



# PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: SSPA 2023-IV-2S  
January 17, 2025

**GENERAL LOCATION:** Area bounded by Franconia Road, Beulah Street and Grovedale Drive.

**SUPERVISOR DISTRICT:** Franconia

**PLANNING AREA:** Area IV

**PLANNING DISTRICT:** Springfield Planning District

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

**PLANNING COMMISSION PUBLIC HEARING:**  
Wednesday, February 12, 2025 @ 7:30 PM

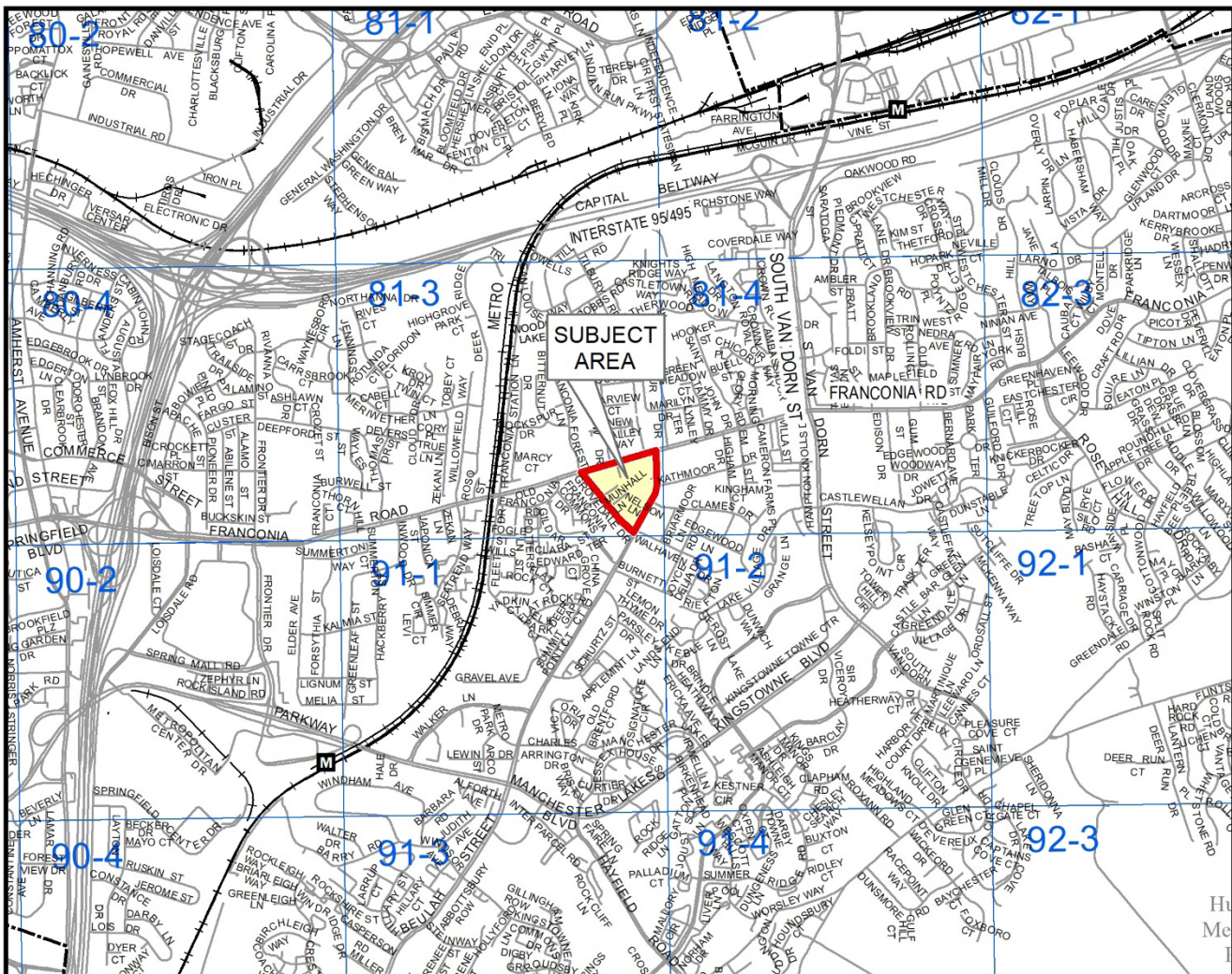
**BOARD OF SUPERVISORS PUBLIC HEARING:**  
Tuesday, March 18, 2025 @ 4:00 PM

**PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT**



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

For additional information about this amendment call (703) 324-1380.





3000 FEET

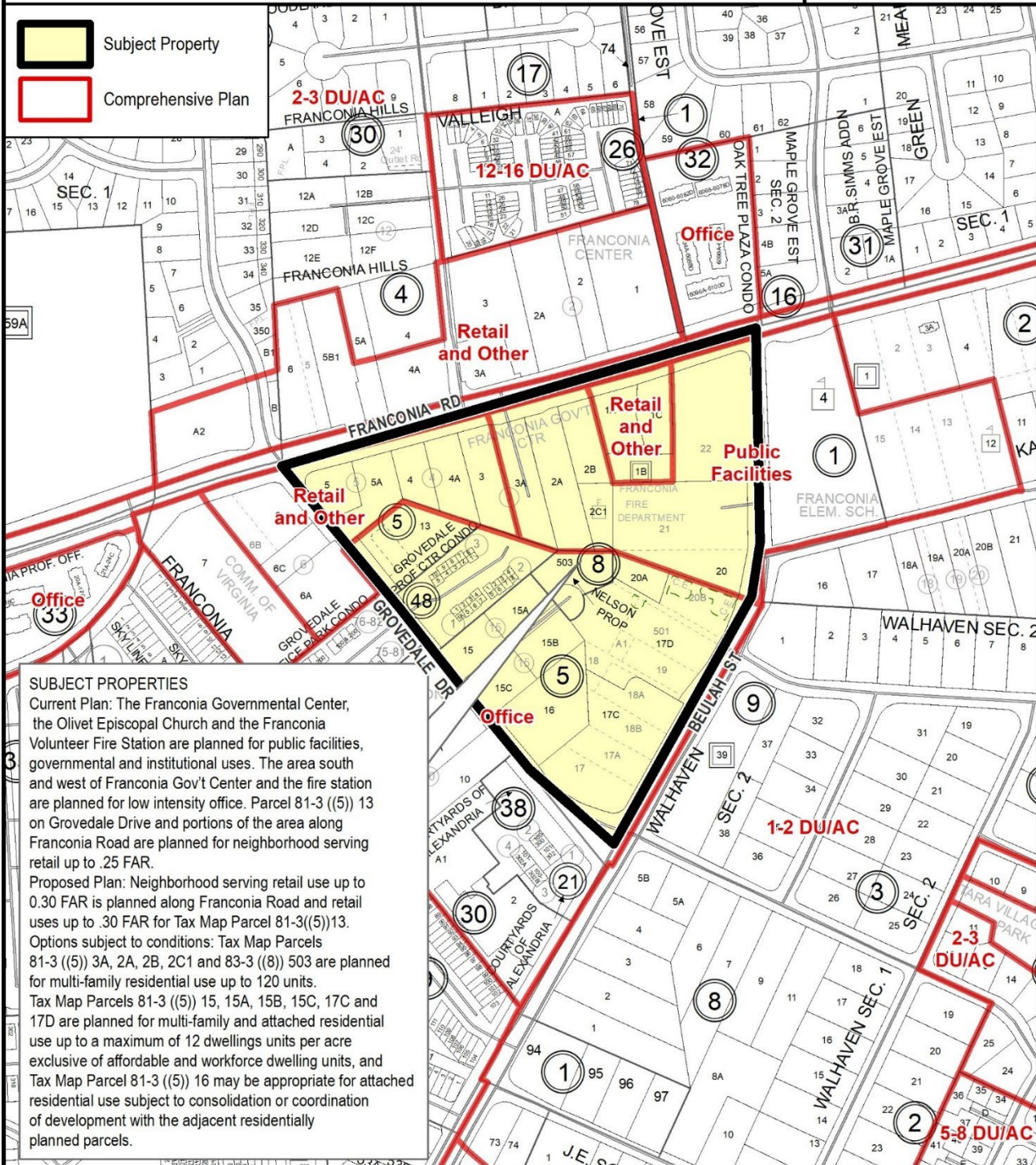
PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
SSPA 2023-IV-2S Franconia Triangle S-9 Beulah Community Planning Sector Recommendation Area #3



**CURRENT PLAN AND PROPOSED CHANGE**  
 PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR  
 SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

**ITEM:**  
**SSPA 2023-IV-2S**

-  Subject Property
-  Comprehensive Plan



**SUBJECT PROPERTIES**

Current Plan: The Franconia Governmental Center, the Olivet Episcopal Church and the Franconia Volunteer Fire Station are planned for public facilities, governmental and institutional uses. The area south and west of Franconia Gov't Center and the fire station are planned for low intensity office. Parcel 81-3 ((5)) 13 on Grovedale Drive and portions of the area along Franconia Road are planned for neighborhood serving retail up to .25 FAR.

Proposed Plan: Neighborhood serving retail use up to 0.30 FAR is planned along Franconia Road and retail uses up to .30 FAR for Tax Map Parcel 81-3((5))13. Options subject to conditions: Tax Map Parcels 81-3 ((5)) 3A, 2A, 2B, 2C1 and 83-3 ((8)) 503 are planned for multi-family residential use up to 120 units.

Tax Map Parcels 81-3 ((5)) 15, 15A, 15B, 15C, 17C and 17D are planned for multi-family and attached residential use up to a maximum of 12 dwellings units per acre exclusive of affordable and workforce dwelling units, and Tax Map Parcel 81-3 ((5)) 16 may be appropriate for attached residential use subject to consolidation or coordination of development with the adjacent residentially planned parcels.

400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
 PARCEL INFORMATION CURRENT TO NOVEMBER 2024



# **STAFF REPORT FOR PLAN AMENDMENT SSPA-2023-IV-2S**

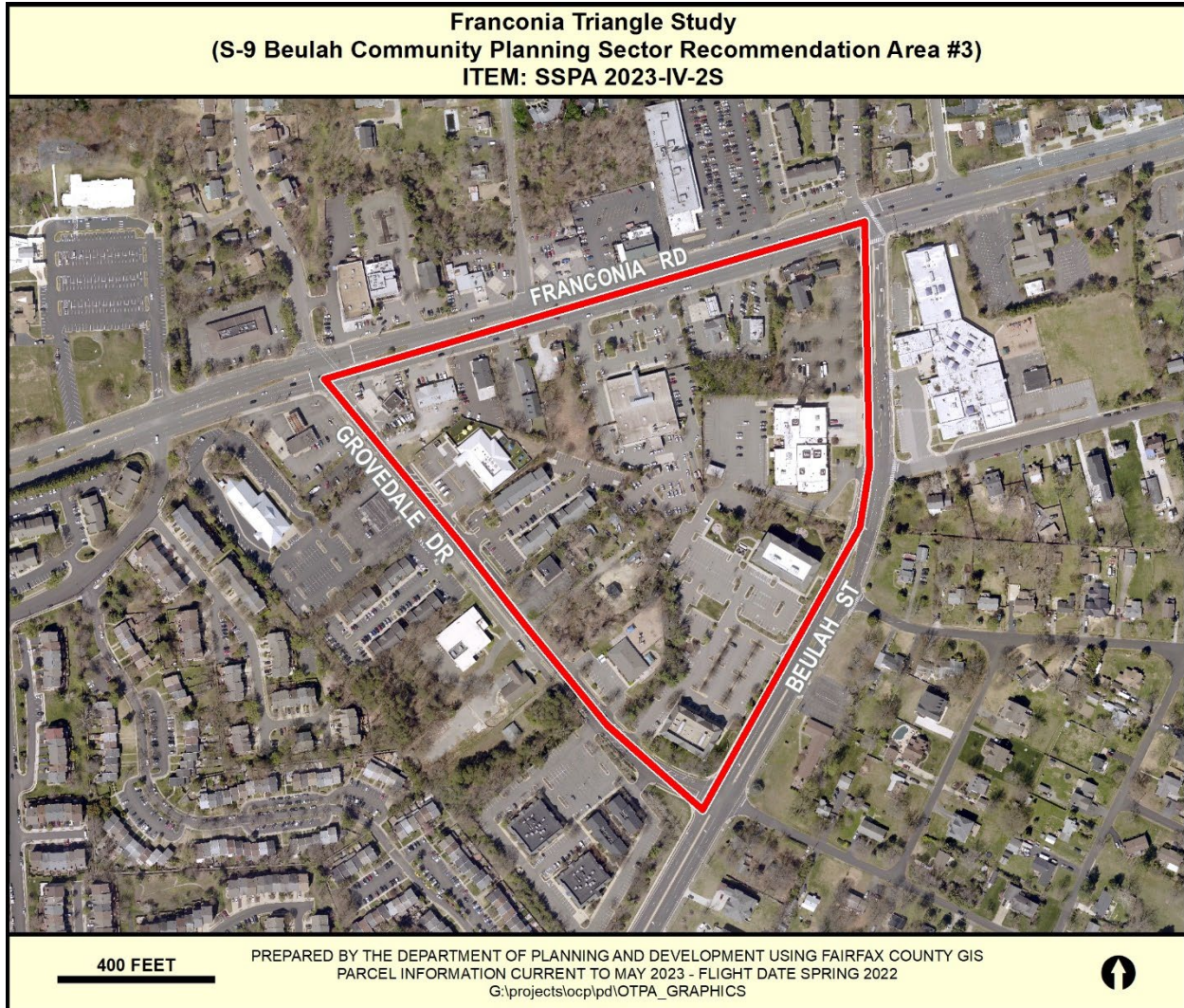
## **BACKGROUND**

On April 11, 2023, the Board of Supervisors (Board) authorized the Franconia Triangle Study to evaluate and update Plan recommendation #3 of the S-9 Beulah Community Planning Sector, including but not limited to specific considerations for the proposed land use mix and density/intensity proposed for land areas within the study area accepted into the 2022-2023 Countywide Site Specific Plan Amendment (SSPA) process. A nomination (CPN22-LE-003, referred to as “Beulah Street SSPA”) to redevelop and repurpose two office buildings for single-family detached and multifamily residential uses was submitted via the SSPA process. Additionally, the proposed redevelopment of the Franconia Governmental Center with affordable multifamily residential use was included in the planning study area.

## **CHARACTER OF THE SITE**

The Franconia Triangle is the area bounded by Franconia Road, Beulah Street and Grovedale Drive as shown in Figure 1, outlined in red. The subject area is 22.75 acres and developed with a mix of uses that include public facilities, governmental and institutional uses, office, and retail uses. The northern boundary of the study area along the Franconia Road frontage contains retail and service uses, including gas stations and restaurants, and the Franconia Governmental Center. At the northeast corner of the study area at Franconia Road and Beulah Street is the Olivet Episcopal Church. The Franconia Volunteer Fire Station is located on Beulah Street. South of the fire station and next to the intersection of Beulah Street and Grovedale Drive are two office buildings. Uses on Grovedale Drive consist of two daycares, residential lots accessed by Munhall Lane, and office buildings.

**Figure 1: Aerial Map of the Subject Plan Amendment, Source: Fairfax County GIS.**



**CHARACTER OF THE AREA**

The area surrounding the Franconia Triangle is characterized by predominantly non-residential uses along Franconia Road and Grovedale Drive. Immediately to the east, across Beulah Street is Franconia Elementary School and a residential neighborhood with detached homes. Beyond the commercial areas immediately adjacent to the Franconia Triangle are residential neighborhoods.

**PLANNING HISTORY**

An option for Tax Map Parcel 81-3((5)) 13 on Grovedale Drive for retail use up to 0.25 Floor Area Ratio (FAR) was adopted by the Board on September 11, 2006, as part of the 2005-2006 Area Plans Review Process. No other changes have been made to the Comprehensive Plan for the subject area since 1995.

## ADOPTED COMPREHENSIVE PLAN TEXT

The adopted Plan text for the study area is provided in Appendix I of this report, specifically recommendation # 3 of the S9 Beulah Community Planning Sector.

## PROPOSED PLAN AMENDMENT

As described in Table 1 below, the Plan amendment for the Franconia Triangle proposes an option for the Franconia Governmental Center for affordable multi-family residential up to 120 units on Tax Map Parcels 81-3 ((5)) 3A, 2A, 2B, 2C1 and 83-3 ((8)) 503. Figure 2 shows the conceptual site plan for the proposed affordable housing and Figure 3 is a conceptual architectural rendering for the proposed affordable housing.

**Figure 2: Conceptual Site Plan for the Franconia Governmental Center Site, Source: Soto and Studio 39**



**Figure 3: Conceptual Rendering for the Franconia Governmental Center Site, Source: Soto**



The Plan amendment also proposes an option for residential for the subject area of SSPA nomination CPN22-LE-003 (Beulah Street), Tax Map Parcels 81-3 ((5)) 15, 15A, 15B, 15C, 17C and 17D, at a density of 12 dwelling units per acre with the potential for bonus density for affordable/workforce dwelling units up to 20 percent, which would allow for a maximum of 99 units. However, the conceptual site plan (Figure 4) provided by the developer indicates that there would be a total of 93 residential units to include 30 multi-family units in the converted northernmost office building and 63 townhouses on the remainder of the site. The exact number of residential units will be determined at the time of rezoning.

**Figure 4: Conceptual Site Plan for Beulah Street Site, Source: Walter L. Phillips, Inc.**



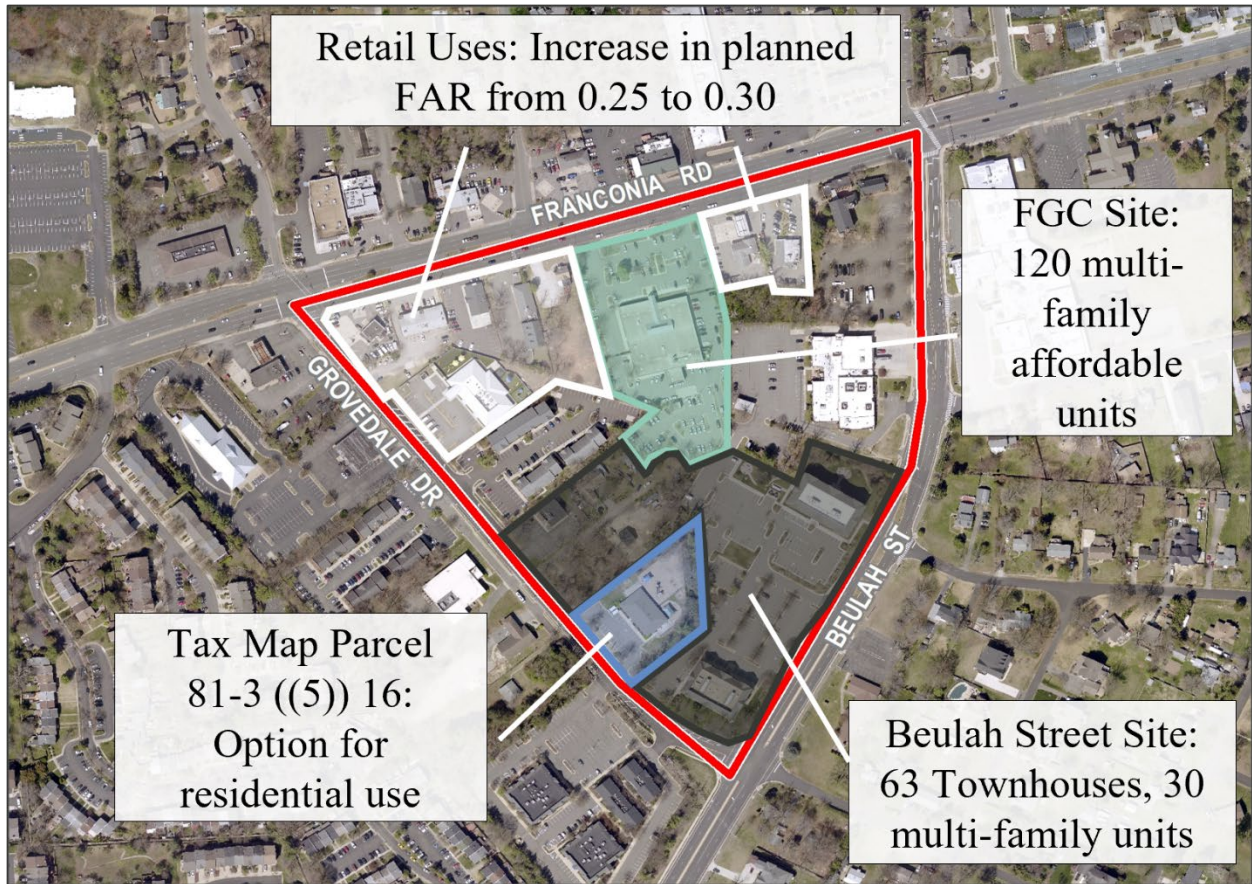
**Figure 5: Conceptual Architectural Renderings for Beulah Street Site, Source: Devereaux and Associates**



The proposed Plan amendment also includes an option for Tax Map Parcel 81-3 ((5)) 16 for residential use subject to consolidation or coordination of development with the adjacent residentially planned parcels, Tax Map Parcels 81-3 ((5)) 15, 15A, 15B, 15C, 17C and 17D. Residential densities under this option would be similar to those for neighboring properties. For the parcels planned for retail along Franconia Road and parcel 81-3 (5)13 on Grovedale Drive, the Plan amendment proposes to change the adopted intensity from 0.25 FAR to 0.30 FAR to align with the intensity allowed in the C-5 Neighborhood Commercial Retail Zoning District.

Figure 6 shows the proposed changes for the Franconia Triangle and Table 1 describes the Plan amendment quantification with square footage for the existing uses, the adopted and proposed Plan potential.

*Figure 6: Proposed Plan Amendment changes for the Franconia Triangle*





**Table 1: Quantification Table**

Tax Map Parcel	Parcel Area [square feet (SF) and acre]	Existing Use (SF)	Adopted Plan Recommendation	Adopted Plan Potential (SF)	Proposed Plan	Proposed Plan Potential (SF & Units)*
<u>Franconia Governmental Center site:</u> 81-3 ((5)) 2B, 2C1, 3A, 2A, and 81-3 ((8)) 503	142,076 SF 3.26 ac.	Lee District Supervisor Office, Franconia Police Station, and Franconia Museum 25,424 SF	Public Facilities, Governmental and Institutional	25,424 SF (existing use)	Residential	<b>120 multifamily units</b>
<u>SSPA Nomination CPN22-LE-003, Beulah Street site:</u> 81-3 ((5)) 15A, 15B, 15C, 17C, 17D, and 15	287,130 SF 6.59 ac.	Office 74,856 SF, 1 single-family house	Low intensity office	143,565 SF (.50 FAR based on C-2 zoning)	Residential	<b>30 multifamily units (repurposed from office bldg.)</b> <b>63 attached residential units</b> <b>93 units total</b>
81-3 ((5)) 16 (Kindercare)	51,923	<u>Day Care</u> 4,950	Low intensity office	<u>Office</u> 25,962 (.50 FAR based on C-2 zoning)	Residential	<b>16 attached residential units</b>
81-3((5)) 1B, 20, and 20A	<u>Church</u> 95,182 <u>Fire Station</u> 117,374 <b>Total</b> 212,556	<u>Church</u> 9,125 <u>Fire Station</u> 25,796 <b>Total</b> 34,921	Public Facilities, Governmental and Institutional	<u>Church</u> 9,125 <u>Fire Station</u> 25,796 <b>Total</b> 34,921	Public Facilities, Governmental and Institutional	<u>Church</u> 9,125 (no change) <u>Fire Station</u> 25,796 (no change) <b>Total</b> 34,921 (no change)
Remainder of the Triangle	297,412	<u>Retail</u> 21,164 SF <u>Office</u> 23,425 SF <u>Daycare</u> 11,554 SF <b>Total</b> 56,143	Low intensity office, Neighborhood-serving retail use up to .25 along Franconia Road and parcel 81-3((5))13 on Grovedale Drive may also be appropriate for retail use up to .25 FAR	<u>Retail</u> 52,094 SF <u>Office</u> 44,520 SF <b>Total</b> 96,614	Retail at .30 FAR to be consistent with C-5 zoning; low intensity office up to .50 FAR	<u>Retail</u> 62,512 SF <b>(10,418 SF net increase)</b> <u>Office</u> 44,520 SF (no change) <b>Total</b> 107,032 SF <b>(10,418 SF net increase)</b>
Total	991,098 SF 22.75 ac.	195,294 SF non-residential; 1 single-family home		214,047 office; 52,094 retail; 60,345 pub.fac./gov/instit.		44,520 SF office; 62,512 SF retail; 34,921 gov/instit.; 150 MF res. units; 79 TH units

## ANALYSIS

### Land Use

#### Areawide Guidance

The Comprehensive Plan's Concept for Future Development Map notes that the study area is planned as a Suburban Neighborhood. Suburban Neighborhoods contain a broad mix of allowable residential densities, styles, parks and open spaces, and contain the county's established residential neighborhoods. Suburban neighborhoods are considered to be areas with little to no change expected. Key considerations for suburban neighborhoods include the provision of parks and recreation facilities to serve residents, preventing adverse traffic impacts on nearby lower-density residential uses, reducing reliance on the automobile, and, for development that proposes a significantly higher intensity, providing primary access from major or secondary roadways which do not traverse adjacent residential areas. The Franconia Triangle is located in the S9-Beulah Community Planning Sector, which is in the Springfield Planning District in the Comprehensive Plan. As with the study area, the majority of the broader Springfield Planning District is recommended as Suburban Neighborhood by the Concept for Future Development (CFD). The proposed new uses are residential, which is consistent with the concept for Suburban Neighborhoods. The affordable multi-family building proposes a higher intensity than surrounding residential, but consistent with the guidance for Suburban Neighborhoods, it will be located along a major roadway.

A major objective for the Springfield Planning District is to provide the opportunity for affordable housing near mass transit facilities and transportation corridors in the vicinity of the Franconia-Springfield Transit Station Area (TSA). The proposed affordable multi-family building would be located on Franconia Road and one block from Beulah Street where there are currently bus routes that provide service to the Joe Alexander Transportation Center in the Franconia-Springfield TSA and the Van Dorn and Huntington Metrorail Stations.

The proposed Plan amendment supports Objective 4, Policy a. of the Land Use element of the Policy Plan by encouraging a diverse housing stock with a mixture of types in proximity to concentrations of employment. If adopted, the Plan amendment could result in 229 residential units in the triangle, of which all would be affordable units on the Franconia Governmental Center site, and with the Countywide expectations for the provision of Affordable Dwelling Units (ADUs) and Workforce Dwelling Units (WDUs) for the Beulah Street site. The Franconia Triangle is near the Franconia-Springfield TSA, the Inova Franconia-Springfield Hospital, and I-95 Corridor/Beltway South industrial areas which are centers of employment in the area.

The areawide guidance for the S9 Beulah Street Planning Sector refers to Objectives 8 and 14 in the Land Use element of the Policy Plan. Objective 8 encourages a land use pattern that protects, enhances, and/or maintains stability in established residential neighborhoods. Policy a speaks to infill development of a compatible use, density and that adverse impacts on public facility and transportation systems, the environment and surrounding community will not occur.

Objective 14, Policy b encourages infill development in established areas that is compatible with existing and/or planned land use and is compatible in scale and can be supported by adequate

public facilities and transportation systems. The proposed infill development is residential, which is consistent with the surrounding residential neighborhoods, but in this case, most of the immediately adjacent uses are non-residential. Although the proposed density for the residential uses is higher than the nearby residential uses, it is appropriate considering the surrounding non-residential uses and access to major roadways and public transit. The staff analysis below addresses the use, density, and impacts on public facilities and the transportation system.

### Use and Density

The existing land use guidance for the S9 Beulah Planning Sector recommends that the Franconia Triangle should develop as a community focal point for the greater Franconia area through compatible redevelopment and the provision of an urban park, which will create a place for community activities and interaction. Despite this long-standing Plan recommendation, no park has been delivered, however, the proposed residential uses provide an opportunity to implement the adopted urban park recommendation. An urban park would not only provide a benefit for the residents of the triangle, but also the surrounding community. The proposed multi-family residential use is compatible with the surrounding retail and office uses, and with the townhouses, creates a vibrant mix of uses and housing types that transition well to the surrounding residential use in the larger area. The residential use will complement the non-residential uses by encouraging activity beyond the typical commercial business hours but will also support the surrounding retail and services uses. Residents will be able to walk to the surrounding businesses, the elementary school, and places of worship.

The Plan amendment proposes a change in use for the Franconia Governmental Center site to multi-family residential. The proposed number of units is 120 units or 36.8 dwelling units per acre, with a maximum height of four stories. Although the proposed height and density is greater than the residential uses in the immediate surrounding area, the site is located on a major roadway and adjacent to non-residential uses. The non-residential buildings within the subject area and in the immediate area range in height from one story to three stories. Moreover, current zoning of the surrounding properties would permit additional height above that that exists today, which would be similar to the proposed height under the Plan option. In the context of the surrounding commercial uses on Franconia Road, the additional height is less impactful and similar to surrounding three-story commercial buildings.

The subject site of SSPA Nomination CPN22-LE-003 (Beulah Street) currently contains two, three-story office buildings. Prior to the early 1990s, the subject property contained detached residential uses on individual lots until it was redeveloped with office use. The Plan amendment proposes repurposing the northernmost office building for 30 multi-family units and building 63 townhomes on the remainder of the site. The proposed townhomes will have a maximum height of four stories. The proposed density is 12 dwelling units per acre plus bonus density for affordable/workforce dwelling units, which could result in a maximum of 99 units or 14.33 dwelling units per acre. The conceptual plan provided by the developer indicates a maximum density of 13.64 dwelling units per acre or 30 multi-family units and 63 townhomes. The proposed density is similar to planned densities in the area for townhouses at 8-12 and 12-16 dwelling units per acre. The height is compatible with the surrounding office uses and the proposed multi-family building on the Franconia Governmental Center site. The Plan text

includes a condition that residential buildings should be limited to a maximum height of four stories.

Tax Map Parcel 81-3 ((5)) 16 currently contains the KinderCare daycare facility. If the proposed Plan were implemented for the Beulah Street site, this parcel would be surrounded by residential uses. In the future, if the site were to be redeveloped, a residential option would be the most compatible land use with the Beulah Street site and could create a more cohesive neighborhood. Staff included the potential of an additional 16 units for this parcel in the analysis and included a Plan option for this parcel if the childcare facility were to redevelop in the future. The option includes a condition that if this property redevelops the density should be consolidated or coordinated with the neighboring property and with similar density.

The increase in the planned FAR for the retail along Franconia Road and Tax Map Parcel 81-3 ((5)) 13 on Grovedale Drive aligns the Comprehensive Plan recommendation with the FAR allowed under the C-5 Neighborhood Commercial Retail Zoning District. Staff evaluated the impacts of the increased planned square footage and concluded that the increase in planned square footage could encourage redevelopment and would be appropriate with the implementation of the redevelopment conditions.

### Open Space and Parks

An urban park for the Franconia Triangle is recommended in multiple locations within the adopted Plan. Figure 39, Parks and Recreation Recommendations for Sector S9, Beulah Community Planning Sector recommends an urban park be provided in conjunction with commercial development in the area of the Franconia Governmental Center. The Sector guidance's Recommendation #3, which pertains to the triangle, also mentions that an urban park be incorporated into development plans for the area. The adopted text references the need for the urban park in the context of the current recommendation for office and retail for the area. See below under Parks and Recreation for further discussion regarding parks.

### Interparcel Connectivity

Interparcel connectivity exists today within the Franconia Triangle between the Franconia Volunteer Fire Station, the Beulah Street site and with gated access to the Franconia Governmental Center. To the extent possible, interparcel vehicular connectivity should be retained between the proposed uses to facilitate a more cohesive neighborhood and provide access to other roadways. If interconnected vehicular access is not feasible, pedestrian interconnectivity is essential to tie the two residential developments together, to provide access to the centrally located open space, and connect to pedestrian facilities on the perimeter of the triangle. Staff has included recommended text to address vehicular and pedestrian interparcel connectivity.

### **Affordable Housing**

The Communitywide Housing Strategic Plan and the One Fairfax Policy express the need for access to price-appropriate housing (when households pay no more than 30 percent of their

income for housing). The Housing element in the Policy Plan states that higher densities can help to support a range of housing affordability, and that it is necessary to determine acceptable locations for higher-density residential development.

The Plan amendment proposes 120 affordable multi-family residential dwelling units on the Franconia Governmental Center site dedicated to serving households earning less than 80 percent of the area median income. The Plan option for the 120 affordable units directly supports the Board of Supervisors goal of producing 10,000 affordable units by 2034. The proposed Plan text also includes residential Plan options on two other portions of the triangle. As part of the redevelopment, Affordable Dwelling Units (ADUs) or Workforce Dwelling Units (WDUs) would be provided.

To address the need for affordable housing, Fairfax County utilizes two programs, the Affordable Dwelling Unit (ADU) Program and the Workforce Dwelling Unit (WDU) policy to encourage the development of affordable housing for all income levels and to further equity through the One Fairfax Policy. The areawide guidance recommends that redevelopment proposals conform to county guidance and policies on ADUs and/or WDUs with accommodations for a variety of households. The Workforce Dwelling Unit Policy guidance recommends 8% minimum for rental and 12% for for-sale units. Implementation of this guidance would be demonstrated with a future development application.

## **Transportation**

### **Existing Transportation Conditions**

#### Access

The study area is accessed via unsignalized intersections along Franconia Road, Beulah Street, and Grovedale Road. According to the Virginia Department of Transportation (VDOT) 2022 traffic data, the annual average daily traffic (AADT) on Franconia Road is 21,681 from Fleet Drive to Grovedale Drive, 21,248 from Grovedale Drive to Beulah Street, and 30,354 from Beulah Street to South Van Dorn Street. The AADT on Beulah Street is 19,234 from Manchester Boulevard to Fleet Drive, and 12,293, from Fleet Drive to Franconia Road. The AADT on Grovedale Drive is 3,693.

#### Bike/Pedestrian

Sidewalks are currently provided on both sides of Franconia Road and Beulah Street and portions of both sides of Grovedale Road. In all cases there are minimal to no buffers between the sidewalks and roadways. There are no dedicated bicycle facilities on Franconia Road. There are on-road bicycle lanes on Beulah Street and portions of Grovedale Drive. Other parts of Grovedale Road do not have adequate right of way to accommodate bicycle lanes, and in these sections, there are sharrows. There are uncontrolled, marked crossings on three of the four legs of the signalized intersection of Franconia Road and Grovedale Drive. There are pedestrian signals and marked crossings on all four legs of the signalized intersection of Franconia Road and Beulah Street. There is a marked crossing on the west leg of the unsignalized intersection of

Beulah Street and Grovedale Drive. There are no other pedestrian crossings adjacent to the study area.

Transit

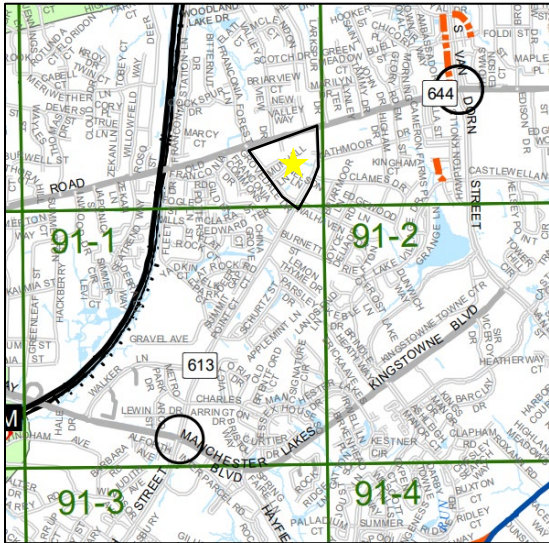
The area is served by Fairfax Connector Routes 231, 232 and 310. Routes 231 and 232, known as the Kingstowne Circulator, connects the Van Dorn Metrorail Station with the Franconia-Springfield Metrorail Station, providing AM and PM weekday service, only (no midday). Area bus stops in proximity to the study area are located on Beulah Street, just south of Grovedale Drive, and on Franconia Road, just east of Beulah Street. Route 310, which connects the Rolling Valley Park and Ride with the Huntington Metrorail Station, via Franconia-Springfield, provides weekday and weekend services. Area bus stops, in proximity to the study area, are located on Franconia Road, west of Grovedale Drive and east of Beulah Street.

**Current Transportation Plans**

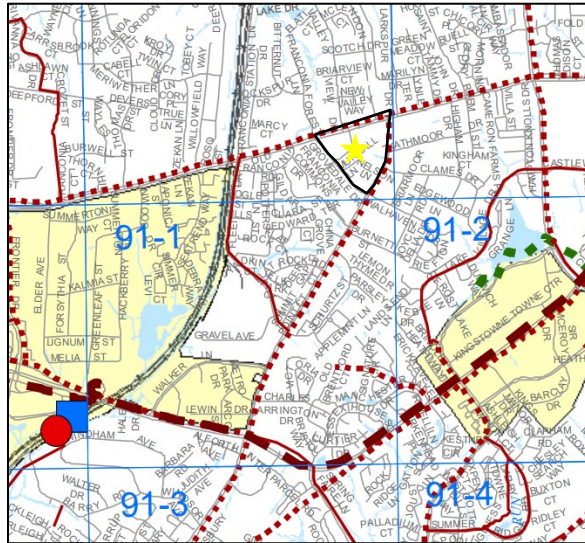
The transportation recommendations for the Franconia Triangle area include multimodal improvements that would enhance accessibility to, from, and within the area.

Transportation Plan Map

There are no improvements currently recommended for the roadway network in the immediate vicinity of the study area. There are, however, grade separated interchanges planned, as shown in Figure 7, indicated with circle symbols, at the Franconia-Springfield Parkway/Manchester Lakes Boulevard and Beulah Street and at Franconia Road and South Van Dorn Street.



**Figure 7: Transportation Plan Map**



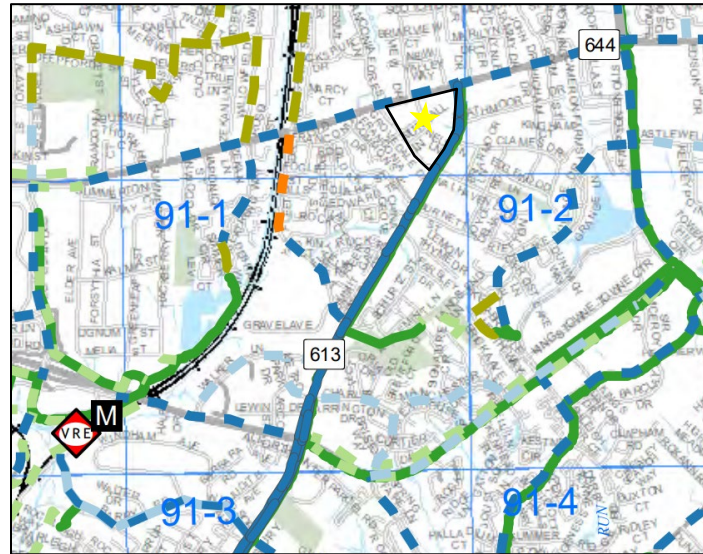
**Figure 8: Countywide Trails Plan**

Countywide Trails Plan

The Trails Plan for the area, shown in Figure 8, recommends major paved trails (10' shared use paths) along the north side of Franconia Road and the east side of Beulah Street.

Bicycle Master Plan

Figure 9 shows the planned Bicycle Network Map from the Bicycle Master Plan. The Plan shows the existing on-road bicycle lanes (solid blue line) on Beulah Street and planned on-road bicycle lanes (dashed blue line) on Franconia Road. Note that on-road bicycle lanes should be re-evaluated for appropriateness based on current best practices.



*Figure 9: Bicycle Master Plan*

**Analysis**

Staff assessed the impacts related to the land use proposal for the Franconia Triangle SSPA nomination. The current Comprehensive Plan envisions low intensity office uses with neighborhood serving retail use up to 0.25 FAR, specifically along Franconia Road. The Franconia Triangle SSPA, as shown in Table 2, proposes multifamily residential uses with retail.

Trip Generation

Trip generation analysis, looking at only those sites that would change land uses, indicates that the proposed plan would result in a decrease in the daily trips by 700 and decreases in the AM and PM peak hour trips by 275 and 169, respectively. The general change from commercial to residential uses causes a reversal in peak hour directional trips, specifically a slight increase in AM outbound trips (people leaving to go to work) and a slight increase in PM inbound trips (people getting home from work).

Table 2 provides a comparison of the trip generation between the Current Plan and Proposed Plan.

Land Use (ITE Code)	Quant	Daily Trips	AM			PM		
			In	Out	Total	In	Out	Total
<b>Current Plan Option</b>								
Government Office (730)	25 KSF	574	64	21	85	11	32	43
Office (710)	144 KSF	1,594	202	27	229	38	187	225
Office (710)	26 KSF	359	46	6	52	9	45	54
Retail (821)	52 KSF	3,518	56	34	90	132	138	270
<b>Total Trips Generated</b>		<b>6,045</b>	<b>368</b>	<b>88</b>	<b>456</b>	<b>190</b>	<b>402</b>	<b>592</b>
<b>Proposed Plan</b>								
Multifamily Mid- Rise (221)	120	526	9	32	41	29	18	47
Multifamily Mid- Rise (221)	30	97	0	2	2	7	5	12
Single Family Attached (215)	63	430	7	20	27	20	14	34
Single Family Attached (215)	16	71	1	2	3	3	3	6
Retail (821)	63 KSF	4,221	67	41	108	159	165	324
<b>Total Trips Generated</b>		<b>5,345</b>	<b>84</b>	<b>97</b>	<b>181</b>	<b>218</b>	<b>205</b>	<b>423</b>
<b>Gross Trips Over Comp Plan</b>		<b>-700</b>	<b>-284</b>	<b>9</b>	<b>-275</b>	<b>28</b>	<b>-197</b>	<b>-169</b>

**Table 2: Trip Generation for Franconia Triangle SSPA Nomination**

Pedestrian Level of Comfort (PLOC)

Pedestrian Level of Comfort (PLOC) is a measure that provides an assessment of the pedestrian experience with the area sidewalks and pathways, with respect to their safety and comfort level. It helps to identify where pedestrian facilities are inadequate or incomplete and helps to quantify how different investments will increase connectivity.

The goal is to have PLOC scores of 1 or 2 on all or most area pedestrian facilities, indicating greater pedestrian comfort. Efforts should be made to address locations with PLOC scores of 3, 4 or 5 (absence of pedestrian facility). This can be accomplished by providing wider pedestrian facilities, buffers, or wider buffers, between the roadway and walkway, on-street parking and/or street trees. If feasible, pedestrian comfort can be improved by slowing the speeds of vehicles on the adjacent roadways.

**Franconia Road:** Franconia Road, which is posted at 35 mph, generally has 5-7’ sidewalks on both sides of the street, 0-2’ buffers, no on-street parking and no street trees. These combinations result in PLOC scores of 4, which means “uncomfortable.” Reducing the posted speed limit on Franconia Road would help to increase pedestrian comfort, but reducing the speed is not a likely option, therefore achieving a PLOC score of 2 would require widening the sidewalk to 6’ with 6’ buffers and street trees.

**Beulah Street:** Beulah Street, which is a posted at 35 mph, generally has 5’ sidewalks, 2’ buffers, on-road bicycle lanes, and no street trees on both sides of the road. This results in a PLOC score of 3, which means “somewhat comfortable.” To achieve a PLOC score of 2, the



width of the buffer needs to be 6’, with street trees added (this assumes the on-road bike lanes remain in place).

**Grovedale Drive:** Grovedale Drive, which is posted at 25 mph, has some sidewalk coverage, and some on-road bike lanes (and some sharrows). Where there are sidewalks, they are generally 4’ in width, with 2-4’ buffers. There are no street trees. This results in a PLOC score of 3, which means “somewhat comfortable.” To achieve a PLOC score of 2, the sidewalks should be widened to 5’, with 4’ buffers, and continuous on-road bike lanes. If continuous bike lanes are not feasible, 4’ sidewalks, with 6’ buffers and street trees could be maintained.

PLOC – Crossings

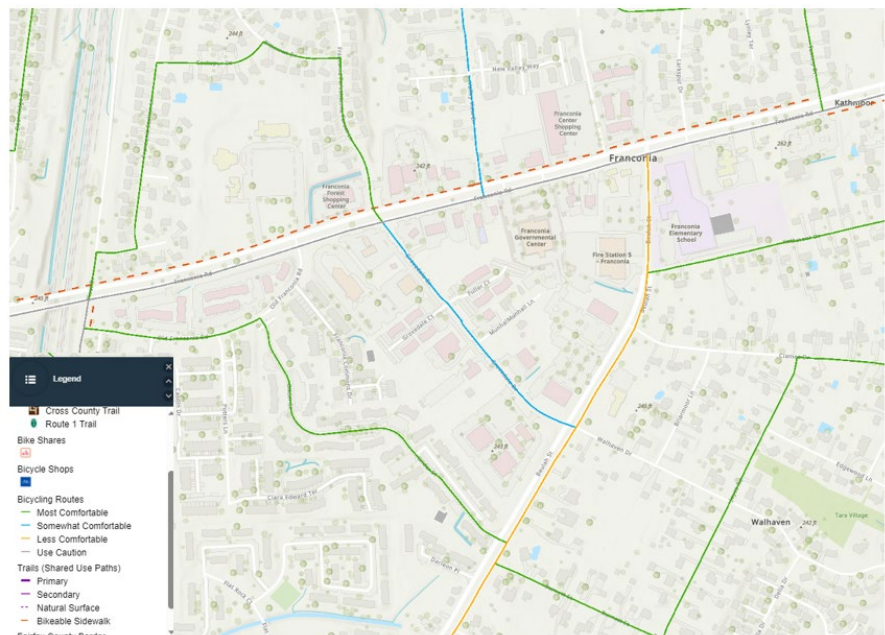
While comfortable pathways are critical to providing pedestrians with comfortable mobility, adequate crossings at major intersections are also key. If pedestrians do not feel comfortable crossing busy streets, then they may elect to drive, rather than walk. For that reason, consideration should be given to providing four crossings at each intersection. Controlled intersections (signalized) should, where feasible, provide a raised median, or refuge island.

Bicycle Level of Traffic Stress (BLTS)

The Fairfax County Bicycle Map (<https://www.fairfaxcounty.gov/transportation/bike/map>) depicts current biking conditions, with respect to the level of comfort and safety issues on all the roadways within the

County. The bike map shows that biking along Franconia Road urges cyclists to “use caution.” Biking along Beulah Street is “less comfortable.” Biking on Grovedale Drive is “somewhat comfortable.” The map also indicates that there is a bikeable sidewalk on one side of Franconia Road.

A map displaying results of the biking conditions for area roadways, is shown in Figure 10.



**Figure 10: Bicycle Level of Stress**

Bicycle Level of Traffic Stress (BLTS) is a similar metric to PLOC, also scored 1-4 (5=no facility), that measures how much stress a bicyclist may encounter due to traffic on the associated roadway. BLTS inputs are used to help determine ways to improve the cyclist’s experience.

***Franconia Road:*** With six travel lanes and a posted speed of 35 mph, the only way to achieve a BLTS score of 2 on Franconia Road would be through separated bike lanes or a shared use path. On street biking is not considered a safe, low-stress option. An off-street biking option would be a 10' shared use path (SUP), with buffer, on both sides of Franconia Road to accommodate both pedestrians and bicyclists.

***Beulah Street:*** With four travel lanes and a posted speed of 35 mph, the existing on-road bicycle lanes would receive a BLTS score of 3 (moderate high stress). Similar to Franconia Road, to achieve a BLTS score of 2 or better, separated bike lanes or a SUP would need to be provided. A 10' SUP with buffer, on each side of the roadway, would provide an acceptable level of stress.

***Grovedale Drive:*** With two travel lanes and a posted speed of 25 mph, the existing on-road bicycle lane would provide for an adequate BLTS score of 2 or better, but needs to be continuous, on both sides of the road, from Franconia Road to Beulah Street.

### Traffic Operations

An analysis was conducted that evaluated existing (2023) and future (2045) baseline and proposed conditions. The following intersections were included:

- Franconia Road at South Van Dorn Street
- Franconia Road at Grovedale Drive
- Franconia Road at Beulah Street
- Beulah Street at Grovedale Drive

This evaluation included a cumulative analysis of the Metropolitan Washington Council of Governments land use forecast, the sites under planning review within the Franconia Triangle, and recently-approved or ongoing planning studies within the area, including:

- Inova Springfield Hospital
- Kingstowne Town Center, Blocks M, N, and O
- Franconia Consolidated Facility
- Top Golf Site

Based on the results of the evaluation, the following recommendations are made:

- The intersection of Beulah Street and Grovedale Drive, independent of the Plan Amendment under review, may require a traffic signal by 2045 (implementation will be contingent on VDOT approval).
- The intersection of Franconia Road and South Van Dorn Street is problematic today and will continue to be problematic in the future. The Comprehensive Plan currently includes a recommendation for a grade-separated interchange. However, at-grade improvements should be studied as potential interim solutions. VDOT has agreed to conduct a STARS Study for the South Van Dorn Street corridor, from the City of Alexandria to Telegraph Road, including this intersection. Data collection and scoping for the study has started and the study is anticipated to begin in the first quarter of 2025.
- The intersections of Franconia Road at Grovedale Drive and Franconia Road at Beulah Street are projected to operate within applicable level of service standards. Some left and

right turn lane movements and side street movements will operate with some level of delay and should be monitored.

## Transportation Recommendations

1. **Pedestrians:** Pedestrians and cyclists use trails and pathways for health, recreation and transportation. A network of trails and pathways should safely and conveniently connect neighborhoods, retail centers, open space, and other destinations. Trail facilities should include the separation of transportation modes, where practical.

Since this area will serve both residential and commercial uses, sidewalks, pathways or trails should be included along both sides of all roadways. To encourage walking to, from and within the study area, pedestrian facilities should be continuous and convenient, of adequate width, sufficiently buffered from vehicular modes on the adjacent roadway. Street trees and parking lanes should also be considered.

Intersections should be given special consideration to enhance pedestrian safety and convenience. Crosswalks, with high-visibility paint, should be provided on all legs of each intersection. Medians or refuge islands should be provided, where feasible.

2. **Bicycles:** Bicycling is an important form of transportation that provides another mobility option for short and medium-distance trips, as well as for recreation. Bicycle access to transit enables people to travel farther distances from transit to their destinations and it improves transportation options. Bicycle facilities planned for this area can be found in the Countywide plan for active transportation (currently the Bicycle Master Plan).

To encourage bicycling within the Franconia Triangle, separate bicycle facilities or shared use paths with adequate buffers and limited driveway crossings should be provided. Secure and convenient bicycle parking should be provided, consistent with the Fairfax County Bicycle Parking Guidelines. Other amenities to encourage biking could include installation of showering and changing facilities in office buildings, bicycle-related signage as part of an overall wayfinding system, and installation of electric charging stations.

3. **Transit:** Bus stops with adequate amenities, such as shelters and benches, should be provided along existing and planned transit routes within the study area.
4. **Franconia Road:** Franconia Road provides east-west access through the study area and provides connections to and from the Springfield Community Business Center (CBC) and Franconia-Springfield Transit Station Area (TSA). It is important to provide multimodal access and connectivity for travelers in the area. To meet adequate levels of pedestrian comfort and bicycle stress, a 10' shared use path with buffer and street trees should be provided on both sides of the roadway.
5. **Beulah Street:** Beulah Street provides north-south access and connectivity, providing access to the Franconia-Springfield Parkway and the planned Inova Springfield Hospital.

To achieve acceptable levels of pedestrian comfort and bicycle stress, 10' SUPs should be built, with buffers and street trees.

6. **Grovedale Drive:** Grovedale Drive provides access between Franconia Road and Beulah Street. To achieve acceptable levels of pedestrian comfort and bicycle stress, the sidewalks should be widened to 5', with 4' buffers, and continuous on-road bike lanes.
7. **Right-of-Way:** Right-of-way dedication should accommodate future sidewalks, bicycle facilities, transit service, roadway improvements and associated easements as part of the rezoning process.
8. **General:** Transportation issues associated with redevelopment of the subject parcels, particularly those associated with access, will need to be adequately addressed as part of the rezoning review process. The development plan should address overall circulation patterns, turning movements, signalization, parcel consolidation, pedestrian circulation, safety issues and transit amenities.

Staff has included Plan guidance to support the recommendations for pedestrian and bicycle improvements along Franconia Road, Beulah Street, and Grovedale Drive. Additionally, the Plan guidance addresses roadway improvements necessary to maintain an acceptable level of service and interparcel connectivity for vehicles and pedestrians.

## Schools

The subject area is served by Edison High School, Twain Middle School and Franconia Elementary School. For the 2028-29 School Year, Edison High School is projected to have a moderate capacity deficit, Twain Middle School and Franconia Elementary School are approaching a capacity deficit as shown in Table 3. The adopted Comprehensive Plan for the site, if implemented, would generate no new students. In comparison, if fully implemented the proposed Plan would generate 91 total new students as shown in Table 4.

With a Plan amendment that increases residential density, membership in these schools will increase, which may impact instructional programs. The Capital Improvement Program for FY 2028-29 includes potential solutions to alleviate current and projected capacity deficits. The current recommendation for Franconia Elementary School is to monitor student membership. To address the moderate capacity deficit and approaching a capacity deficit at Edison High School and Twain Middle School respectively, the FCPS adopted Capital Improvement Program for FY 2025-29 includes potential solutions to alleviate current and projected school capacity deficits, including increased efficiency by reassigning instructional spaces within a school to accommodate an increase in membership; possible program changes; minor interior facility modifications to create additional instructional space and to help accommodate a capacity deficit; addition of temporary classrooms to accommodate a short-term capacity deficit; capacity enhancement through either a modular or building addition; and/or potential boundary adjustment with other schools identified as having a capacity surplus. The impacts of a Plan amendment may occur beyond the five-year projection horizon and conditions of a school and/or

school boundaries may change by the time the residential density proposed by this Comprehensive Plan amendment is realized.

**Table 3: School Capacity, Enrollment and Projected Enrollment**

School	Program Capacity SY 2023-24	Membership SY 2023-24	Capacity Utilization SY 2023-24	Projected Membership SY 2028-29	Projected Capacity Utilization SY 2028-29
Edison HS	2,136	2,269	106%	2,204	103%
Twain MS	1,026	989	96%	1,008	98%
Franconia ES	532	489	92%	460	86%

Source: FCPS, *Adopted Capital Improvement Program FY 2025-29*, February 2024.

**Table 4: Potential Student Yield – Proposed Comprehensive Plan**

School Level	Proposed Number of Housing Units	Potential Student Yield
High	229	26
Middle	229	15
Elementary	229	50
<b>Total Student Count</b>		<b>91</b>

Source: FCPS, *2022 Countywide Student Yield Ratios*, June 2022.

## Environment

### Water Resources

To ensure that water quality and water quantity are appropriately managed, the Comprehensive Plan promotes site design and low impact development (LID) techniques that reduce stormwater runoff volumes and peak flows; increase groundwater recharge; and increase the preservation of undisturbed areas. Developments are expected to optimize stormwater management and water quality controls through the use of innovative Best Management Practices and infiltration techniques, nonstructural Best Management Practices and bioengineering practices, and infiltration landscaping. Additionally, land use decisions should consider applicable watershed management plan recommendations. (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Objective 2, Amended through 6-28-2022).

The Comprehensive Plan’s stormwater management guidance for the Springfield District is contained in a few site-specific areas. The Franconia Triangle area does not include specific stormwater management guidance. (Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, Amended through 7-25-2023).

Guidelines for Commercial Building Repurposing states that “stormwater objectives should be met; however, in cases where site constraints render achieving stormwater management objectives impractical, other opportunities to reduce impervious surfaces and implement quality

and quantity controls should be identified.” (Fairfax County Comprehensive Plan, 2017 Edition, Land Use Policy Plan, Appendix 13, Amended through 6-28-2022).

The Franconia Triangle is located within the upper portions of the Accotink Creek and Cameron Run watersheds, is largely impervious, developed prior to modern stormwater management standards, and lacks water quality and detention control. Accotink Creek is listed by the Virginia Department of Environmental Quality as an impaired stream for benthic macroinvertebrates bioassessments, chloride, Escherichia coli (E. coli), and PCBs in fish tissue. Uncontrolled runoff from impervious cover results in downstream erosion and pollutants in the stream and can create drainage issues.

Cameron Run is listed by the Virginia Department of Environmental Quality as an impaired stream for Escherichia coli. The north section of the subject site is within the upper reaches of the Backlick Run subwatershed which flows downstream to Franconia Park and Backlick Stream Valley Park. Stream restoration projects are planned and/or in the design phase for Backlick Run in Backlick Stream Valley Park. Additionally, the Cameron Run Watershed Management Plan identifies two potential projects on the Franconia Governmental Site (CA9827) and the Fire Station Site (CA9828) consisting of installing BMPs/LIDs to provide stormwater quantity and quality control. Both projects are considered Tier 1 projects. Tier 1 projects represent the best opportunities for the county’s efforts, are located on public land, and were ranked using the Stormwater Management Division’s framework for defining priorities in rough proportion to the relative amount of uncontrolled impervious surface within the subwatershed. Sump conditions are present along the western side of the Franconia Governmental Center site and in the southern corner of the Franconia Triangle proposed for CPN22-LE-003 townhomes #1-33.

#### Stormwater Recommendation

Stormwater quantity and quality controls above the minimum requirements should be provided with proposed developments to reduce existing impacts to the watersheds and downstream stream restoration projects. Stormwater management measures, with an emphasis on low-impact development techniques, should be provided to manage the 100-year storm events for runoff from any additional impervious area, and be sufficient to attain LEED rainwater management credits. Native plants should be used to provide habitat benefits while reducing fertilization, improving the soil, and minimizing maintenance. Pervious pavement, rainwater harvesting cisterns, and green roofs should be considered in order to enhance stormwater infiltration; increase the viability of tree, shrub, and perennial plantings; and reduce the heat island effect of the proposal. Existing conservation/water quality management easements should be incorporated into redevelopment plans to allow for the continued conservation and preservation of natural vegetation, topography, habitat and other natural features existing on and across the subject properties.

#### Forest Resources

The Comprehensive Plan encourages tree preservation, tree planting, and sensitive landscaping practices to support air quality improvement. Additionally, good quality vegetation should be preserved and enhanced and lost vegetation restored through replanting. (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Objectives 1 and 10, Amended through 6-28-2022). For public facilities and sites, the Public Facilities Element of the Policy

Plan anticipates that public facilities and site will be designed, retrofitted, and maintained in an environmentally-sensitive manner and that low impact development (LID) practices and natural landscaping methods will be applied *“with the goal of minimizing resource consumption, reducing stormwater runoff, decreasing life-cycle maintenance requirements, increasing the habitat value of each site, and increasing soil and plant health.”* Factors to be considered include costs, health, safety/security, and the broader context of facility and site needs (e.g., recreational uses). (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Public Facilities, Amended through 6-9-2020, Objective 6).

The Comprehensive Plan’s guidance for forest resources and trees in the Springfield Planning District is contained in a few site-specific recommendations. The Franconia Triangle area includes the following specific guidance for on-site trees and open space: *Development should be designed to retain as many of the indigenous hardwood trees as possible. Pedestrian oriented open space areas, such as an easily accessible urban park, should be incorporated as an element of the development plan.* (Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, S9-Beulah Community Planning Sector, Land Use Recommendation 3, Amended through 7-25-2023).

Guidelines for Commercial Building Repurposing states that “the repurposing of buildings should be pursued in a manner that will support the protection and restoration of tree canopy. Efforts should be pursued to protect high quality vegetation and provide additional tree cover within landscaping concepts, consistent with site design needs”. (Fairfax County Comprehensive Plan, 2017 Edition, Land Use Policy Plan, Appendix 13, Amended through 6-28-2022).

Overall, the Franconia Triangle contains minimal trees and landscaping. The proposed Beulah Street site (CPN22-LE-003) contains a substantial portion of the existing mature trees in the subject area. The existing imperviousness of the Franconia Triangle, the existing compaction, lack of organic matter, and limited planting areas could lead to high plant mortality, stunted plant growth, minimal water infiltration, and significant stormwater runoff from planting areas when the area is redeveloped, which could be addressed with a future development application.

The proposed Plan amendment revises the current Plan text to provide further guidance to retain as many of the native and non-invasive trees that are good candidates for preservation. The text also recommends that an assessment of the health and condition of existing trees be conducted on the site. The addition of street trees in this area would provide benefits such as increasing tree canopy cover, reducing heat island effect, and buffering from adjacent uses.

### Green Building

The Policy Plan’s Environment section provides guidance for green building practices. Residential developments are expected to *“incorporate green building practices sufficient to attain certification under an established residential green building rating system that incorporates multiple green building concepts and that includes an ENERGY STAR Qualified Homes designation or a comparable level of energy performance.”* (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 6-28-2022, Objective 13).

Guidelines for Commercial Building Repurposing states that “The repurposing of commercial buildings may provide opportunities for improvements in energy efficiency and other green building practices. Such opportunities should be identified and considered for incorporation into building and/or site design.” (Fairfax County Comprehensive Plan, 2017 Edition, Land Use Policy Plan, Appendix 13, Amended through 6-28-2022).

The Land Use and Environment elements of the Policy Plan provide recommendations for green building certification for residential developments and building repurposing. Staff recommends that any future redevelopment identify how these policies would be met.

#### Transportation-Generated Noise

New development is expected to protect people from unhealthful levels of transportation noise. *“New development should not expose people in their homes, or other noise sensitive environments, to noise in excess of DNL 45 dBA, or to noise in excess of DNL 65 dBA in the outdoor recreation areas of homes. To achieve these standards new residential development in areas impacted by highway noise between DNL 65 and 75 dBA will require mitigation. New residential development should not occur in areas with projected highway noise exposures exceeding DNL 75 dBA or projected aircraft noise exposures exceeding DNL 65 dBA.”* (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 6-28-2022, Objective 4).

Guidelines for Commercial Building Repurposing states that “noise mitigation should be provided where needed and feasible”. (Fairfax County Comprehensive Plan, 2017 Edition, Land Use Policy Plan, Appendix 13, Amended through 6-28-2022).

The Franconia Triangle is bounded by Franconia Road, Beulah Street, and Grovedale Drive. Residential uses and outdoor recreation areas within the sub-unit will be impacted from transportation noise. Future development applications for residential/open space within this area would be expected to conduct noise studies and apply appropriate measures consistent with existing Environment Policy Plan policy.

#### Electric-Vehicle (EV) Charging

Fairfax County encourages the *“provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals, particularly for residential where other opportunities are not available.”* (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 6-28-2022, Objective 13).

The Environment element of the Policy Plan provides recommendations for EV charging facilities that should be demonstrated with any future redevelopment. Any future EV charging facilities should be fully wired and functional, and open to all residents and visitors. Accommodations should be made for additional future charging stations.

#### Bird-Friendly Design

The “green building” concept of the Comprehensive Plan provides a holistic approach to the reduction of adverse environmental impacts associated with buildings and their associated



landscapes. (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 6-28-2022, Objective 13). Two of the environmental impacts associated with development and redevelopment in the county are bird collision hazards and bird mortality.

The Environment element of the Policy Plan provides recommendations for reducing adverse environmental impacts. Any future redevelopment should demonstrate site and building design that minimizes short- and long-term negative impacts on the environment, environmentally sensitive design and construction that can be used to limit bird collision hazards and to reduce bird mortality. The objective of these strategies would be to make buildings visible to birds in flight and reduce reflections that distract or confuse birds through the use of appropriate glazing treatments or architectural elements, such as the use of color, texture, opacity, patterns, louvers, screens, interior window treatments, or ultraviolet materials that are visible to birds. Other features could be considered for window glazing to reduce bird collisions and mortality, including: (i) a surface texture that breaks up continuous reflections, minimizing or eliminating the “mirror” glass effect (such as textured glass, channel glass, and etched glass); and (ii) a bird-safe pattern or design within the glass.

**Parks and Recreation**

The Parks and Recreation element of the Policy Plan provides guidelines for the provision of parks and recreation services. These include population-based standards for specific types of park facilities and parkland acreage for recreation activities. Potential impacts to parks and recreation were evaluated by determining the allowable residential population for the Proposed Plan Amendment and applying the population-based standards as detailed in the Policy Plan. For purposes of calculating the allowable residential population, an average household size of 2.05 residents for multifamily residential units and 2.94 for attached residential units in the Springfield Planning District was assumed. Table 6 shows the expected parkland and recreational facility impacts generated by the proposed Plan Amendment under its maximum development potential.

*Table 5: Proposed Plan Amendment*

	<b>Residential and Nonresidential</b>
Allowable Dwelling Units (DU)	150 Multifamily, 79 Attached
Allowable Residential Population	540
Allowable Non-Residential (SF)	107,032

**Table 6. Expected Parkland and Recreational Facility Impacts.**

Facility	Service Level Standard	Impact from 540 Additional Residents
Rectangle Fields	1 field / 2,700 people	<b>0.20 field</b>
Adult Baseball Fields	1 field / 24,000 people	<b>0.02 field</b>
Adult Softball Fields	1 field / 22,000 people	<b>0.02 field</b>
Youth Baseball Fields	1 field / 7,200 people	<b>0.08 field</b>
Youth Softball Fields	1 field / 8,800 people	<b>0.06 field</b>
Multiuse Courts	1 court / 2,100 people	<b>0.26 field</b>
Playgrounds	1 playground / 2,800 people	<b>0.19 playground</b>
Neighborhood Dog Parks	1 dog park / 86,000 people	<b>0.01 dog park</b>
Neighborhood Skate Parks	1 skate park / 106,000 people	<b>0.01 skate park</b>
Reservable Picnic Areas	1 area / 12,000 people	<b>0.05 area</b>

Parkland/Open Space Type	Service Level Standard	Impact (acres) from 540 Additional Residents		
On-site Urban Parks	1.5 acres / 1,000 people 1 acre / 10,000 people	<b>0.85 total (all options implemented)</b>		
		<b>0.37</b> <b>(Affordable Housing at the Franconia Governmental Center)</b>	<b>0.44</b> <b>(SSPA Nomination CPN22-LE-003) and Tax Map Parcel 81-3 ((5)) 16</b>	<b>0.04</b> <b>(Non-res. uses)</b>
Local Suburban	5 acres / 1,000 people	<b>2.7</b>		
District/Countywide	13 acres / 1,000 people	<b>7.02</b>		

As identified in the parks and recreation areawide recommendations for the Springfield Planning District of the Comprehensive Plan, the S9 Beulah Community Planning Sector lacks access to neighborhood and community parks. Parks and recreation specific guidance for the S9 Beulah Community Planning Sector calls for neighborhood park facilities to be provided in conjunction with new residential development, and for an Urban Park to be provided in conjunction with the development in the area of the Franconia Government Center.

If adopted, the proposed Plan Amendment’s net potential maximum increase of 150 multifamily and 79 attached residential units could result in a maximum potential increase of 540 residents within the Springfield Planning District. Residents will need access to park

and recreation facilities on site or nearby.

In addition to the residential development impact on recreational services and facilities, there will also be impacts from the proposed commercial development. Employees have a need to access recreational amenities at lunchtime or after work. Retail customers benefit from combining shopping trips with recreational activities.

Development of on-site publicly accessible park spaces should be encouraged. Integration of on-site publicly accessible parks in the overall development design is critical to providing onsite recreation resources within the triangle and will enhance the desirability of the project, contribute to redevelopment efforts and contribute to a sense of place. The proposed development options are subject to a set of conditions, which include a recommendation for a centrally located and publicly accessible urban park programmed to serve the residents and the surrounding community. The recommendation also addresses the need for open space on each site to serve respective residents.

### **Heritage Resources**

The Olivet Episcopal Chapel is significant as the last remaining structure from the nineteenth-century village of Franconia, for its historical associations with an early Episcopalian congregation founded by students from the Virginia Theological Seminary in Alexandria, and as a good local example of Gothic Revival architecture. It was listed on the County Inventory of Historic Sites in 1969. Staff recommends its continued preservation in situ.

A comprehensive county survey has not been conducted. Prior to any development, staff recommends that a reconnaissance-level survey be conducted to identify potentially significant heritage resources. If significant resources are found, an effort should be made to preserve them and, if possible, incorporate them into the proposed design through rehabilitation and adaptive reuse. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

### **CONCLUSION**

The Plan amendment represents the opportunity to provide market-rate and affordable housing and urban parks in an area with long-standing recommendations to develop as a community focal point. The residential use is supported by the Concept for Future Development and the Springfield Planning District areawide recommendations. The Franconia Triangle is served by bus routes, which provide access to three metro stations and is near employment opportunities. Residents in the proposed development would be able to walk to surrounding businesses, a local park, an elementary school and places of worship. The Plan amendment could allow for the implementation of a long-standing recommendation for an urban park in the Franconia Triangle and provide for additional pedestrian and bicycle amenities. The proposed residential use would

contribute to activity in the area and support the long-standing vision of the Franconia Triangle as a community focal point for the greater Franconia area.

## RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~striketrough~~. Text shown to be replaced is noted as such.

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, as amended through July 25, 2023, S9- Beulah Community Planning Sector, Land Use, page 89:

### Land Use

The Beulah Planning Sector contains stable established 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. The area is characterized by a mix of uses including office, community-serving retail, residential, A cluster of public facilities (including the Franconia Governmental Center), community-serving office and retail uses, and the historic Olivet Episcopal Church are located here. A new Franconia Governmental Center and Kingstowne Library combined facility located south of Manchester Boulevard at Beulah Street and Silver Lake Boulevard is anticipated to be completed in 2025. 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 37 indicates the geographic location of land use recommendations for this sector.

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**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, as amended through July 25, 2023, S9- Beulah Community Planning Sector, Land Use, Recommendation #3, page 91:

3. Within the area bounded by Franconia Road, Beulah Street, and Grovedale Drive, also known as the Franconia Triangle, should develop as the community focal point for the greater Franconia area through compatible redevelopment with a mix of uses, public facilities, and an urban park that provide for community activities and interaction. The

Franconia Governmental Center (relocating in 2025), Franconia Volunteer Fire Station, and historic Olivet Episcopal Church are planned for public facilities at the baseline level. The area located south and west of both the Franconia Volunteer Fire Station and the Franconia Governmental Center is planned for low intensity office use. Neighborhood-serving retail use up to .25 .30 FAR is planned along Franconia Road.

Option: As an option, the following uses may be considered subject to the development conditions outlined below:

- a. Tax Map Parcels 81-3 ((5)) 3A, 2A, 2B, 2C1 and 83-3 ((8)) 503 are planned for multi-family residential use up to 120 units inclusive of bonus related to affordable and workforce dwelling units. Compatible, ancillary community serving uses may also be appropriate to complement the residential use.
- b. Tax Map Parcels 81-3 ((5)) 15, 15A, 15B, 15C, 17C and 17D are planned for multi-family and attached residential use up to a maximum of 12 dwelling units per acre exclusive of bonus related to affordable and workforce dwelling units.
- c. Tax Map Parcel 81-3 ((5)) 16 may be appropriate for attached residential use subject to consolidation or coordination of development with the adjacent residentially planned parcels. Residential densities under this option should be similar to densities in bullet b.
- d. With substantial consolidation, retail uses along Franconia Road may develop at 0.3 Floor Area Ratio (FAR). Redevelopment should provide adequate screening from residential uses.

In order to develop under the options above either office or retail uses in the area, the following conditions should be met:

- Substantial parcel consolidation and a coordinated development plan that reflects a superior well-designed site layout and architectural design should be an elements of any development proposal;
- Residential building heights should be limited to a maximum of four stories and no taller than 52 feet excluding rooftop equipment.
- The visual impact of any proposed non-residential development on the adjacent stable established, low density residential neighborhood to the east should be screened by using substantial landscaping, berms, and other effective and aesthetic screening techniques. No commercial uses should directly front on Beulah Street;
- Olivet Episcopal Church is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites and should be preserved. A reconnaissance level field survey should be conducted prior to final design plans to identify other potential and, if significant historic heritage resources. If significant resources are found, an effort should be made to preserve them and, if possible, incorporate them into the proposed

- design through rehabilitation and adaptive reuse. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered appropriate preservation measures should be incorporated into the design phase;
- An assessment of the health and condition of existing trees should be conducted on the site. Development should be designed to retain as many of the native and non-invasive trees that are good candidates for preservation;
  - Residential development should provide a publicly accessible urban park that is coordinated between the developments, centrally located within the block, and provides interparcel connectivity. Pedestrian connectivity should be provided from Franconia Road and Beulah Street through the residential development to the centrally located urban park. Programming in the park should serve the residents of the developments and the surrounding community. Open space should also be provided on each development site to serve the respective residents;
  - Development should be designed to retain as many of the indigenous hardwood trees as possible. Pedestrian-oriented open space areas, such as an easily accessible urban park, should be incorporated as an element of the development plan; and
  - An off-street shared use path with landscape buffers is recommended along Franconia Road. Along Beulah Street, separated bike lanes and sidewalks or a shared use path are recommended. On-road bicycle facilities and sidewalks are recommended for Grovedale Drive. Streetscape design should include adequate sidewalk and buffers widths and accommodate street trees where appropriate and ensure tree viability with adequate buffers;
  - Roadway improvements necessary to ensure an acceptable level of service within the Franconia Triangle area affected by the redevelopment should be provided, and;– site design should accommodate interparcel access for vehicles and pedestrians to the extent possible. The design of the internal circulation pattern and the location of related access points should be planned to minimize the traffic impact on the adjacent residential area.
  - Stormwater quantity and quality control measures should be provided that are more extensive than County minimum requirements. Development and redevelopment projects should reduce stormwater runoff to that of a good-forested condition, to the extent feasible. Stormwater control measures should be provided with the goal of retaining and managing stormwater onsite, minimizing downstream flood risk, reducing total runoff volumes, and significantly delaying the entry of stormwater runoff into the stream system.

Tax Map Parcel 81-3((5))13 on Grovedale Drive, may also be appropriate for retail use up to .25 .30 FAR.

**MODIFY**

**FIGURE:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, as amended through July 25, 2023, S9- Beulah Community Planning Sector, Figure 39, Parks and Recreation Recommendations, page 95:

**FIGURE 39  
PARKS AND RECREATION RECOMMENDATIONS  
SECTOR S9**

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PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Neighborhood Park facilities should be provided in conjunction with new residential development.  An Urban Park should be provided in conjunction with commercial development in the area of the Franconia Government Center.
COMMUNITY PARKS:	This sector lies within the service area of Beulah Community Park.
DISTRICT PARKS:	This sector is currently not served by a District Park.

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**COMPREHENSIVE LAND USE PLAN MAP:**

The Comprehensive Land Use Plan Map will not change.

**COUNTYWIDE TRANSPORTATION PLAN MAP:**

The Countywide Transportation Plan Map will not change.

## ATTACHMENT 1

### Adopted Comprehensive Plan Land Use Recommendation Citations

#### **Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use, Amended through 6-28-2022, Pages 4-10.**

“Objective 4: The county should encourage a diverse housing stock with a mixture of types to enhance opportunities for county residents to live in proximity to their workplace and/or in proximity to mass transit.

Policy a. Increase the availability of housing to provide a diversity of housing opportunities in proximity to concentrations of employment.

...

Objective 8: Fairfax County should encourage a land use pattern that protects, enhances and/or maintains stability in established residential neighborhoods.

Policy a. Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.

...

Objective 14: Fairfax County should seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses.

...

Policy b. Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.”

#### **Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 6-28-2022, Pages 7-10.**

“Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.

Policy a. Maintain a best management practices (BMP) program for Fairfax County and ensure that new development and redevelopment complies with the county’s best management practice (BMP) requirements.

Policy b. Update BMP requirements as newer, more effective strategies become available.

...

Policy g. Monitor the performance of BMPs.

Policy h. Protect water resources by maintaining high standards for discharges from point sources.



...

- Policy j. Regulate land use activities to protect surface and groundwater resources.
- Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the county's streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:
- Minimize the amount of impervious surface created.
  - Site buildings to minimize impervious cover associated with driveways and parking areas and to encourage tree preservation.
  - Where feasible, convey drainage from impervious areas into pervious areas.
  - Encourage cluster development when designed to maximize protection of ecologically valuable land.
  - Encourage the preservation of wooded areas and steep slopes adjacent to stream valley EQC areas.
  - Encourage fulfillment of tree cover requirements through tree preservation instead of replanting where existing tree cover permits. Commit to tree preservation thresholds that exceed the minimum Zoning Ordinance requirements.
  - Where appropriate, use protective easements in areas outside of private residential lots as a mechanism to protect wooded areas and steep slopes.
  - Encourage the use of open ditch road sections and minimize subdivision street lengths, widths, use of curb and gutter sections, and overall impervious cover within cul-de-sacs, consistent with county and state requirements.
  - Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with county requirements.
  - Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with county requirements.
  - Encourage shared parking between adjacent land uses where permitted.
  - Where feasible and appropriate, encourage the use of pervious parking surfaces in low-use parking areas.
  - Maximize the use of infiltration landscaping within streetscapes consistent with county and state requirements.

...

Policy n. Optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals.

Policy o. Ensure that development and redevelopment sites that have been subject to contamination by toxic substances or other hazardous materials are

remediated to the extent that they will not present unacceptable health or environmental risks for the specific uses proposed for these sites and that unacceptable health or environmental risks will not occur as a result of contamination associated with nearby properties.

Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with state guidelines and regulations.

...

Programs to improve water quality in the Potomac River/Estuary, and Chesapeake Bay will continue to have significant impacts on planning and development in Fairfax County. There is abundant evidence that water quality and the marine environment in the Bay are deteriorating, and that this deterioration is the result of land use activities throughout the watershed.”

**Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 6-28-2022, Pages 11-12.**

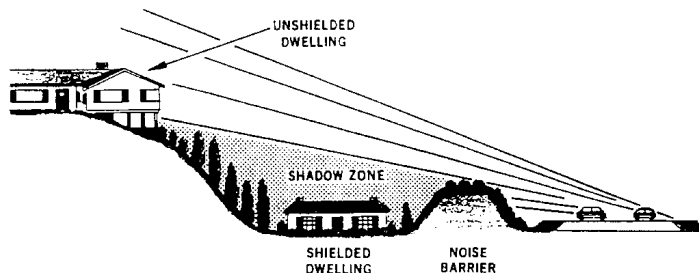
“Noise

Transportation generated noise impacts the lives of many who live in the county. Some county residents are subjected to unhealthful levels of noise from highway traffic, aircraft operations and railroads, including WMATA's Metrorail (See Figure 3). Federal agencies with noise mitigation planning responsibilities have worked with the health community to establish maximum acceptable levels of exposure (Guidelines for Considering Noise in Land Use Planning and Control). These guidelines expressed in terms of sound pressure levels are; DNL 65 dBA for outdoor activity areas, DNL 50 dBA for office environments, and DNL 45 dBA for residences, schools, theaters and other noise sensitive uses. While the federal guidelines consider all land uses to be compatible with noise levels below DNL 65 dBA, they are not proscriptive as they relate to local land use decisions. Further, it is known that adverse noise impacts can occur at levels below DNL 65 dBA and that there may be variability among communities in responses to such noise.

Objective 4: Minimize human exposure to unhealthful levels of transportation generated noise.

Policy a: Regulate new development to ensure that people are protected from unhealthful levels of transportation noise.

Policy b: Reduce noise impacts in areas of existing development.



**EFFECT OF ACOUSTIC BARRIER**

Explanatory Note: This figure illustrates the function of an acoustical barrier. The shadow zone indicates a mitigated area that is sheltered by a noise barrier and is therefore relatively quiet.

Source: American Association of State Highway and Transportation Officials, 1985, *Guide on the Evaluation and Attenuation of Traffic Noise*, p. 2.

FIGURE 3

New development should not expose people in their homes, or other noise sensitive environments, to noise in excess of DNL 45 dBA, or to noise in excess of DNL 65 dBA in the outdoor recreation areas of homes. To achieve these standards new residential development in areas impacted by highway noise between DNL 65 and 75 dBA will require mitigation. New residential development should not occur in areas with projected highway noise exposures exceeding DNL 75 dBA. Because recreation areas cannot be screened from aircraft noise and because adverse noise impacts can occur at levels below DNL 65 dBA, in order to avoid exacerbating noise and land use conflicts and to further the public health, safety and welfare, new residential development should not occur in areas with projected aircraft noise exposures exceeding DNL 60 dBA. Where new residential development does occur near Washington Dulles International Airport, disclosure measures should be provided.”

**Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 6-28-2022, Page 12.**

“LIGHT POLLUTION

Increasing urbanization requires that care be taken to reduce unfocused emissions of light and that efforts be made to avoid creating sources of glare which may interfere with residents’ and/or travelers’ visual acuity.

Objective 5: Minimize light emissions to those necessary and consistent with general safety.  
Policy a. Recognize the nuisance aspects of unfocused light emissions.”

**Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 6-28-2022, Page 18.**

“Objective 10: Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.

- Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.
- Policy b: Require new tree plantings on developing sites which were not forested prior to development and on public rights of way.
- Policy c: Use open space/conservation easements as appropriate to preserve woodlands, monarch trees, and/or rare or otherwise significant stands of trees, as identified by the county.”

**Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 6-28-2022, Page 20.**

“Objective 12: Improve the identification and mitigation of environmental impacts, and the monitoring and enforcement of environmental policies as applied to land disturbing activities.

Policy a: Require both public and private development proposals to identify environmental constraints and opportunities and demonstrate how environmental impacts will be mitigated.

Policy b: Establish a centralized environmental planning and monitoring function with responsibility for coordinating the actions of individual county agencies to effect a comprehensive program to preserve and improve the environment.”

**Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 6-28-2022, Pages 20-22.**

“Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently and to minimize short- and long-term negative impacts on the environment and building occupants.

Policy a. In consideration of other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects. These practices may include, but are not limited to:

- Environmentally-sensitive siting and construction of development;
- Application of low impact development practices, including minimization of impervious cover (See Policy k under Objective 2 of this section of the Policy Plan);
- Optimization of energy performance of structures/energy-efficient design;
- Use of renewable energy resources;

- Use of energy efficient appliances, heating/cooling systems, lighting and/or other products;
- Application of best practices for water conservation, such as water efficient landscaping and innovative wastewater technologies, that can serve to reduce the use of potable water and/or reduce stormwater runoff volumes;
- Reuse of existing building materials for redevelopment projects;
- Recycling/salvage of non-hazardous construction, demolition, and land clearing debris;
- Use of recycled and rapidly renewable building materials;
- Use of building materials and products that originate from nearby sources;
- Reduction of potential indoor air quality problems through measures such as increased ventilation, indoor air testing and use of low-emitting adhesives, sealants, paints/coatings, carpeting and other building materials;
- Reuse, preservation and conservation of existing buildings, including historic structures;
- Retrofitting of other green building practices within existing structures to be preserved, conserved and reused;
- Energy and water usage data collection and performance monitoring;
- Solid waste and recycling management practices; and
- Natural lighting for occupants.

Encourage commitments to implementation of green building practices through certification under established green building rating systems for individual buildings (e.g., the U.S. Green Building Council's Leadership in Energy and Environmental Design for New Construction [LEED-NC<sup>®</sup>] or the U.S. Green Building Council's Leadership in Energy and Environmental Design for Core and Shell [LEED-CS<sup>®</sup>] program or other equivalent programs with third party certification). An equivalent program is one that is independent, third-party verified, and has regional or national recognition or one that otherwise includes multiple green building concepts and overall levels of green building performance that are at least similar in scope to the applicable LEED rating system. Encourage commitments to the attainment of the ENERGY STAR<sup>®</sup> rating where available. Encourage certification of new homes through an established residential green building rating system that incorporates multiple green building concepts and has a level of energy performance that is

comparable to or exceeds ENERGY STAR qualification for homes. Encourage the inclusion of professionals with green building accreditation on development teams. Encourage commitments to the provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs.

Policy b. Within the Tysons Urban Center, Suburban Centers, Community Business Centers, Industrial Areas and Transit Station Areas as identified on the Concept Map for Future Development, unless otherwise recommended in the applicable area plan, where these zoning proposals seek at least one of the following:

- Development in accordance with Comprehensive Plan Options;
- Development involving a change in use from what would be allowed as a permitted use under existing zoning;
- Development at the Overlay Level; or
- Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by-right development potential and the maximum Plan intensity to constitute the high end of the range.

ensure that zoning proposals for nonresidential development or zoning proposals for multifamily residential development incorporate green building practices sufficient to attain certification through the LEED-NC or LEED-CS program or an equivalent program specifically incorporating multiple green building concepts, where applicable, and encourage an emphasis on energy efficiency and conservation.

Where developments with exceptional intensity or density are proposed (e.g. at 90 percent or more of the maximum planned density or intensity), ensure that higher than basic levels of green building certification are attained.

...

Policy g. Encourage provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals, particularly for residential where other opportunities are not available.”

**Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Heritage Resources, Amended through 4-29-2014 Pages 1-4.**

“...

Heritage resources are vulnerable to damage and destruction from a variety of sources. For that reason, these resources are protected by federal, state, and local law. However, protecting heritage resources from damage or destruction and preserving them for continued use, enjoyment, and study by their owners or the public is a complex issue. Unprotected heritage

resources--resources whose significance has not yet been evaluated and unrecorded resources on unsurveyed lands--are particularly vulnerable to loss due to a variety of factors. The most prevalent of these include inadequate survey or assessment of heritage resources during the earliest stages of project planning (especially for "by-right" development), construction on unsurveyed lands, increased land values that make it unprofitable to retain historic buildings, and vandalism, relic hunting, and neglect. The ability to protect and preserve the county's significant heritage resources successfully over the long term depends upon a comprehensive, systematic approach.

...

### Strategies

One of the basic axioms of preservation as outlined in the [Historic Resource Management Plan] HRMP is that heritage resources cannot be preserved or studied if they are unknown, unrecorded, and unevaluated.

...

## COUNTYWIDE OBJECTIVES AND POLICIES

### **“Objective 1: Identify heritage resources representing all time periods and in all areas of the county.**

Policy a. Identify heritage resources well in advance of potential damage or destruction.

Policy b. Conduct systematic countywide field surveys to locate and document unrecorded heritage resources and to update information on resources identified in past surveys.

Policy c. Maintain an up-to-date data base of the county’s heritage resources.

...

### **Objective 3: Protect significant heritage resources from degradation, or damage and destruction by public or private action.**

Policy a. Avoid adverse impacts on or destruction of significant heritage resources unless there is no prudent and feasible alternative, in which case, plan and carry out appropriate mitigation activities to minimize the adverse effect.

Policy b. Plan and undertake appropriate actions to retain and enhance significant heritage resources to be affected by public or private land use or development.

...

Policy e. Coordinate activities affecting heritage resources among county agencies and with other public agencies and private organizations.”

**FAIRFAX COUNTY COMPREHENSIVE PLAN, 2017 Edition, AREA IV  
Springfield Planning District, Amended through 7-25-2023  
Overview, Pages 1-4.**

“CONCEPT FOR FUTURE DEVELOPMENT

...

The majority of the Springfield Planning District has been recommended as Suburban Neighborhoods by the Concept for Future Development. The predominant residential character of the area should be maintained by promoting compatible land uses and land use intensities. Neighborhood stability is further promoted through sound planning principles addressing appropriate transitions between adjoining land uses, access control, environmental and heritage resource protection, and other appropriate public facility and transportation guidelines.

...

MAJOR OBJECTIVES

...

- Improve circulation in and around the community by the management of existing transportation facilities and by promoting alternatives to single-occupant vehicle use;

...

- Provide opportunities for affordable housing near mass transit facilities and transportation corridors in the vicinity of the Springfield CBC, the I-95 Corridor Industrial Area, the Franconia-Springfield Transit Station Area, and the Fort Belvoir North Area; and”

**FAIRFAX COUNTY COMPREHENSIVE PLAN, 2017 Edition, AREA IV  
Springfield Planning District, Amended through 7-25-2023  
S9 Beulah Community Planning Sector, Pages 89-91.**

**S9 BEULAH COMMUNITY PLANNING SECTOR**

“CHARACTER

The Beulah Community Planning Sector is located south of Franconia Road between the CSX railroad right-of-way and Beulah Street. The planning sector consists of low and medium density residential uses in addition to commercial and industrial uses. At the northeast tip of the planning sector, there is a concentration of commercial, institutional, and public uses as well as residences. A small industrial area is located west of Fleet Drive.

The planning sector contains older neighborhoods and some open space. Such areas have a high potential for heritage resources. Of particular interest are the older neighborhoods along Beulah Street and north of Fleet Drive. The Olivet Episcopal Church, built in 1893, is located at the intersection of Beulah Street and Franconia Road. The church is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Springfield Planning District Overview section, Figures 3 and 4. Additional historic sites in this sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

The Beulah Community Planning Sector is recommended to develop as Suburban Neighborhoods under the Concept for Future Development.



## RECOMMENDATIONS

### Land Use

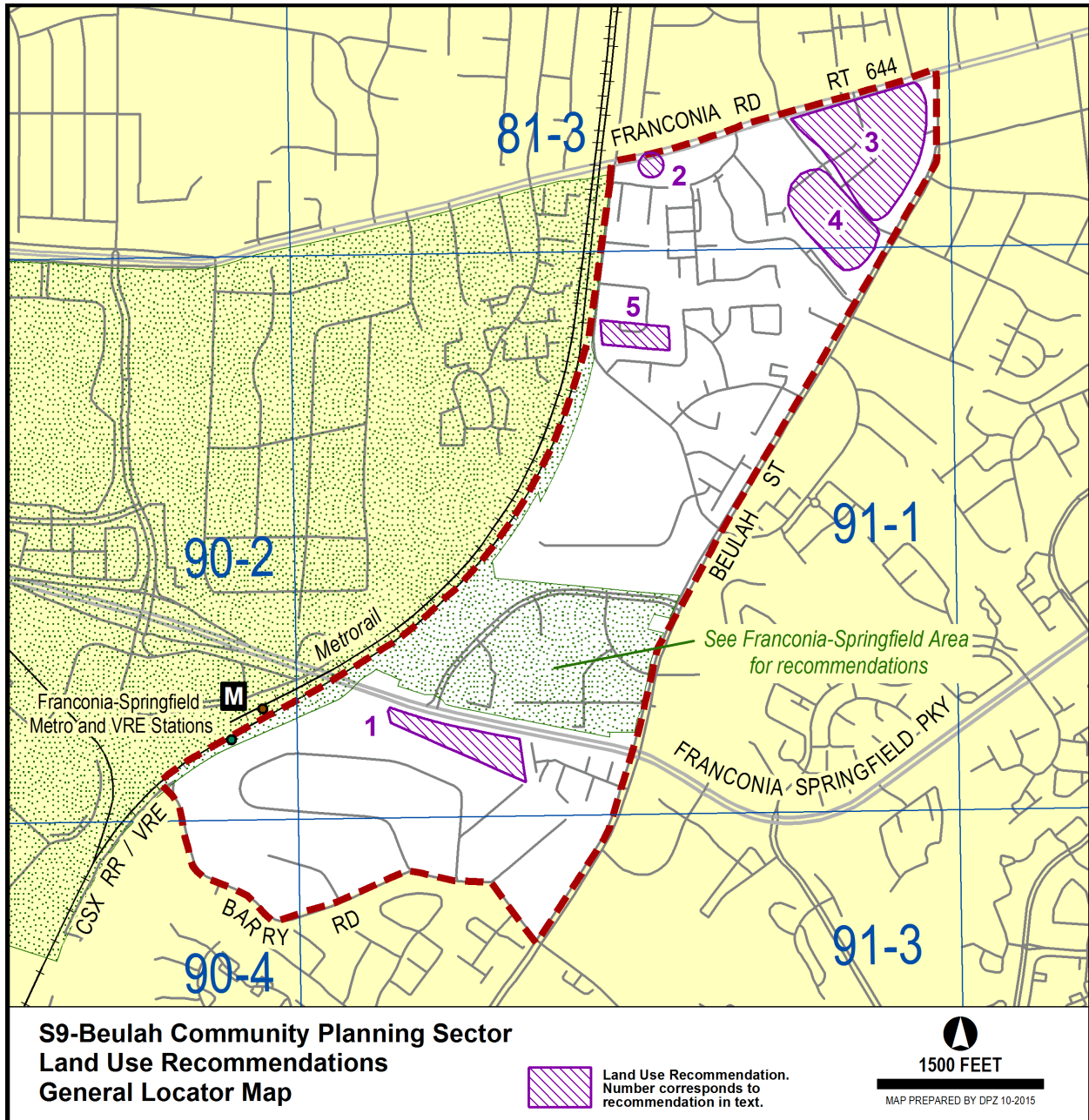
The Beulah Planning Sector contains stable residential neighborhoods. Infill development should be of a compatible use, type, and density and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

1. 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



**FIGURE 37**

Land Unit S of the Franconia-Springfield Area, on the north side of the Franconia-Springfield Parkway.

2. Low-rise office development up to .35 FAR is planned for the vacant parcels between old and new Franconia Roads, immediately east of the CSX Railroad right-of-way, with buffering to the new roadway and access from Old Franconia Road.
3. Within the Franconia Road, Beulah Street, and Grovedale Drive triangle, the area located south and west of both the Franconia Fire Station and the Franconia Government Center is planned for low intensity office use. Neighborhood-serving retail use up to .25 FAR is planned along Franconia Road. In order to develop either office or retail uses in the area, the following conditions should be met:
  - Substantial parcel consolidation and a coordinated development plan that reflects a superior site layout and architectural design should be an element of any development proposal;
  - The visual impact of any proposed development on the adjacent stable, low density residential neighborhood to the east should be screened by using substantial landscaping, berms, and other effective and aesthetic screening techniques. No commercial uses should directly front on Beulah Street;
  - A field survey should be conducted prior to final design plans and, if significant historic resources are found, appropriate preservation measures should be incorporated into the design phase;
  - Development should be designed to retain as many of the indigenous hardwood trees as possible. Pedestrian-oriented open space areas, such as an easily accessible urban park, should be incorporated as an element of the development plan; and
  - Roadway improvements necessary to ensure an acceptable level of service within the area affected by the development should be provided. The design of the internal circulation pattern and the location of related access points should be planned to minimize the traffic impact on the adjacent residential area.

Parcel 81-3((5))13 on Grovedale Drive, may also be appropriate for retail use up to .25 FAR.”