



FAIRFAX COUNTY  
SITE-SPECIFIC PLAN AMENDMENT PROCESS  
COUNTYWIDE

**SCREENING**  
**CPN22-LE-008**  
**Frontier Plaza**

Address/Tax Map Parcels: Frontier Plaza Center  
Tax Map Parcels 90-2 ((1)) 86A

Nominator: David Gill, Frontier Drive Metro Center LLC

Supervisor District: Franconia  
Planning Area: Area IV  
Planning District: Springfield Planning District, S7 Springfield East Community Planning District, Franconia-Springfield Transit Station Area (TSA), Land Unit L

Acreage: 8.5 acres

Current Plan Map/Text: Low-intensity retail use up to 0.30 Floor Area Ratio (FAR)

Nomination: Mix of multifamily residential and retail uses up to 2.0 FAR

Comprehensive Plan Considerations:

The subject site is located east of Frontier Drive and the Springfield Town Center and west of Elder Road, approximately ½ mile north of the Franconia-Springfield Metrorail Station. The site is planned for and developed with the one-story Frontier Plaza Shopping Center and associated surface parking. To the north of the site is Forestdale Elementary School, and Broder’s Family Cemetery, planned for public facilities, and to the south is Springfield Commons Shopping Center, a separate single-story shopping center with vehicular cross access to the nominated site. To the east along Elder Drive are the Springfield Forest and New Charleston neighborhoods, which are planned for and developed with low density single-family residences. Across from the site to the west of Frontier Drive is the Springfield Town Center which consists of 80 acres and is planned for retail uses up to 0.50 FAR at the base level, with an option for redevelopment as a mixed-use town center up to 1.82 FAR. The Springfield Town Center has entitlements (RZ/FDP 2007-LE-007) for a mix of multifamily residential, retail, office, and hotel uses up to 1.71 FAR.

The Comprehensive Plan’s Concept for Future Development notes this area as Transit Station Area, one of several mixed-use centers located around the fourteen Metrorail stations in the County. Generally, TSAs promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the Metrorail station and provide opportunities for non-automobile dependent development to occur in a manner that is compatible with and helps maintain the viability of the existing nearby land uses. Recommendations for development of the area within the Franconia-Springfield TSA are intended to take advantage of these transportation opportunities while maintaining the viability of nearby land uses. The Plan for Land Unit L, including the subject site and the cemetery, recommends the provision of a 50-foot vegetated buffer and brick wall along Elder Drive to provide a transition to the adjacent residential neighborhoods to the east, with no curb, gutter, or sidewalk to be provided along Elder.

The nomination requests an option for a mix of residential and retail up to 2.0 FAR, with approximately 634 residential units (626,000 square feet) and 117,000 square feet of retail. The proposal includes three buildings served by primarily by underground and structured parking. Building heights would taper from 12 stories along Frontier Drive, to a single-story building with retail use along the property’s eastern boundary adjacent to residential neighborhoods. The two buildings along Frontier Drive would include ground floor retail with residential above. The land use intensity of the proposed development is higher than the existing development in surrounding areas but similar to the mixed-use option for the adjacent Springfield Town Center. A [recent EDA market study](#) notes healthy vacancy rates and achievable rents for mid-rise multifamily residential use in Springfield, and projects demand for approximately 1,000 or more new units through 2032. Additional housing and ground floor retail support the vision for the Springfield TSA, especially in proximity to the Metro station and other land areas planned for higher-intensity mixed use. If added to the Work Program, consideration should be given to compatible buffering and line of sight for the single-family

residences to the east, multimodal access and connections to nearby destinations and transit, access to the cemetery, and internal circulation and site design.

