



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-LE-005
Vine Street

Address/Tax Map Parcels: 5408, 5410, 5416, 5509, and 5513 Vine Street
Tax Map Parcels 81-2 ((4)) 17, 18, 19, 26, 27

Nominator: Mark Looney, Allied Vine, LLC

Supervisor District: Franconia
Planning Area: Area IV
Planning District: Rose Hill Planning District, Van Dorn Transit Station Area (TSA)
Acreage: 8.08 acres

Current Plan Map/Text: Industrial uses up to 0.50 Floor area ratio (FAR) with an option for office or mixed use development up to 1.0 FAR with conditions an additional option for intensities greater than a 1.0 FAR under additional conditions.

Nomination: Mixed use, proposes flexibility to accommodate I-495 Express Lane VDOT Study and combine both options in the existing plan into a single recommendation.

Comprehensive Plan Considerations:

The subject site consists of six parcels on the northern and southern sides of Vine Street, located between the Capital Beltway (I-95/I-495) and CSX Railroad/Virginia Passenger Rail Authority and Washington Metropolitan Transit Authority (WMATA) right-of-way, south of the Van Dorn Street Metro Station and the Fairfax County and City of Alexandria boundary, and east of South Van Dorn Street. The site is located within Land Unit B of the Van Dorn TSA. The site consists of one larger, vacant and wooded parcel in the eastern portion and five smaller parcels containing commercial and light industrial uses, consistent with the development pattern for other parcels located on Vine Street.

The Comprehensive Plan's Concept for Future Development designates 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 the Van Dorn TSA include a mix of uses consistent with transit-oriented development (TOD) to support the Van Dorn Street Metrorail Station; however, the plan recognizes that environmental and topographical factors, limited road capacity, and limited access between the portions of the TSA located north and south of I-95/495 may constrain full implementation of development. A planned bridge across I-95/495 is envisioned to connect Vine Street and Oakwood Road (located south of I-95/495), improving vehicular and pedestrian access within the TSA and to the station. The Plan recommends limiting office/industrial development in Land Unit B until suitable road improvements facilitate higher-intensity TOD.

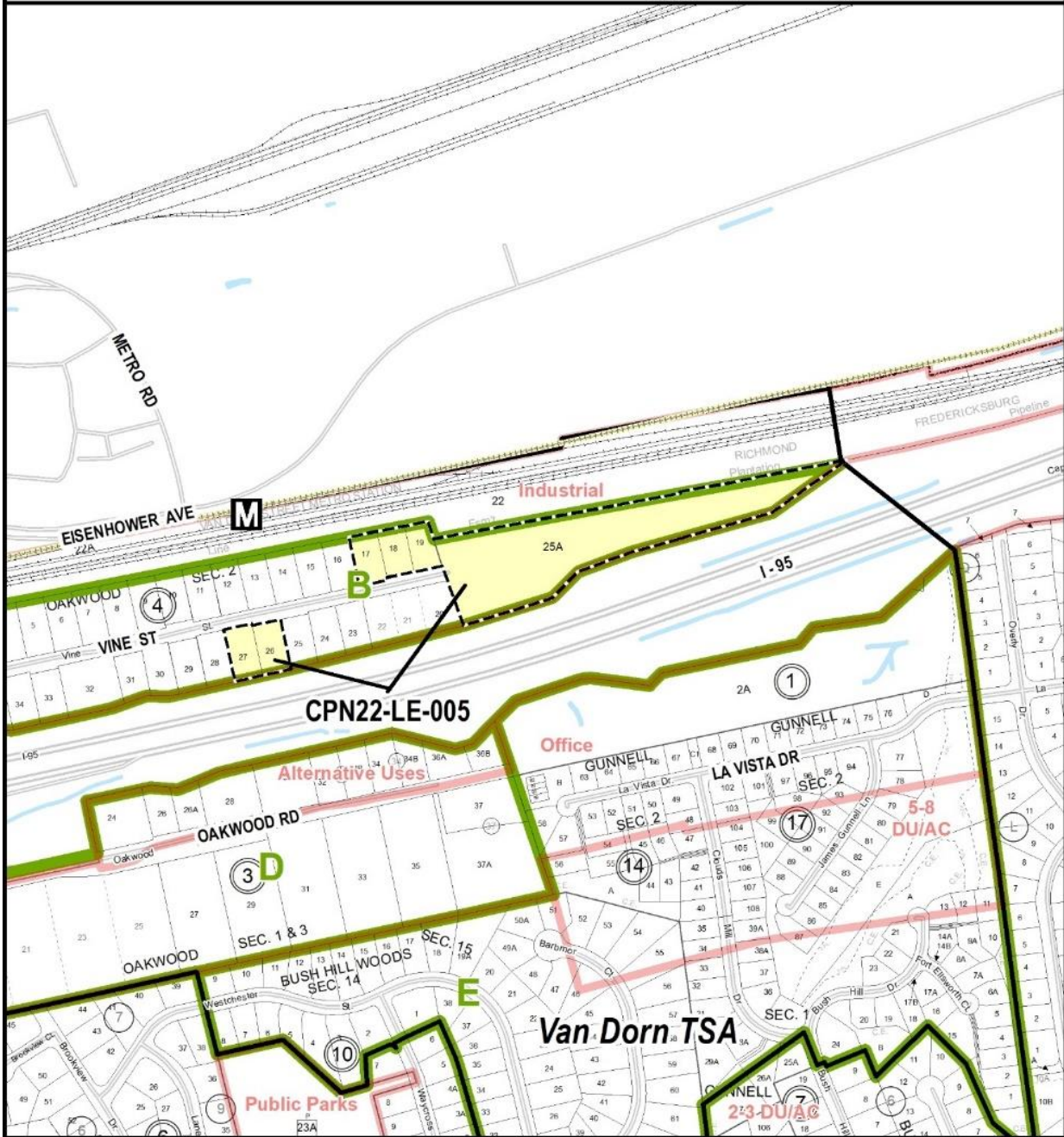
The nomination proposes to modify the Comprehensive Plan's recommendations to align with the ongoing I-495 Southside Express Lanes Study, which is evaluating options to extend the Express Lanes system on the section of I-95/I-495 between the Springfield Mixing Bowl and the Woodrow Wilson Bridge. As part of the Study, VDOT is evaluating interchange improvements at the Van Dorn Street Interchange with the I-95/I-495. The nomination proposes to add flexibility to the Comprehensive Plan to accommodate the transportation recommendations proposed

from VDOT's express lane study while continuing to promote TOD in Land Unit B of the Van Dorn TSA. It also proposes to combine both of the existing Plan options into one recommending a mix of uses at an intensity above a 1.0 FAR with conditions. The transportation options proposed by the nominator include removing the recommendation for a bridge connecting Vine Street to Oakwood Road and replacing it with recommendations for transportation improvements to facilitate access to and from Vine Street that are sufficient to support TOD development. The nominator has also proposed adding Plan language recommending minimizing the need for vehicular access and parking while encouraging the use of Metro.

The nomination parcels are incongruous and adjacent to light industrial uses to the west. The future improvements to I-95/495 may limit the development capacity along Vine Street. A nearby plan amendment for portions of Land Unit D along Oakwood Road, which also proposes residential mixed use and would be potentially impacted by proposed changes to the transportation network within the TSA, such as the bridge from Vine Street, has been recommended by the community to be deferred pending additional information about the VDOT study. Any proposed changes to Plan guidance for development in this area should consider the recommendations of the study, the impacts of residential setbacks from highways, and transportation-generated noise in the nearby area.

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Van Dorn Transit Station Area – Vine Street



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 Land Unit

 Baseline Plan Recommendation

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP CURRENT TO NOVEMBER 2022

OTPA_GRAPHICS\IS22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS

