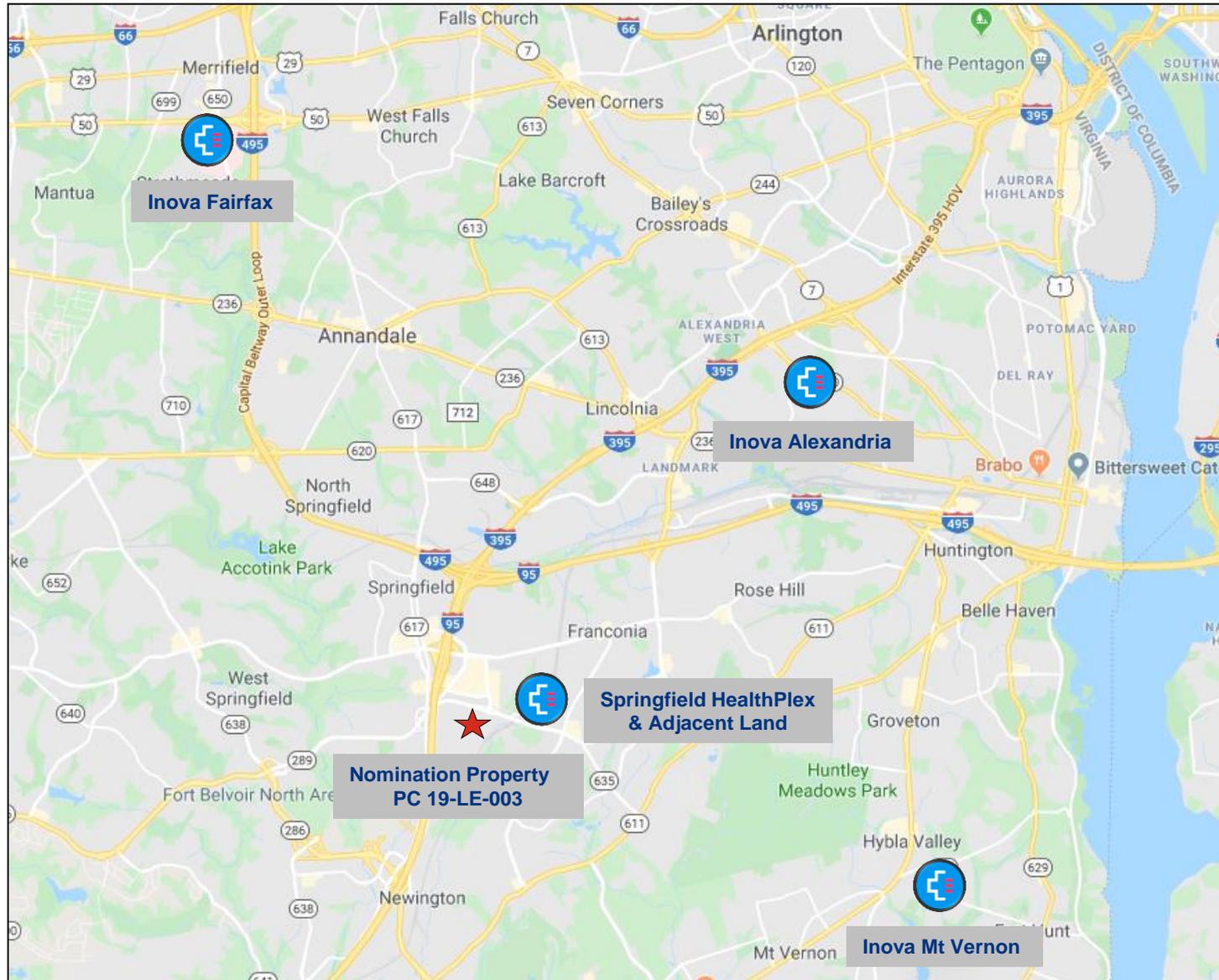
Land Unit P is planned for light industrial use up to .35 FAR. As an option, biotech/research and development uses up to .50 FAR may be appropriate to complement the VNCC/INOVA medical center. For parcels 90-2((1))57E, 57F, 57G, and 57H, office use up to .50 FAR may also be considered. Any development under this option must demonstrate that it will generate less peak hour traffic than the planned baseline use to minimize traffic generation in an area with limited transportation capacity. Development should provide a landscaped buffer of at least 75 feet in width along the Loisdale Estates subdivision boundary.

As an option, parcels 90-2((1))58D and 90-4((1))11B are planned for office use up to 2.0 FAR, with support retail use. Redevelopment should include, at a minimum, the following elements:

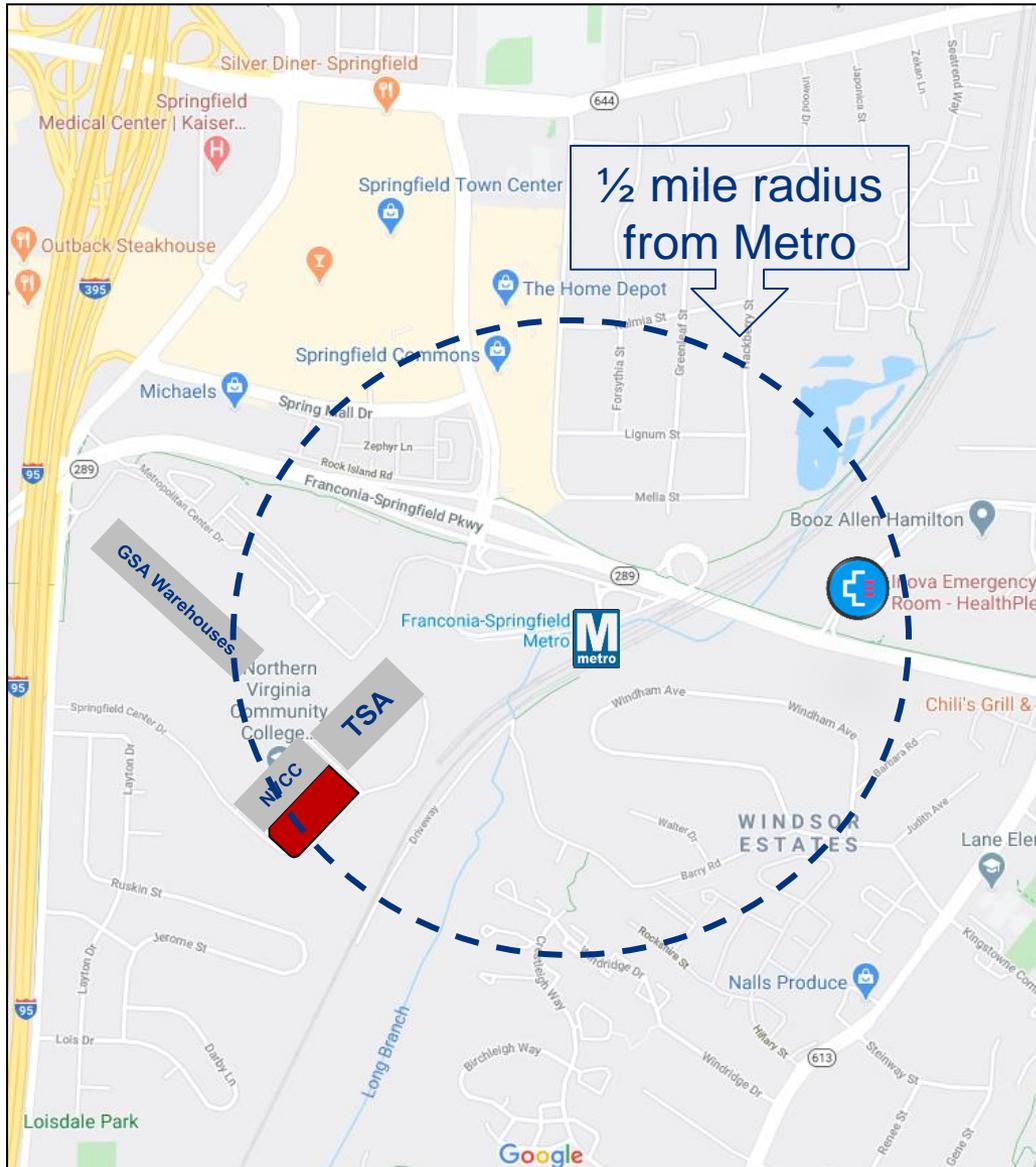
Surrounding FAR & Uses



Nomination Property



Nomination Property



- Currently planned for light industrial use - up to 0.35 FAR
 - *Comp Plan* offers an option for up to 0.5 FAR for biotech/research and development uses to complement the “NVCC/Inova medical center”
- Currently zoned I-4 with 0.5 FAR by right
- No longer proposed for medical use.
- Now proposing mixed-use with up to 1.5 FAR for possible residential, education, office, institutional, retail, and other uses

Conceptual Layout



AREAS

RESIDENTIAL:	245,000 GFA	(250 UNITS)
INSTITUTIONAL/ RETAIL/ OFFICE:	81,700 GFA	
TOTAL DEVELOPMENT:	326,700 GFA	
BUILDING LEVELS:	5	

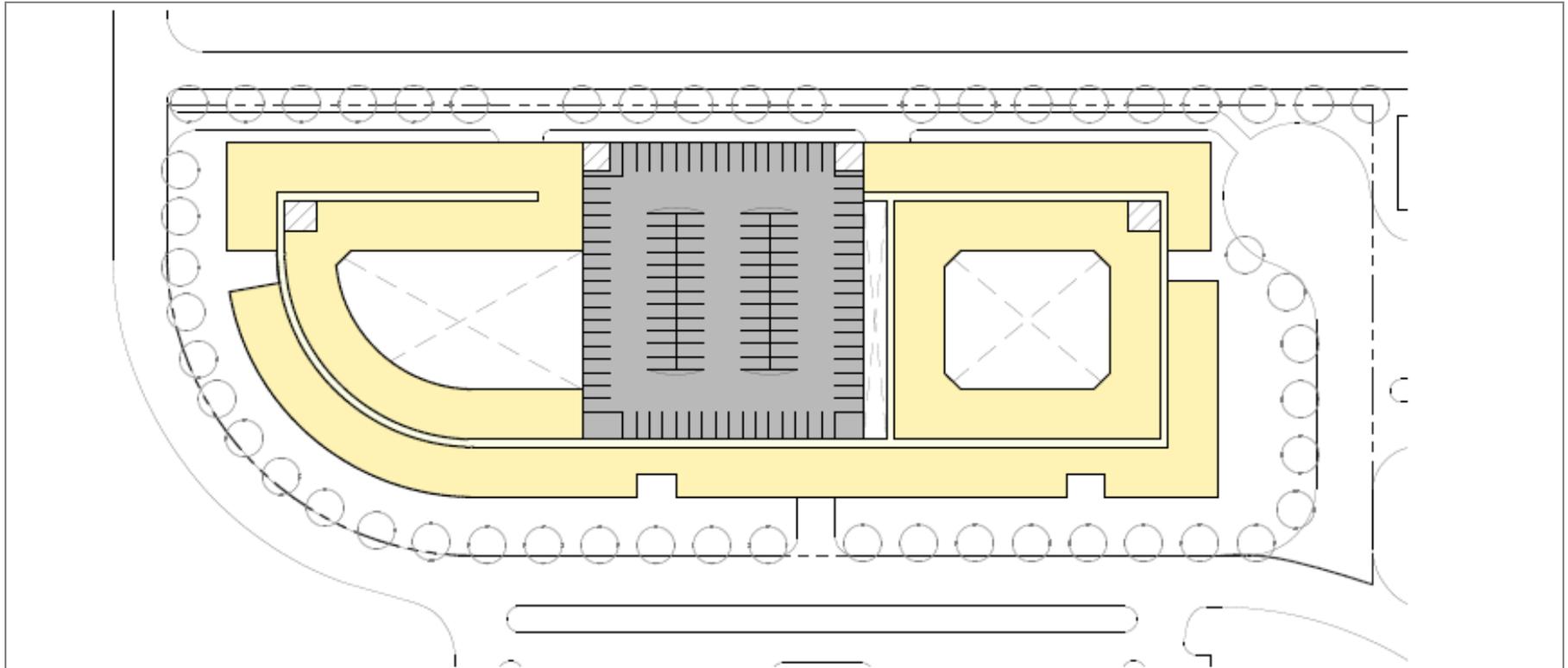
PARKING

SPACES REQUIRED:	375 (RESIDENTIAL)
	41 (RETAIL)
	416 (TOTAL)
SPACES PROVIDED:	462
PARKING LEVELS:	4

LEGEND

 RESIDENTIAL	 SERVICE RETAIL
 PARKING/ LOADING	 SERVICE
 GREEN SPACE	

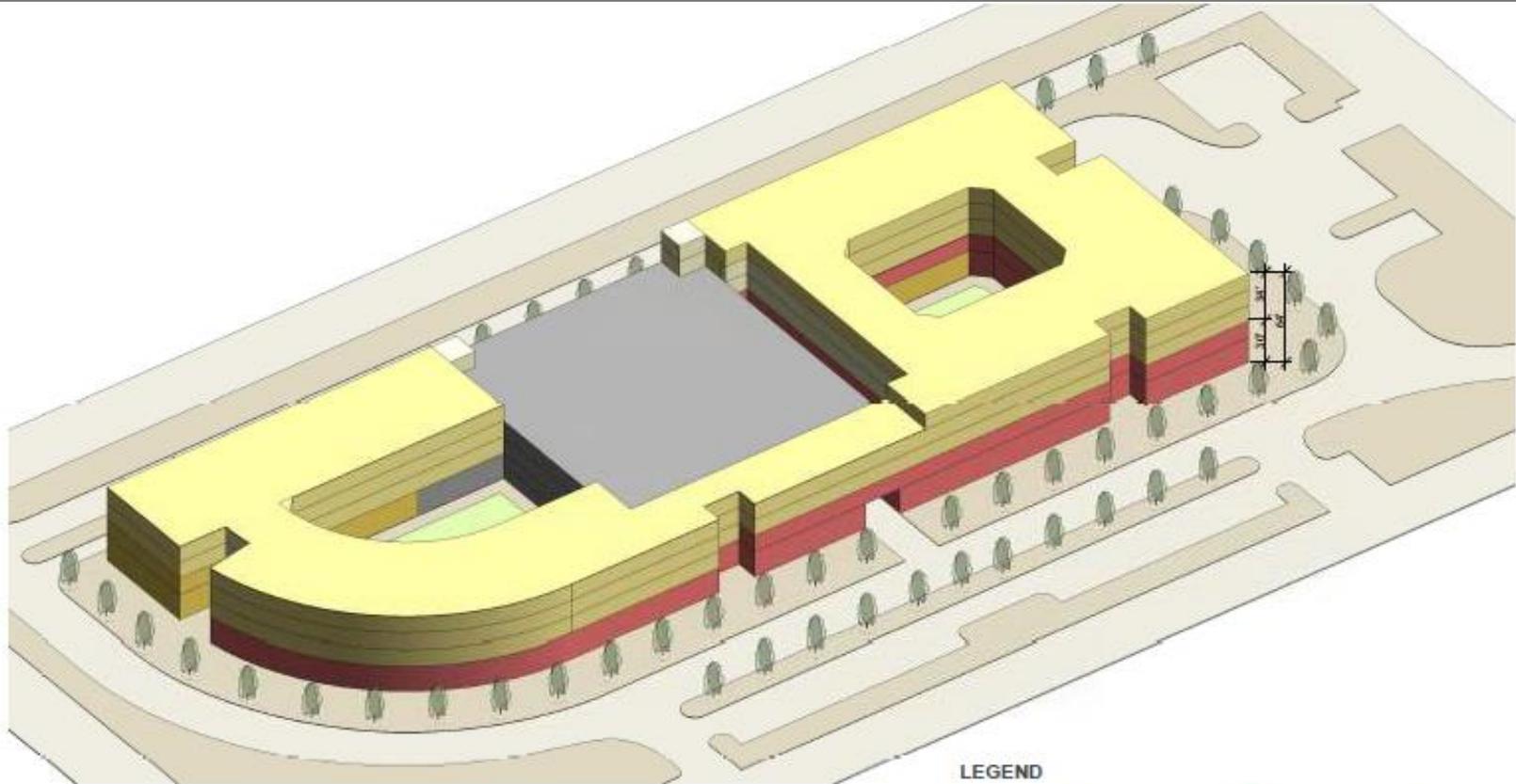
Conceptual Layout



LEGEND

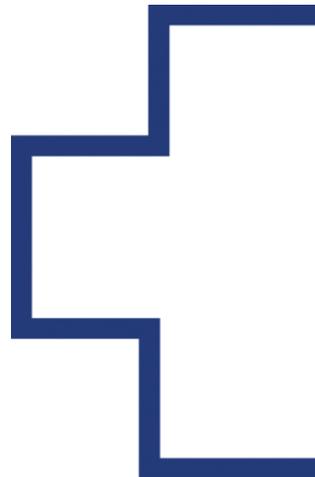
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|--|--|
|  RESIDENTIAL |  SERVICE RETAIL |
|  PARKING/ LOADING |  SERVICE |
|  GREEN SPACE | |

Conceptual Layout



LEGEND

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|  PARKING/LOADING |  SERVICE |
|  GREEN SPACE | |



Thank you

Contact:
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Inova Community Relations
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