

DRAFT

# Springfield Boulevard and Amherst Avenue Plan Amendments

Franconia District Land Use Committee  
October 7, 2024  
Presented By Katrina Newtonson  
and Tom Burke

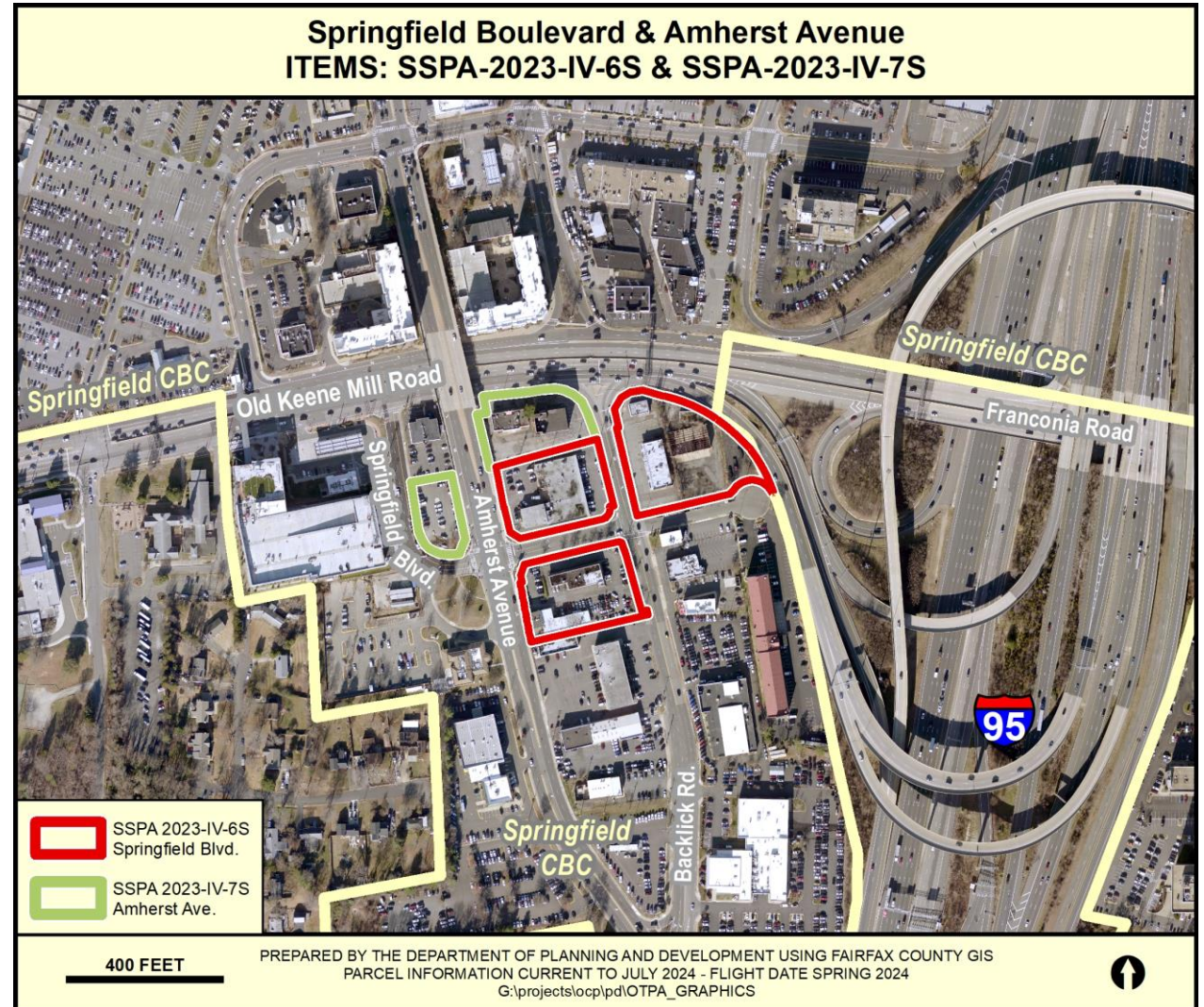


PLANNING & DEVELOPMENT



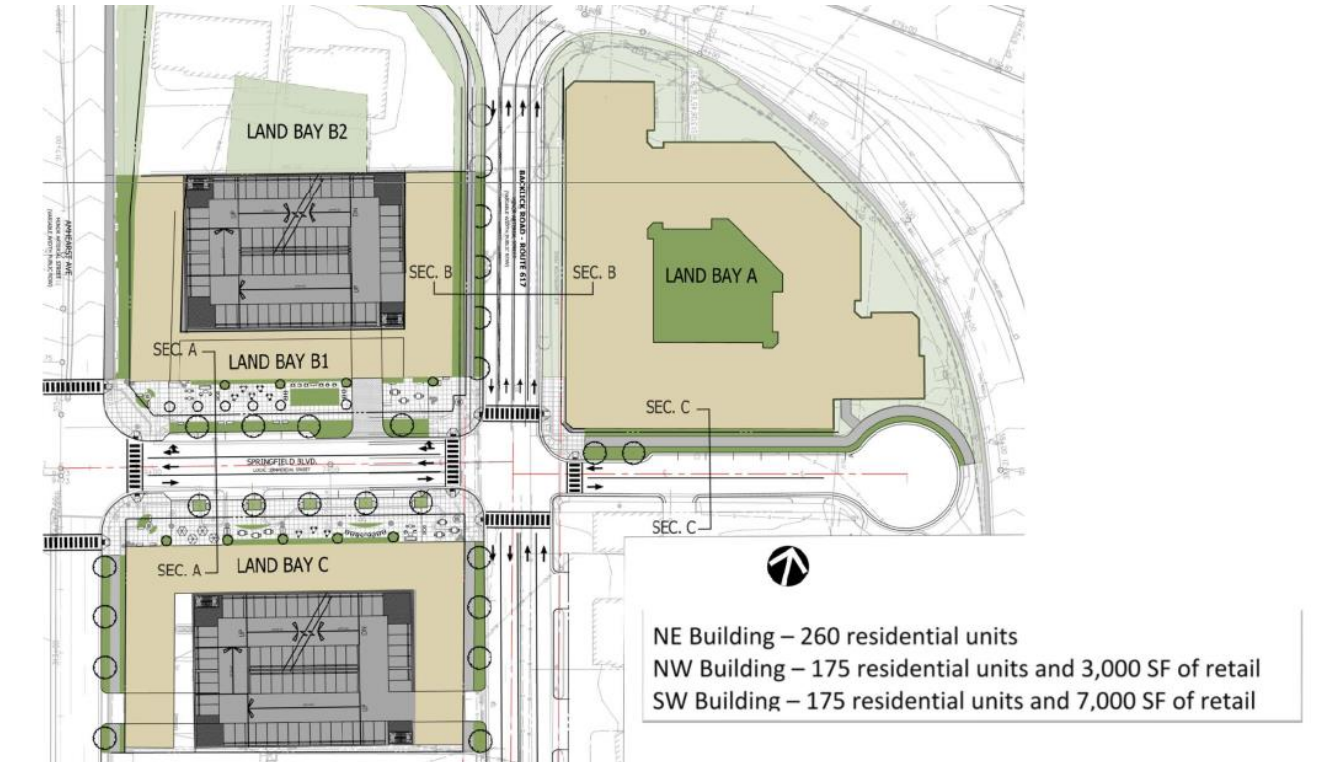
# Proposed Plan Amendments

- Located south of Old Keene Mill Road, west of I-95, flanking Amherst Avenue and Backlick Road



# Springfield Boulevard (SSPA-2023-IV-6S) Proposed Plan

- 610 multi-family units
- Approx. 9,000 square feet of ground floor retail
- Maximum height of 85 feet





# Amherst Avenue (SSPA-2023-IV-7S) Proposed Plan

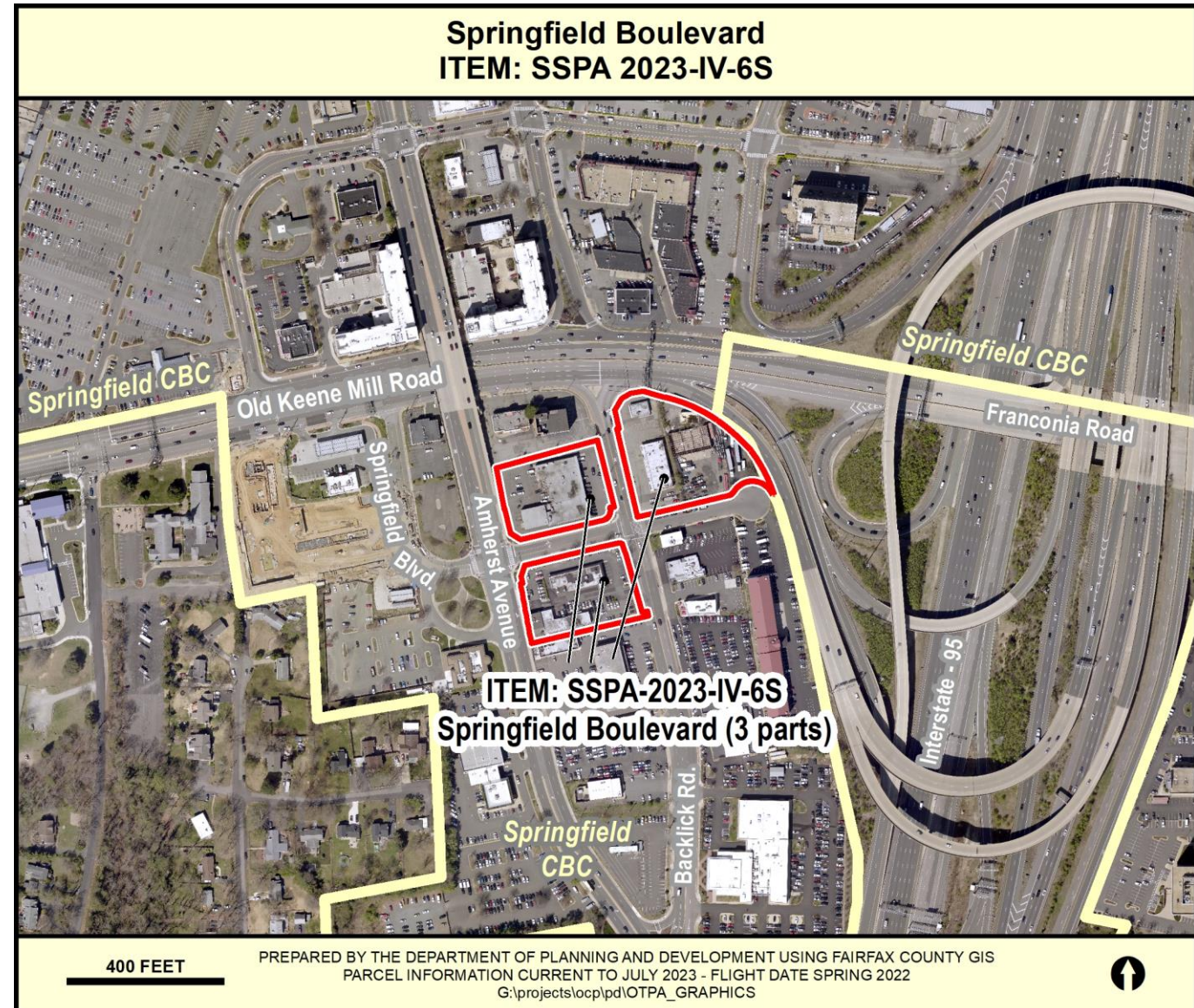
- Coordination of Plan recommendations with Springfield Boulevard
  - Redevelopment of entire area to not preclude logical redevelopment of northern property
  - 122 additional multifamily units
- Potential for approx. 732 total units with both Plan amendments





# Springfield Boulevard (SSPA-2023-IV-6S) Existing Conditions

- 4.35 Acres
- Existing uses
  - 14,505 square feet of vacant commercial buildings on the northeastern block
  - 24,070 square feet of retail buildings on the blocks to the north and south of Springfield Blvd







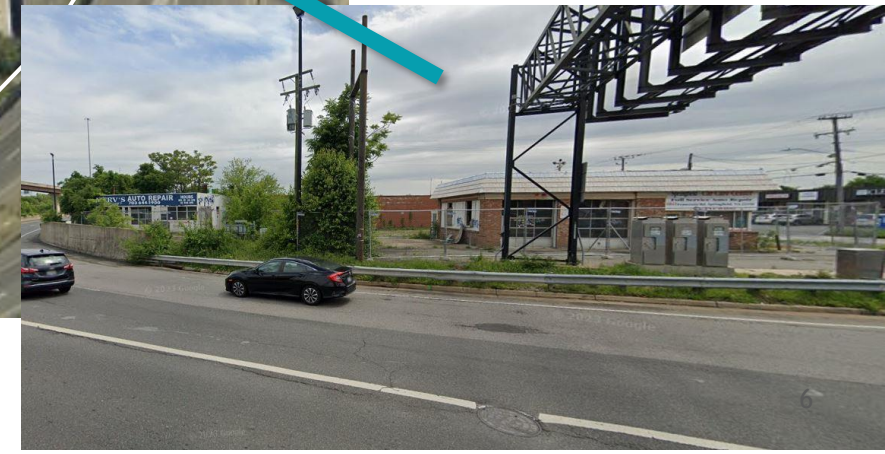
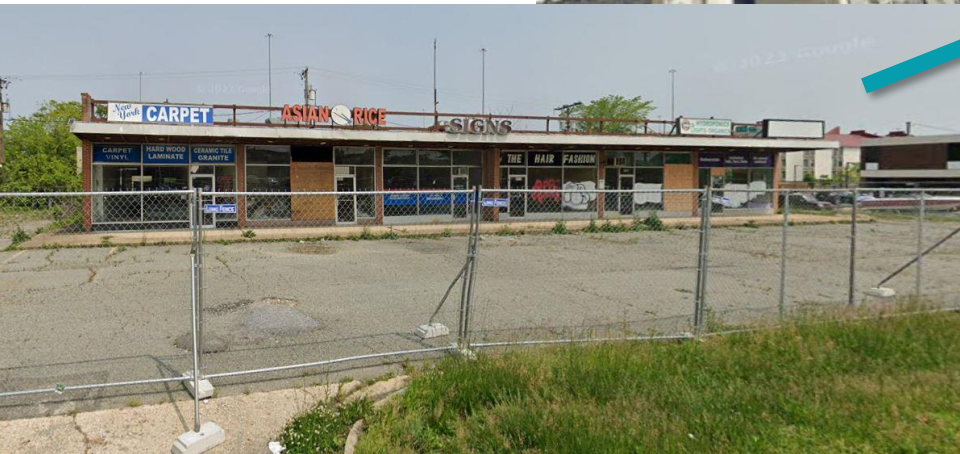
**West of Backlick Road: Dry Cleaners, Hair & Nail Spas, Auto Parts Store, Bank, Auto Service & Sales**

**East of Backlick Road: Vacant Buildings**



Backlick Rd.

Old Keene Mill Rd.

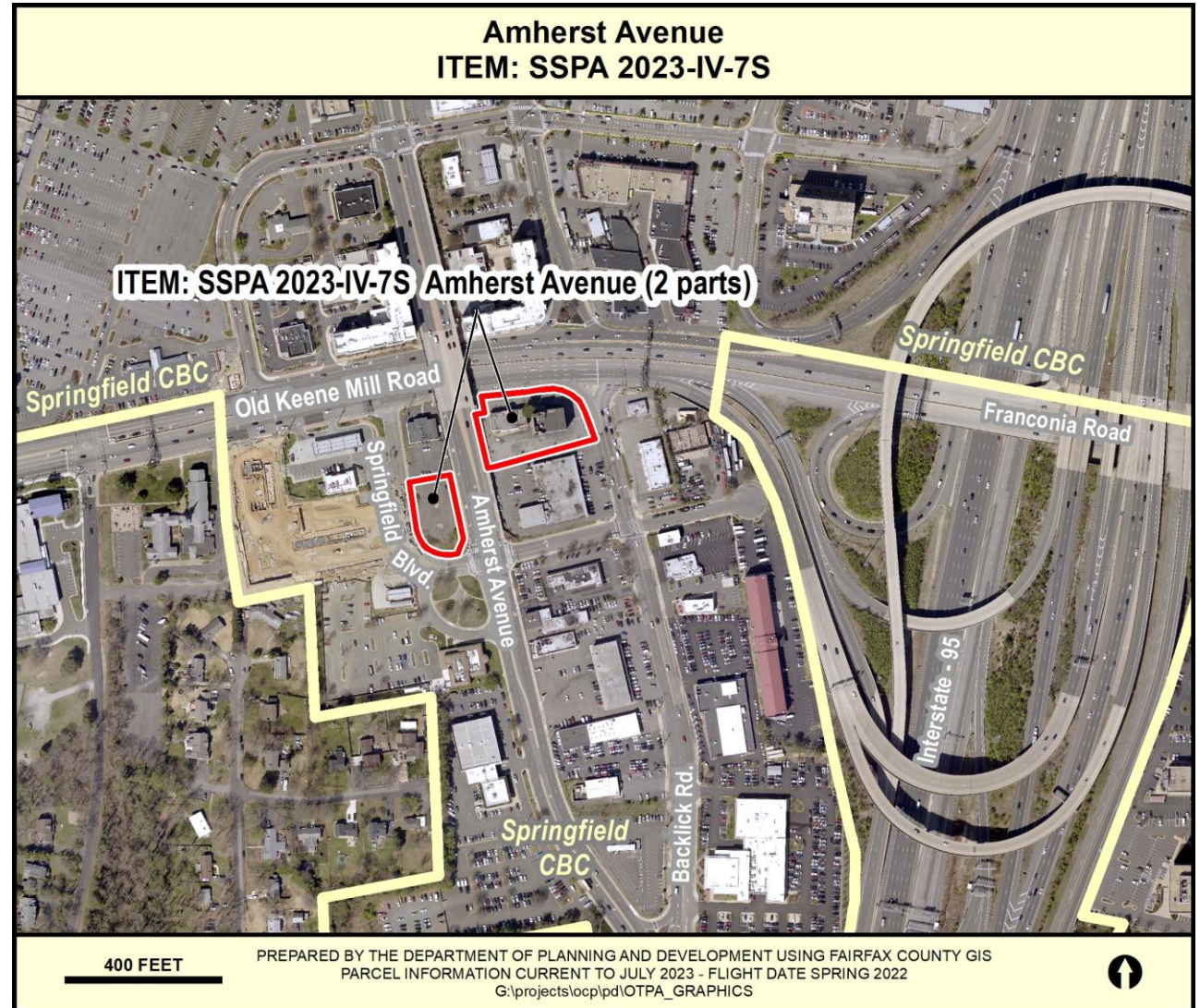


Source: Google Street View  
November 2022 and May 2023



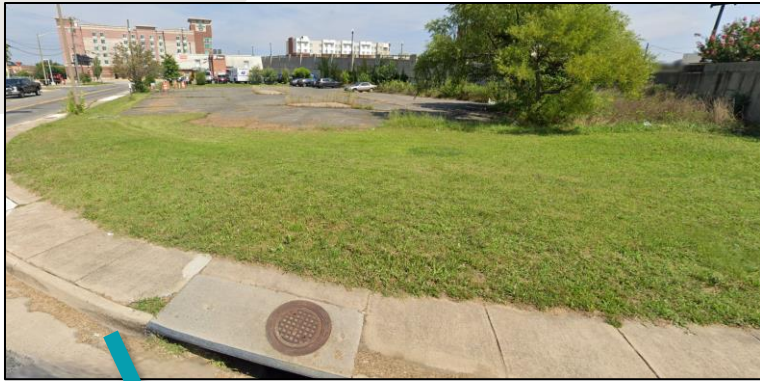
# Amherst Avenue (SSPA-2023-IV-7S) Existing Conditions

- 1.42 acres
- Existing
  - 25,536 square feet vacant office building
  - 6,226 square feet vacant retail building
  - Parking lot





# Amherst Avenue (SSPA-2023-IV-7S) Existing Conditions





# Springfield Blvd. & Amherst Ave. (SSPA-2023-IV-6S and 7S) Adopted Plan



Base: Med. Intensity Retail  
Option 1: Auto. Sales & Service  
Option 2: W/ Substantial Consolidation, Office, hotel or residential w/ gr. fl. Retail to 1.5 FAR

Base: Med. Intensity Office/gr. fl. Retail  
Option 1: Auto. Sales & Service  
Option 2: W/ Substantial Consolidation, Development up to 1.0 FAR

Automobile Sales & Service

Residential Area Outside of CBC  
2-3 DU/Acre

Low Intensity Retail & Office

Commuter Garage

Base: Med. Intensity Retail  
Option 1: W/Substantial Consolidation, Retail and Office up to 1.5 FAR



# Considerations

- Opportunity for revitalization in the Community Business Center (CBC)
- Introduction of Residential Use in Community Business Center (CBC)
- Springfield Market Study-portion of this area identified as a catalyst location for residential development
- Streetscape improvements and pedestrian/bicycle amenities
- Adequate and usable open space for residential use and urban parks
- Consolidation of the northern parcels between Old Keene Mill Rd. and Springfield Blvd. or coordinated development
- Noise due to proximity to major roadways and I-95
- Adopted Plan recommendation for Backlick Road bridge and interim improvements
- Traffic along Backlick Road/potential for interim improvements



# Policy Plan- Countywide Policies

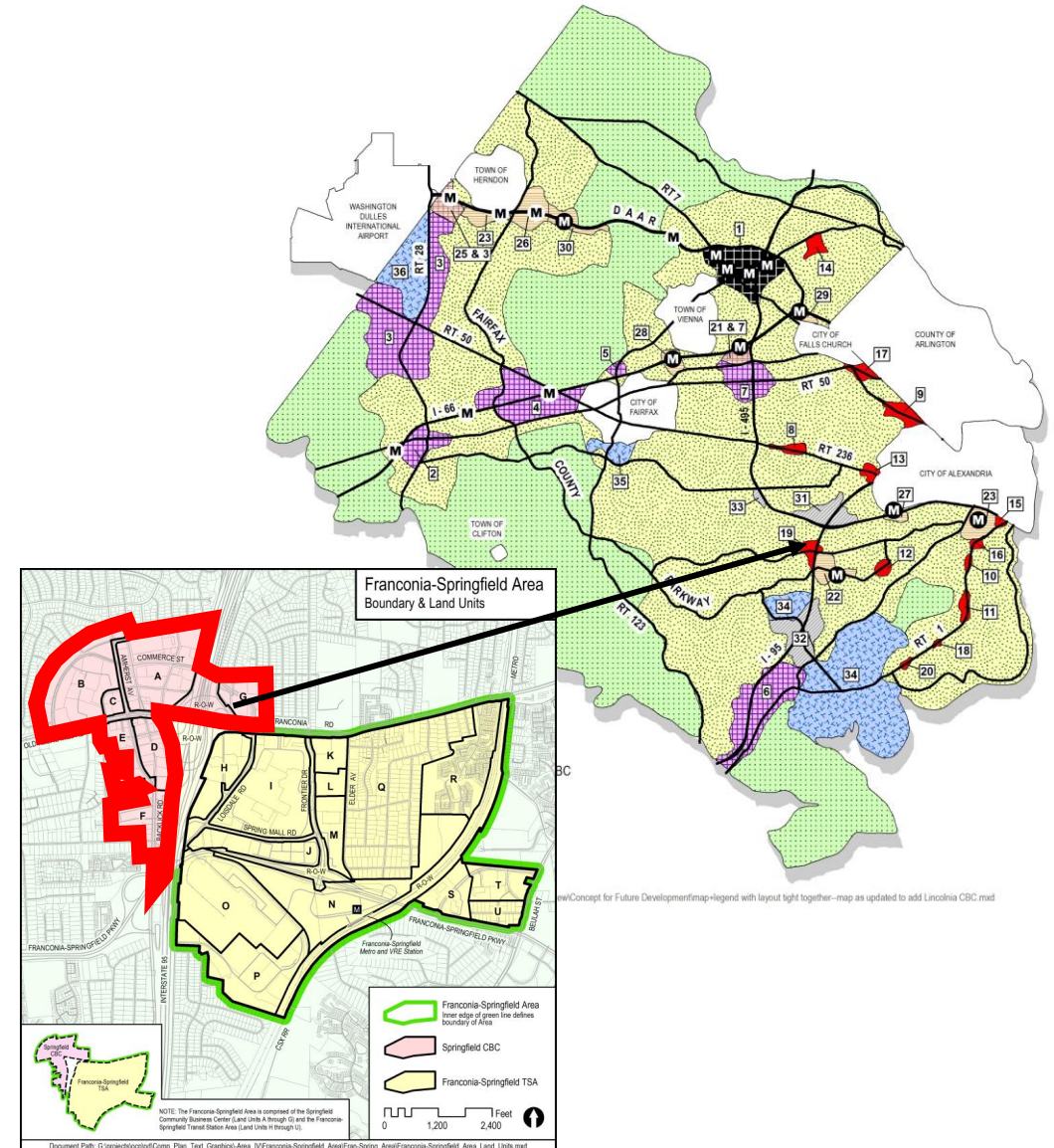
- **Noise for sensitive use-  
Day-Night Average Sound Level  
measured in decibels**
  - 65 dBA DNL for outside activities
  - 45 dBA DNL inside residence
- **Affordable Housing**
  - Affordable Dwelling Unit (ADU) Program
  - Workforce Dwelling Unit (WDU) Program
- **Parcel consolidation**
  - Integration of development with adjacent parcels and not preclude nearby properties from developing





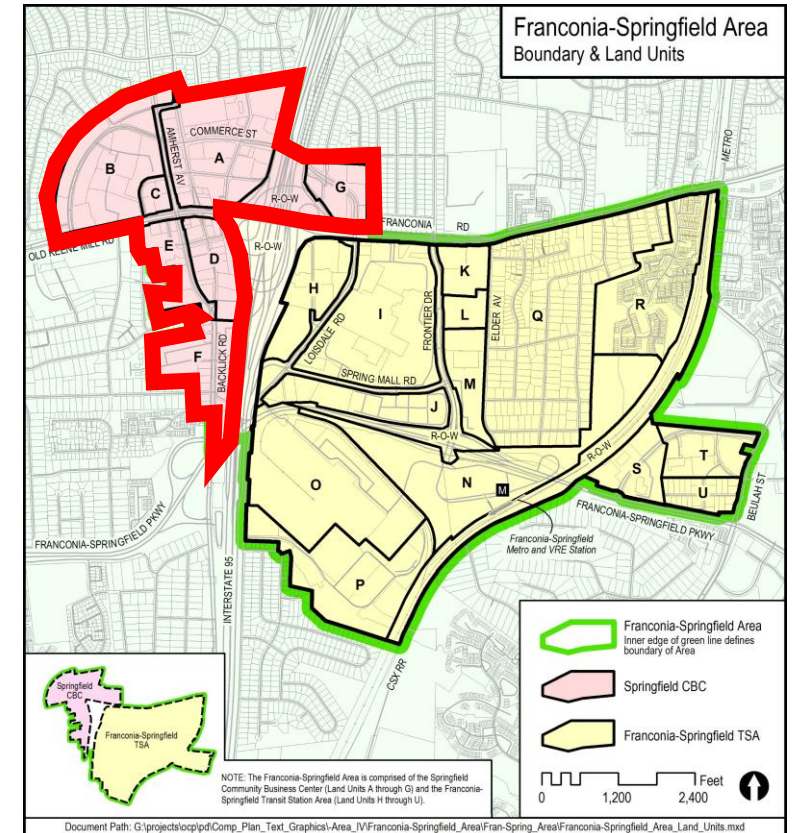
# Concept for Future Development: Community Business Center

- Plan amendment sites are in the Springfield Community Business Center (CBC)
  - CBCs are one of the designated mixed-use center types in the Comprehensive Plan
  - Mixed-use centers area where growth is concentrated in the county
  - Goal of CBCs is to sustain economic vitality in older commercial centers and introduce a mix of uses



# Franconia- Springfield Areawide Policies

- Plan amendment sites are in the Springfield Community Business Center (CBC)
  - Guidance encourages high-density mixed-use redevelopment and integration of housing and employment in proximity to one another
  - Guidance for noise-sensitive uses recognizing more compact, urban nature of the Franconia-Springfield Area
  - Guidance for stormwater recommends low impact development techniques (LID)



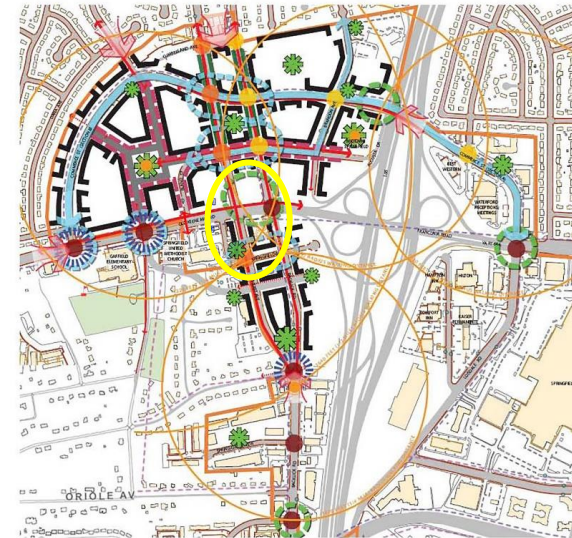


# Franconia- Springfield Areawide Guidance

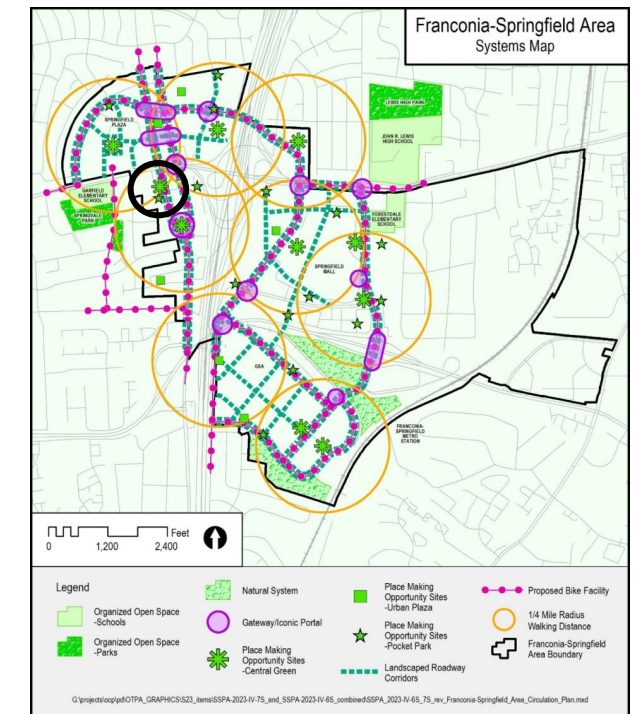
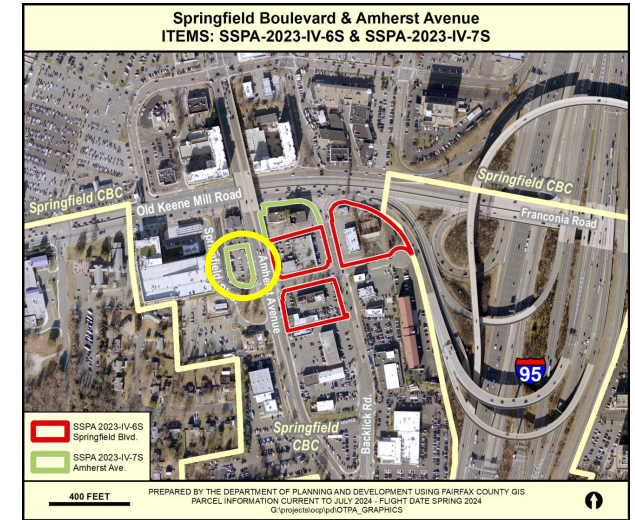
## Parks, Open Space and Streetscape

- Systems Map shows a network of open spaces, urban parks and civic plazas to support connectivity and placemaking
- Open space and enhanced streetscapes within the development with potential for urban park
- Gateway and Central Green added

SPRINGFIELD COMMUNITY BUSINESS CENTER



\*Specific road alignments and Placemaking Opportunity Sites in this conceptual illustration will be determined during rezoning and are not intended to affect by-right development.



# Springfield Market Study

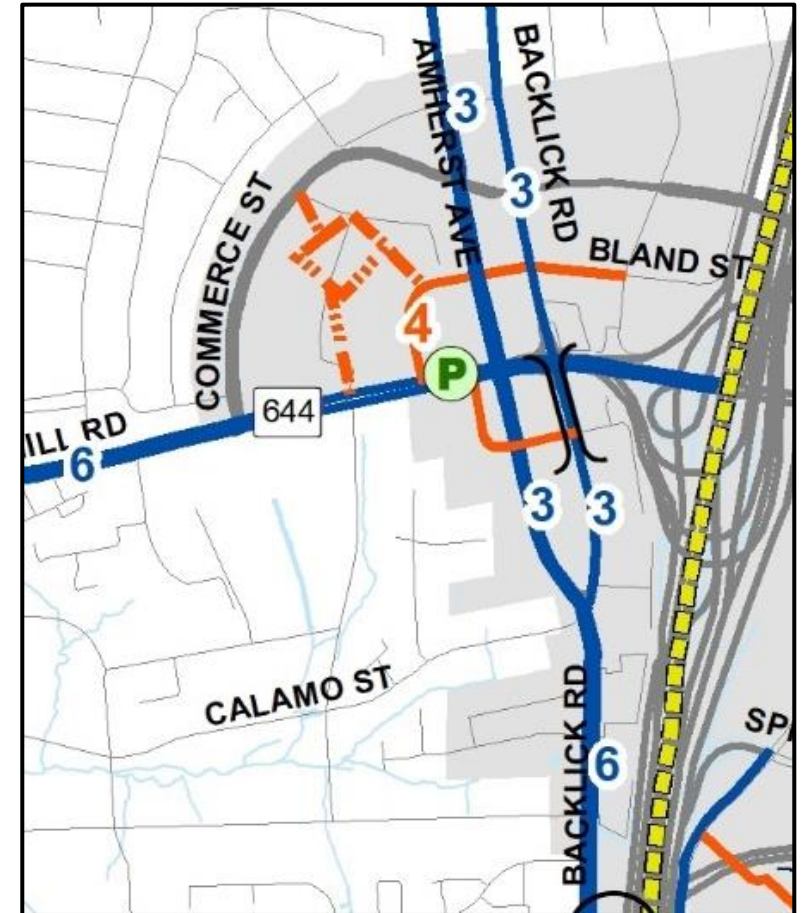
- Catalyst locations- anchor new walkable development and capture market demand
- 10-year time horizon
- Comprehensive Plan development potential- 20+ year time horizon





# Transportation: Adopted Plan Elements

- **Backlick Road Bridge:** A new or modified 3-lane section of Backlick Road, including a bridge over Old Keene Mill Road, should connect Calamo Street, to the south, with Essex Avenue, on the north side of the CBC.
- **One-way paired streets:** Amherst Avenue and Backlick Road should be converted, through the core of the CBC, to one-way paired streets, from the Calamo Street intersection to the north side of the CBC. Three full travel lanes should be provided in each direction.
- **Springfield Boulevard:** Springfield Boulevard should be widened to four lanes, from Old Keene Mill Road to Backlick Road to provide better capacity and access for the new commuter garage.
- **Backlick Road widening:** Backlick Road should be widened to six lanes, from Calamo Street to the Franconia-Springfield Parkway. The widened street should accommodate widened sidewalks and safe pedestrian crossings. **This recommendation is not adjacent to the site.**



# Transportation: Vehicle Trip Generation

Land Use (ITE Code)	Quantities	Daily Trips	AM			PM		
			In	Out	Total	In	Out	Total
<b>Springfield Blvd Area Only</b>								
Current Plan: Base Option Total Trips Generated	93 KSF Retail 37 KSF Office	6,767	163	69	232	248	308	556
Current Plan w/Consolidation Total Trips Generated	137 KSF Office 115 KSF Retail	9,318	317	102	419	331	483	814
Proposed Plan Total Trips Generated	610 MF DU 9 KSF Retail	3,472	72	206	278	175	122	297
Gross Trips Over Current Plan: Base Option		-3,295	-91	137	46	-73	-186	-259
Gross Trips Over Current Plan: Consolidation Option		-5,846	-245	104	-141	-156	-361	-517
<b>Springfield and Amherst Avenue Consolidated</b>								
Current Plan: Base Option Total Trips Generated	121 KSF Retail 37 KSF Office	8,637	192	88	280	319	380	699
Current Plan w/ Consolidation Total Trips Generated	166 KSF Office 145 KSF Retail	11,605	378	126	504	410	582	992
Proposed Plan Total Trips Generated	732 MF DU 9 KSF Retail	4,054	84	247	331	204	141	345
Gross Trips Over Current Plan: Base Option		-4,583	-108	159	51	-115	-239	-354
Gross Trips Over Current Plan: Consolidation Option		-7,551	-294	121	-173	-206	-441	-647



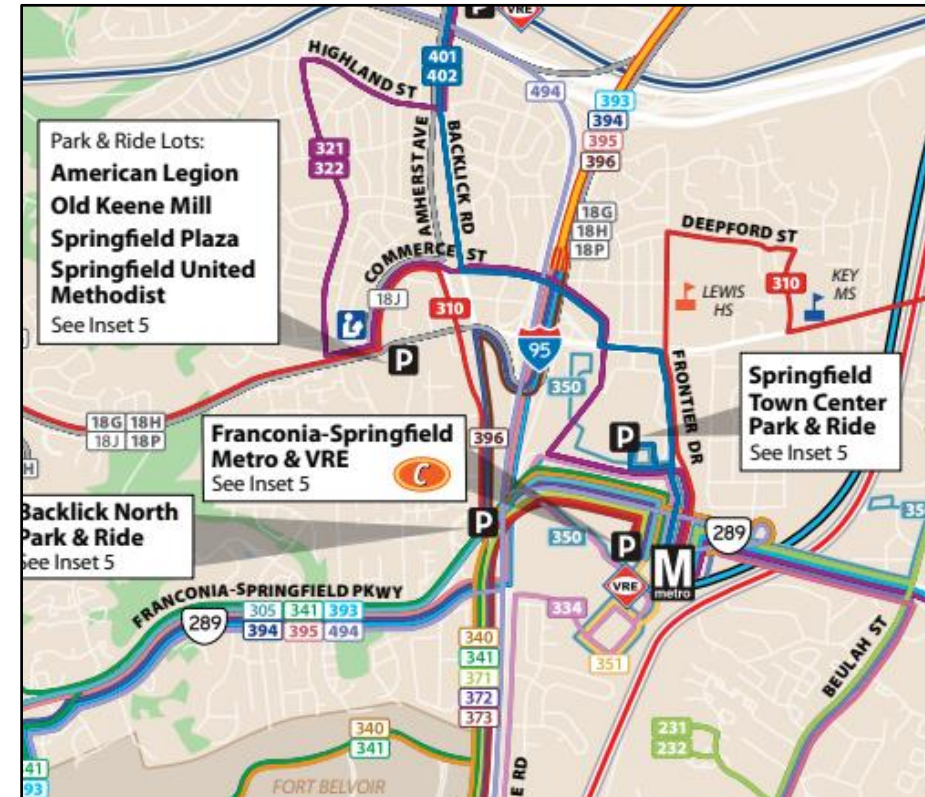
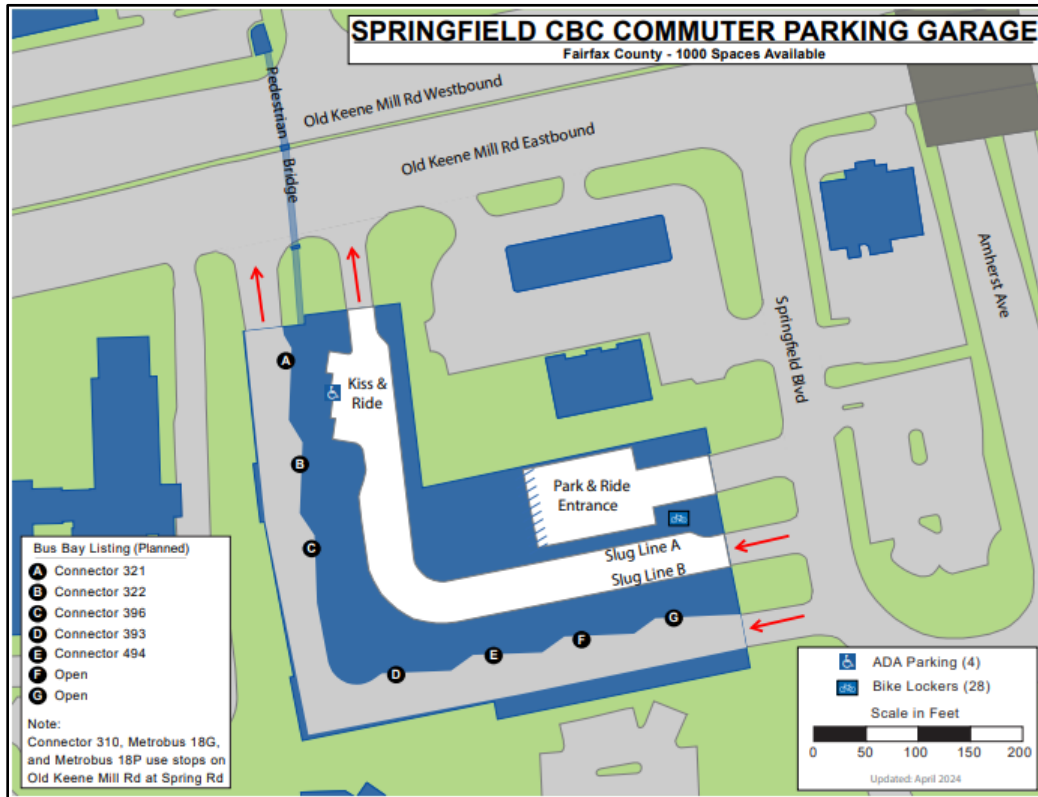
# Transportation: Analysis

- A multimodal operational transportation analysis was conducted by the nominator which studied the intersections of:
  - 1) Old Keene Mill Road at Backlick Road;
  - 2) Springfield Blvd at Amherst Avenue; and
  - 3) Springfield Blvd at Backlick Road.
- Analysis indicated- northbound approach of Backlick Rd. at Old Keene Rd is congested and will worsen in the future.
  - To address the need for additional northbound capacity, adequate ROW to accommodate third northbound lane
  - 50% increase in northbound capacity
  - Further evaluation as part of rezoning



# Transportation: Transit Serving the Subject Sites

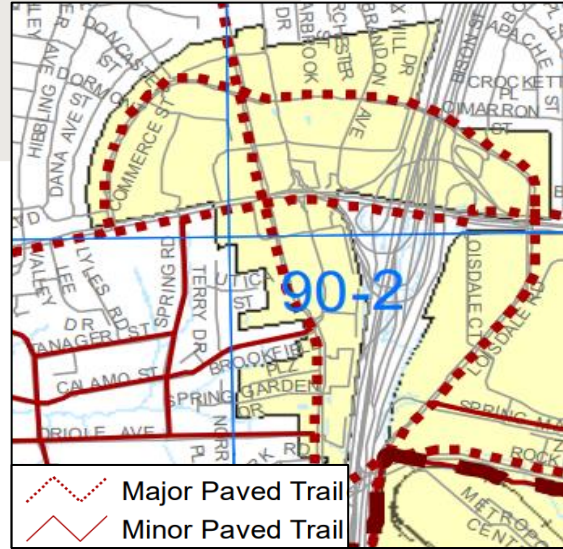
- Springfield CBC Commuter Garage
- Fairfax Connector Bus Routes 310, 393, 394, 321, 322 and 396



\*The Fairfax Connector Map is currently being updated to reflect changes to routes starting on June 22, 2024. Route changes are not reflected on this map.

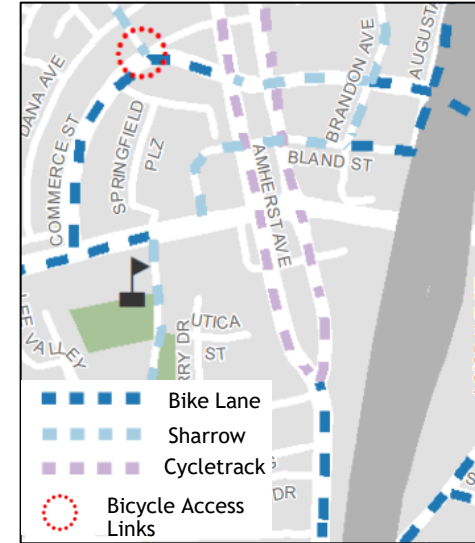


# Transportation: Bicycle and Pedestrian



## Trail Plan Map:

- 10' shared use path along Amherst Ave.
- Major paved trail along Old Keene Mill Rd.



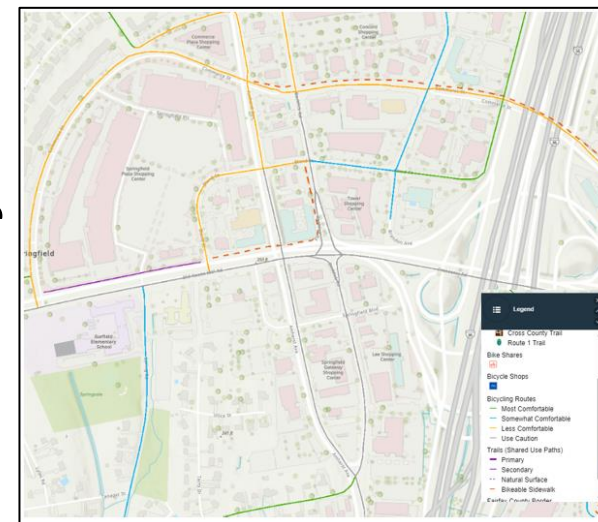
## Bicycle Network Map:

- Recommends cycle tracks on Amherst Ave. and Backlick Rd.
- Re-evaluation based on current best practices



## Pedestrian Level of Comfort:

- Assessment of the Pedestrian Experience
- Scores around the subject area, 3=somewhat comfortable and 4=uncomfortable



## Bicycle Level of Traffic Stress:

- Measures how much stress a bicyclist may encounter
- Caution for OKM, Amherst and Backlick

# Schools

School	Potential Student Yield	Capacity	CIP Potential Solutions
Garfield Elementary	45	SY 2023-2024: 77% SY 2028-2029: 75% <b>Surplus Capacity</b>	Monitor Student Membership*
Key Middle School	14	SY 2023-2024: 74% SY 2028-2029: 70% <b>Surplus Capacity</b>	Monitor Student Membership
Lewis High School	20	SY 2023-2024: 86% SY 2028-2029: 74% <b>Surplus Capacity</b>	Monitor Student membership



# Land Unit Recommendations: Land Unit D

As an option, Tax Map Parcels 80-4 ((1)) 17, 18, 19, 20B; 80-4 ((1)) 14, 14A, 14B, 15, 16; and 90-2 ((1)) 4A, 4B and 4C are planned for mixed use development consisting of up to 732 multi-family residential units and approximately 9,000 SF of ground floor non-residential use, subject to the following guidelines:

- Written as an option, base plan and other options remain
- 732 Residential Units
- Approx. 9,000 SF of non-residential use
- Use subject to guidelines



# Land Unit Recommendations: Land Unit D

- Full consolidation of parcels within blocks is strongly encouraged. With full consolidation, more than 9,000 SF of ground floor non-residential use may be appropriate. If full consolidation does not occur, development should be coordinated to ensure unconsolidated parcels can develop under the option at a comparable form and proportional density within blocks. Coordination of development should include site design and easements for utilities, shared driveways and/or cohesive circulation within blocks, compatible building and streetscape design.
- Full Consolidation
  - Potential for more ground floor non-residential use
- Coordination of development without full consolidation
  - Comparable form and proportional density
  - Site design, easements for utilities, shared driveways, cohesive circulation, building and streetscape design



# Land Unit Recommendations: Land Unit D

- Building heights should be limited to a maximum of eight stories.
- The building design for Tax Map Parcels 80-4 ((1)) 17, 18, 19, 20B should limit residential units directly adjacent to the I-95 on ramps to reduce exposure to transportation generated noise consistent with the noise policies outlined in the Franconia Springfield Area-wide guidance and Environment element of the Policy Plan.
- Height and form consistent with other buildings in CBC
- Design of building accounts for noise



Brandon Ave. Storage- 7 stories



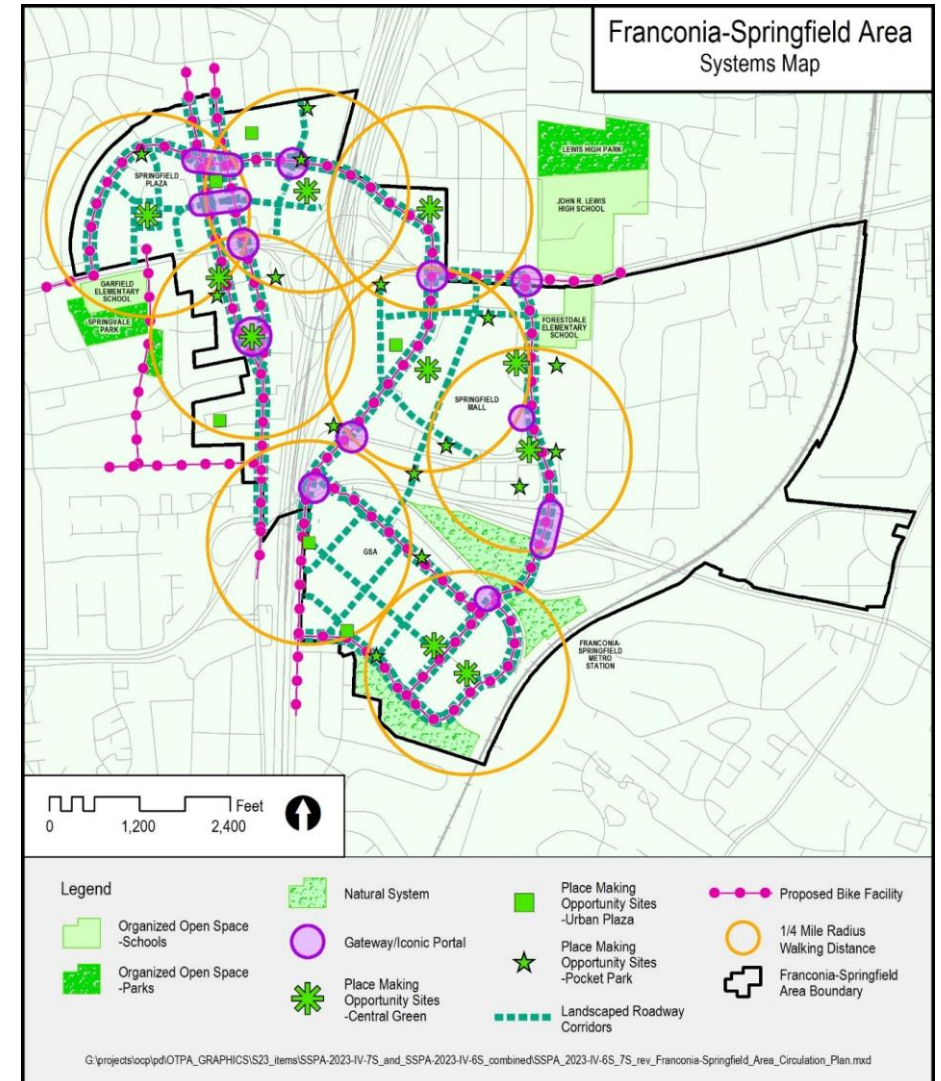
Hotels in CBC- Similar urban form



Holiday Inn Express-10 stories

# Land Unit Recommendations: Land Unit D

- The site design and building design, including form, massing, and materials should contribute to the gateway envisioned in the Plan for Old Keene Mill Road, enhance the areawide aesthetic of the Springfield CBC, and be consistent with the Franconia-Springfield Area Urban Design and Streetscape guidance. Springfield Boulevard should include planned transportation improvements and an active ground floor component that creates a pleasant pedestrian experience.



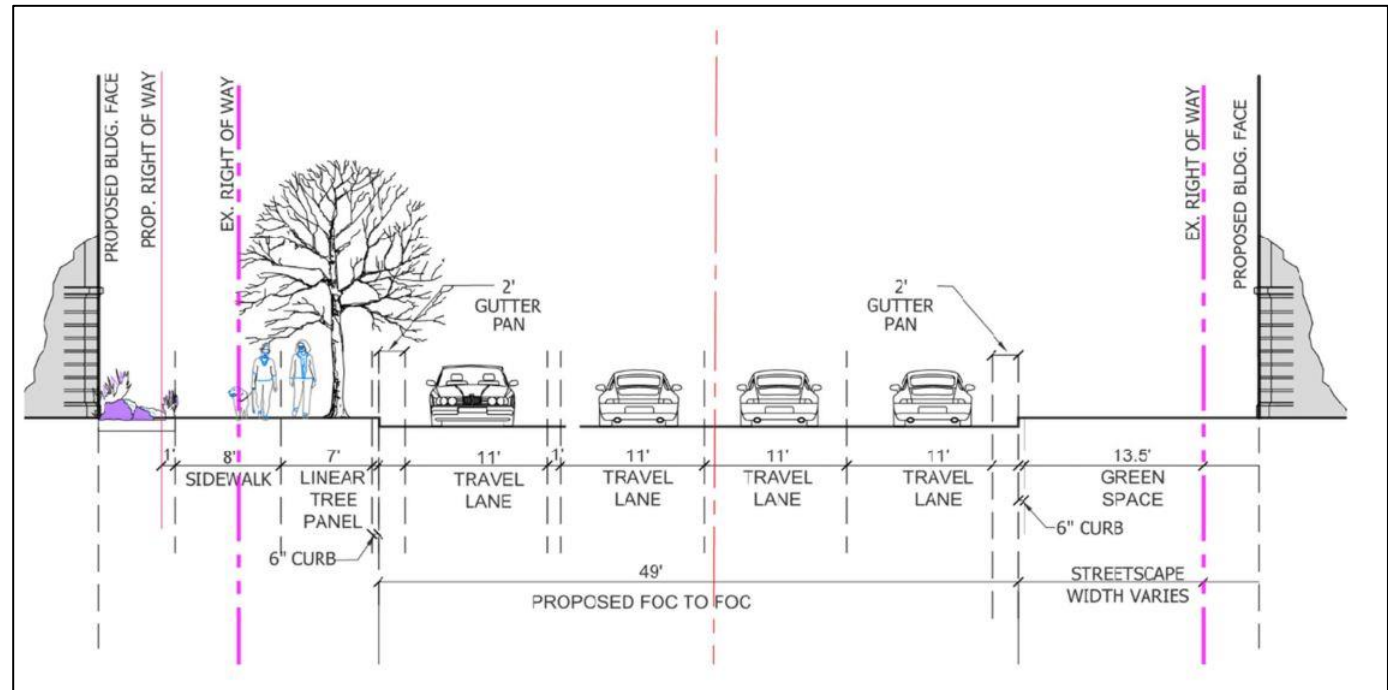


# Land Unit Recommendations: Land Unit D

- Development should provide sufficient clearance for the planned bridge on Backlick Road and include interim streetscape conditions as described in Figure 16.

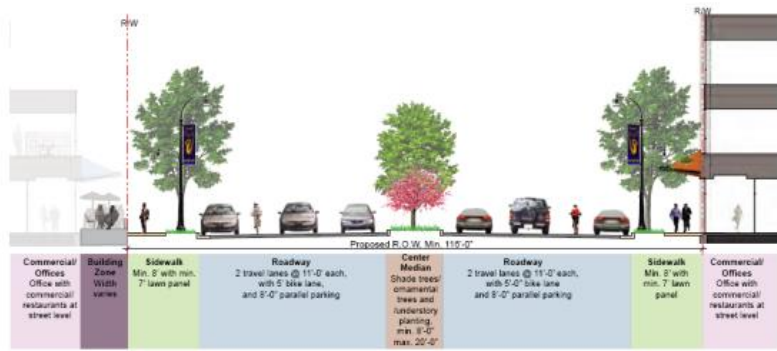
- Ensures that development does not preclude construction of the planned bridge
- Interim Improvements
- Figure 16 added to the Franconia-Springfield Area Urban Design and Streetscape Guidance

Figure 16: Optional Interim Streetscape for Backlick Rd. North of Springfield Blvd.



# Land Unit Recommendations

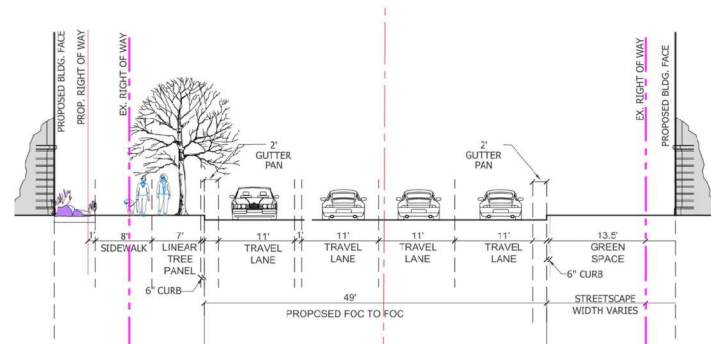
- Streetscape improvements, including enhanced bicycle and pedestrian facilities, buffers, and trees, should be provided along Old Keene Mill Road, Backlick Road, Springfield Boulevard, and Amherst Avenue that are appropriately scaled to each street and are consistent with the Franconia-Springfield Area Urban Design and Streetscape guidance.



PROPOSED ROADWAY SECTION - TYPICAL  
Typical Minor Arterial Cross-section



Typical Local Street Cross-section



Proposed Optional Interim Streetscape for Backlick Road north of Springfield Blvd.



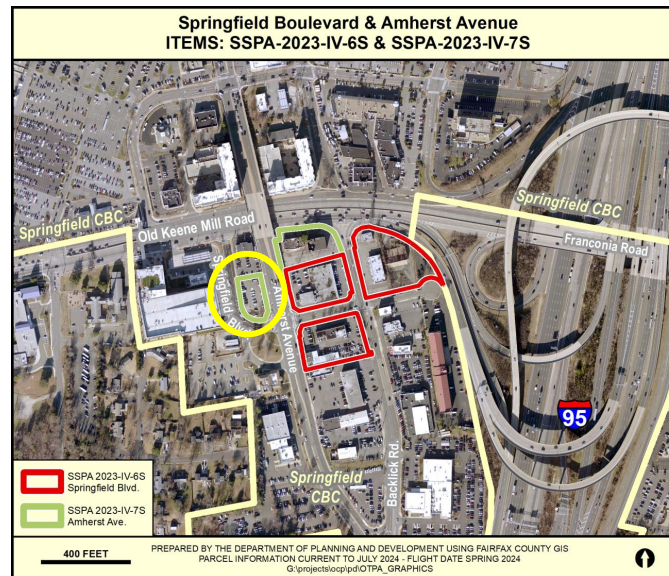
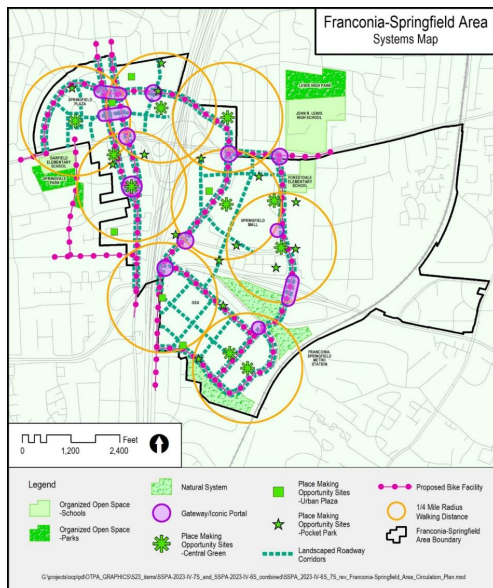
# Land Unit Recommendations: Land Unit D & E

## Land Unit D:

- Publicly accessible open space should be provided that contributes to the network of open space and urban parks and is consistent with the Franconia-Springfield Area Systems Map and Area-wide recommendations as well as the Plan's noise policies. See Land Unit E for additional guidance.

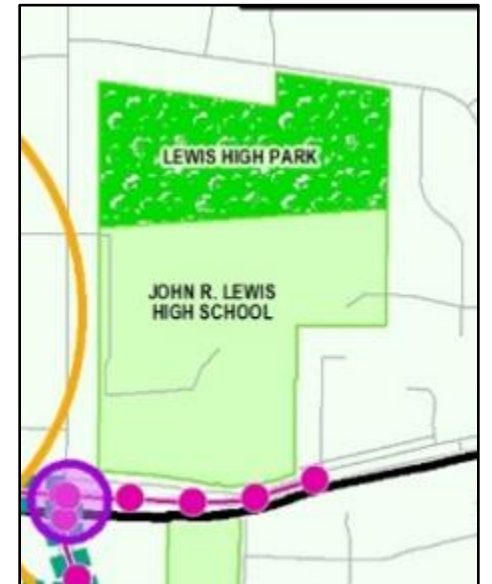
## Land Unit E:

As an option, Tax Map Parcel 80-4 ((1)) 16A is planned for publicly accessible open space associated with residential development in Land Unit D or as a public park.



# Editorial Updates to Text

- Revise names of John R. Lewis High School and Lewis High Park in text and on maps
- Update Plan text for Land Unit E to reflect that the Springfield CBC Commuter garage is now built





# Public Hearings

- Planning Commission Public Hearing:  
**October 23, 2024, 7:30 p.m.**
- Board of Supervisors Public Hearing:  
**November 19, 2024, 4:00 p.m.**



Rezoning Process: TBD



# Questions?

Thank You!

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