



SITE-SPECIFIC PLAN AMENDMENT PROCESS

SOUTH COUNTY

2019 – 2021

Van Dorn TSA Land Units D and E (part)

June 28, 2021

7:00 pm – 9:00 pm



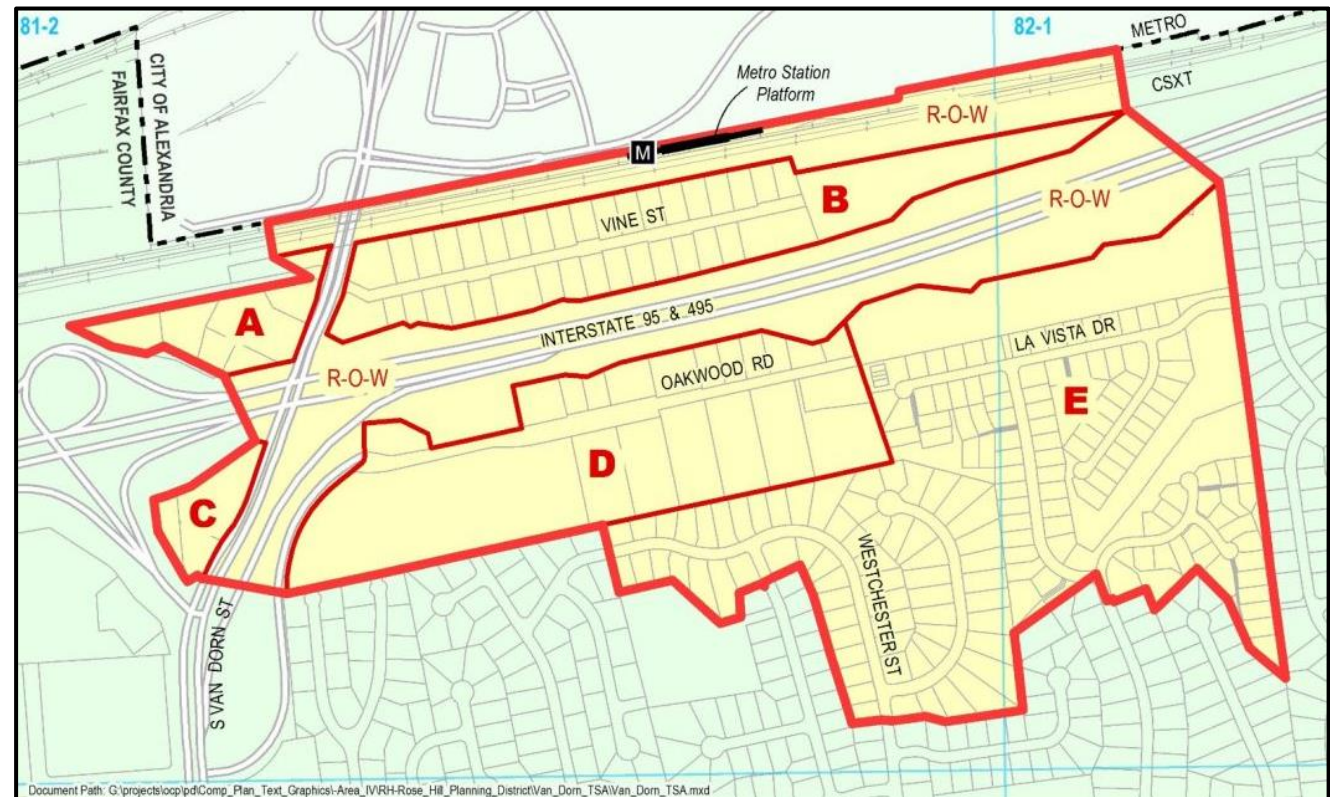
# Agenda

- Van Dorn TSA Overview
- TOD Policies
- Land Units
- History
- Transportation
- Environment
- Public Facilities
- Subject Area
- Board Authorization
- Questions and Discussion



# Van Dorn TSA Overview

- Provide opportunities for transit-oriented development
- The Van Dorn Metro Station located directly north of TSA boundary
- Comprised of five land units
- Adopted Plan recommends mix of uses generally up to 1.0 FAR planned for Land Units B and D





# Transit Station Areas

# Policy Plan – Land Use – Transit Oriented Development



**Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicycle- friendly, neighborhood centers accessible to transit.**

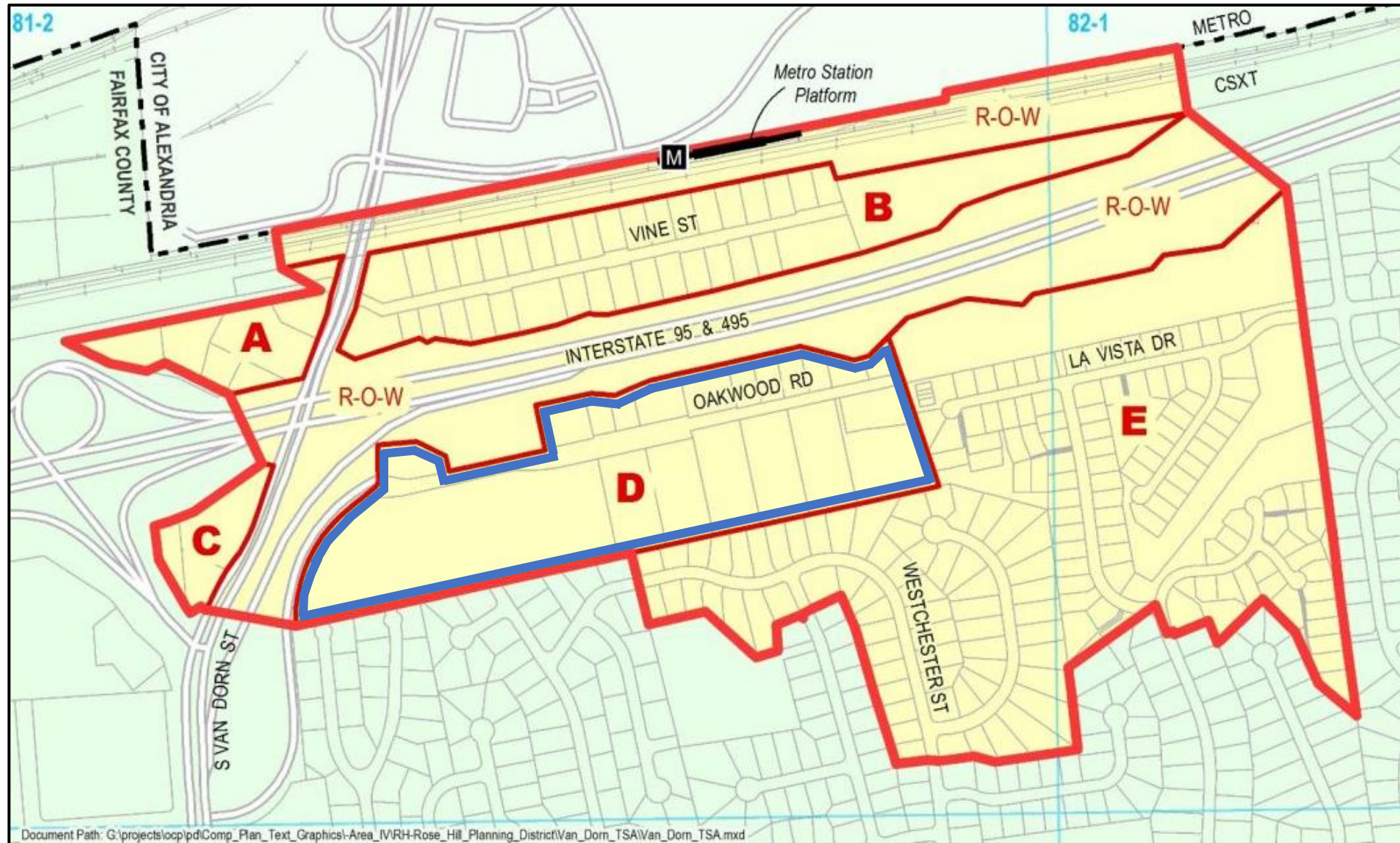
# **Policy Plan – Land Use – Guidelines for Transit Oriented Development**

**Transit Proximity and Station Area Boundaries**  
**Station-specific Flexibility**  
**Pedestrian and Bicycle Access**  
**Mix of Land Uses**  
**Housing Affordability**  
**Urban Design**  
**Street Design**  
**Parking**

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**Transportation and Traffic**  
**Vision for the Community**  
**Regional Framework**  
**Environmental Considerations**  
**Economic Benefits**  
**Open Space**  
**Public Facilities and Infrastructure**  
**Phasing of Development**

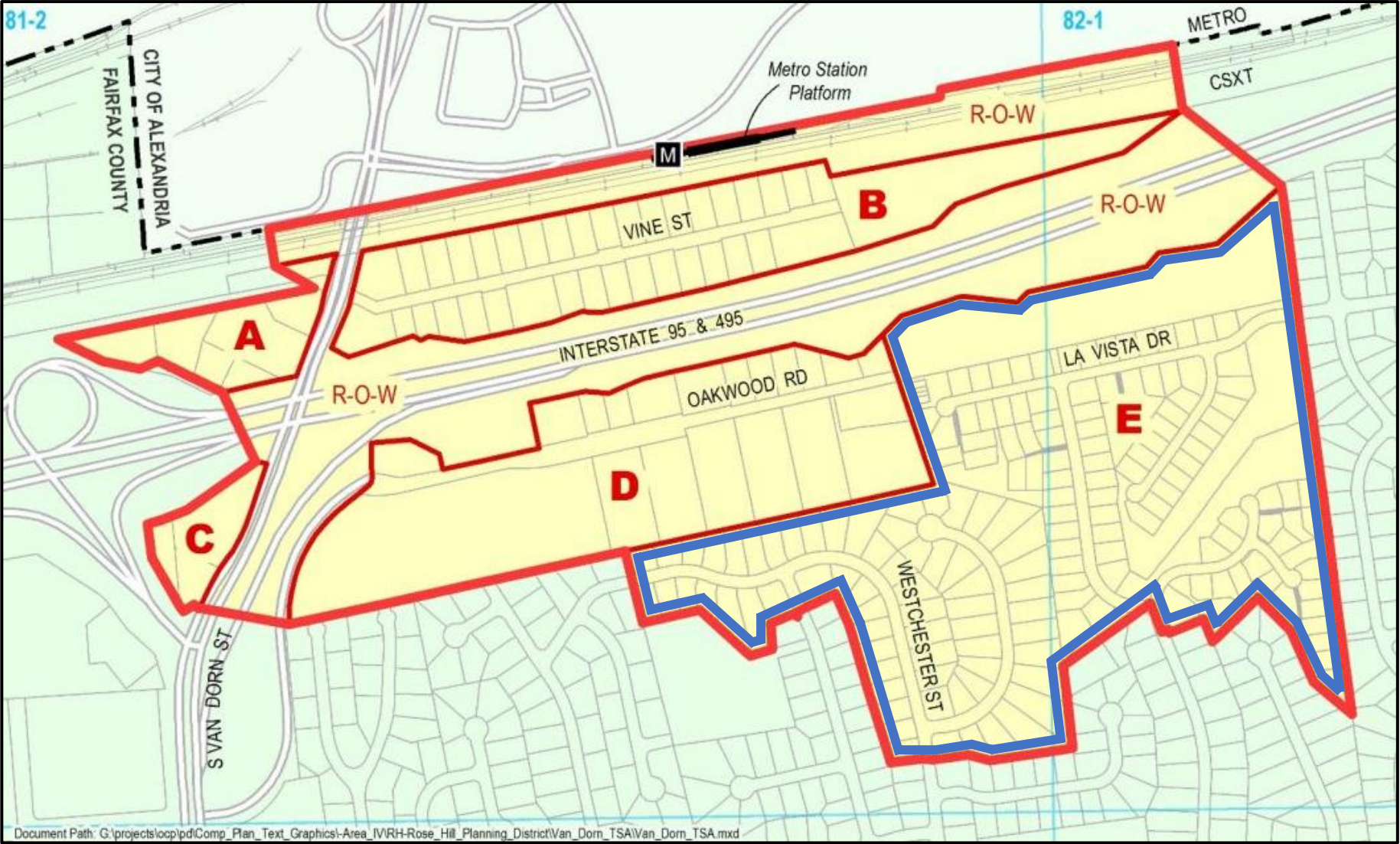
# Land Units

# Land Unit D

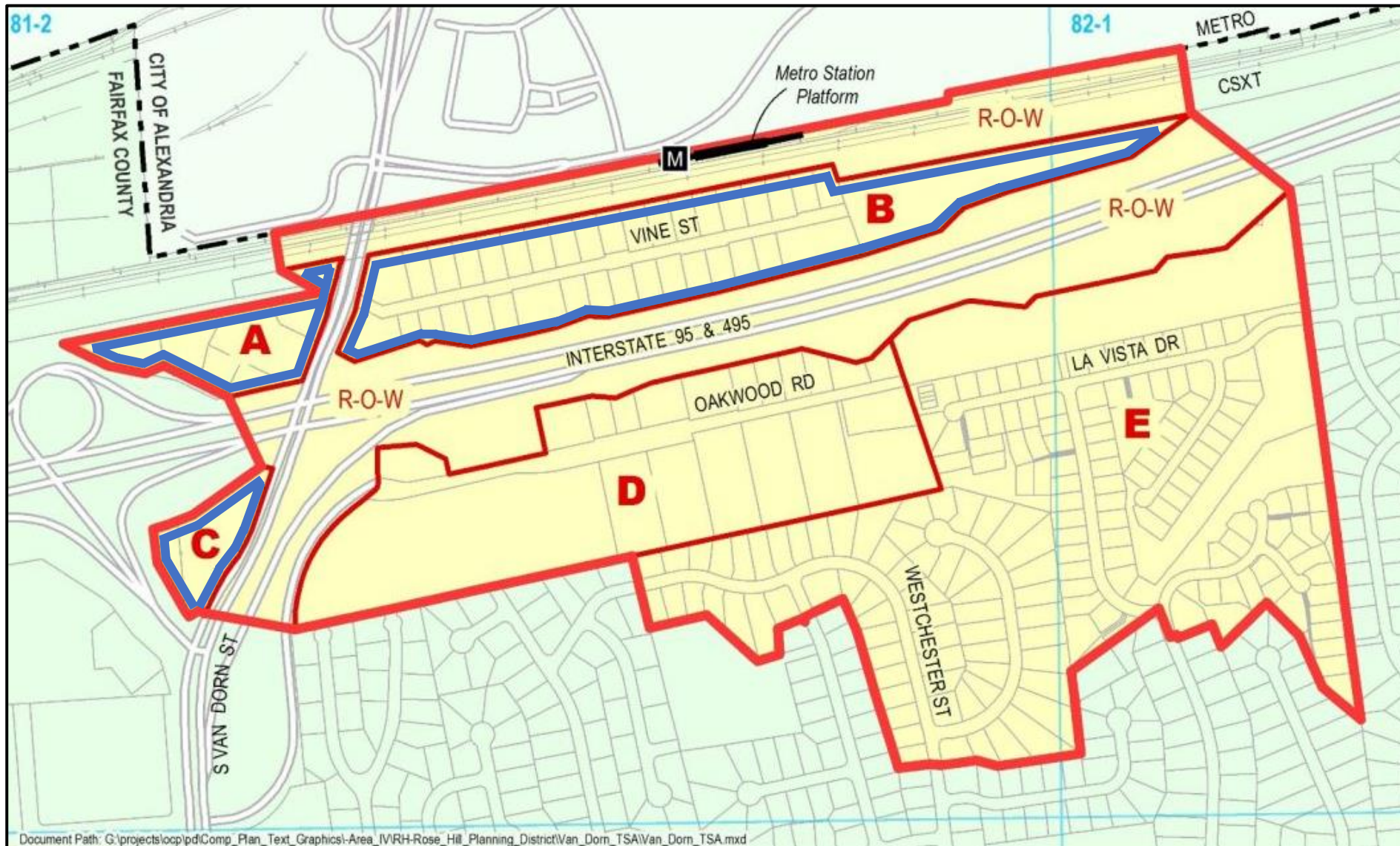




# Land Unit E



# Land Units A, B, and C



# History

# Planning History

- Creation of the Van Dorn Transit Station Area - 1992
  - Recommendation acknowledged existing industrial uses
  - Envisioned future uses that include a mix of office, retail, residential and hotel uses to take advantage of proximity to Van Dorn Metro Station
- Updated in 2000
  - Access guidance
  - Specific Land Unit Floor Area Ratio (FAR) guidance

# 5605 Oakwood Road – Zoning Approval

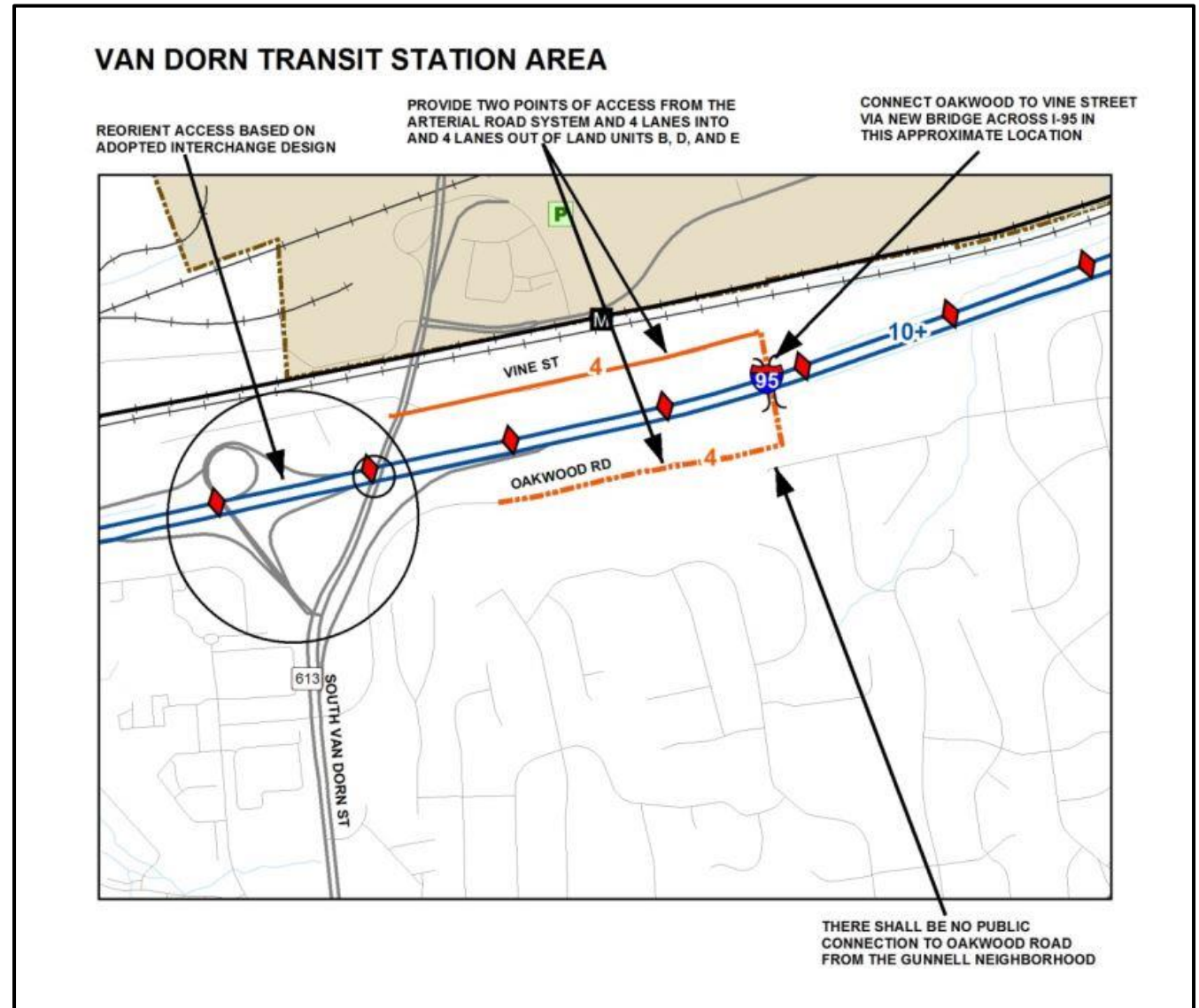
- Rezoned to PDC in 1994
- Approved 850,000 square feet of office
- Five buildings ranging in height from 55 to 88 feet
- 5.6 acres of this site conveyed to South Van Dorn Street and Capital Beltway interchange improvements



# Transportation

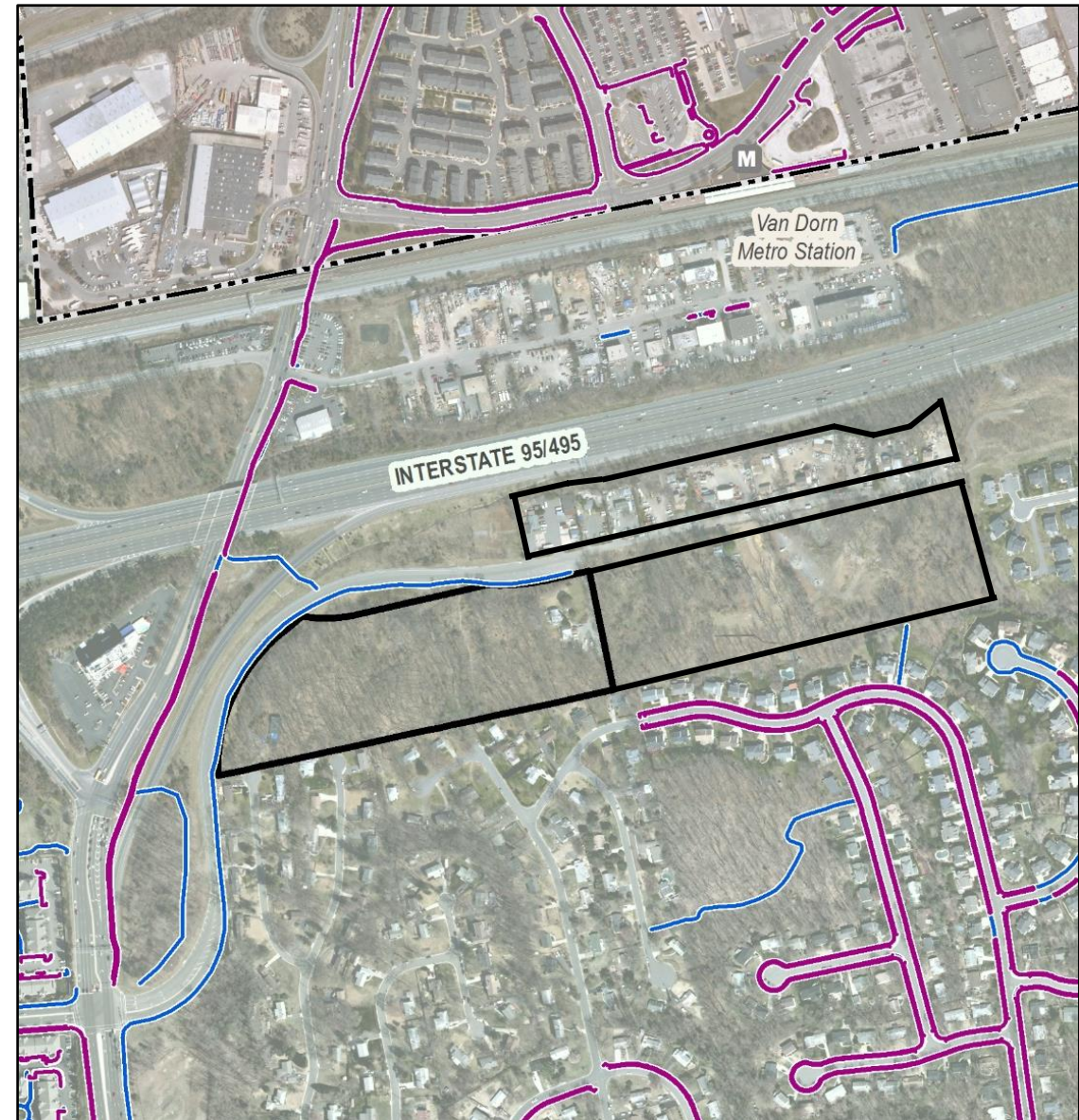
# Adopted Transportation Plan

- Expansion of Oakwood Road and Vine Street to four lanes
- Bridge over beltway with vehicular and pedestrian facilities
- No connections to single-family neighborhood in Land Unit E
- South Van Dorn and Beltway interchange modification/improvement



# Van Dorn Metro Station Access

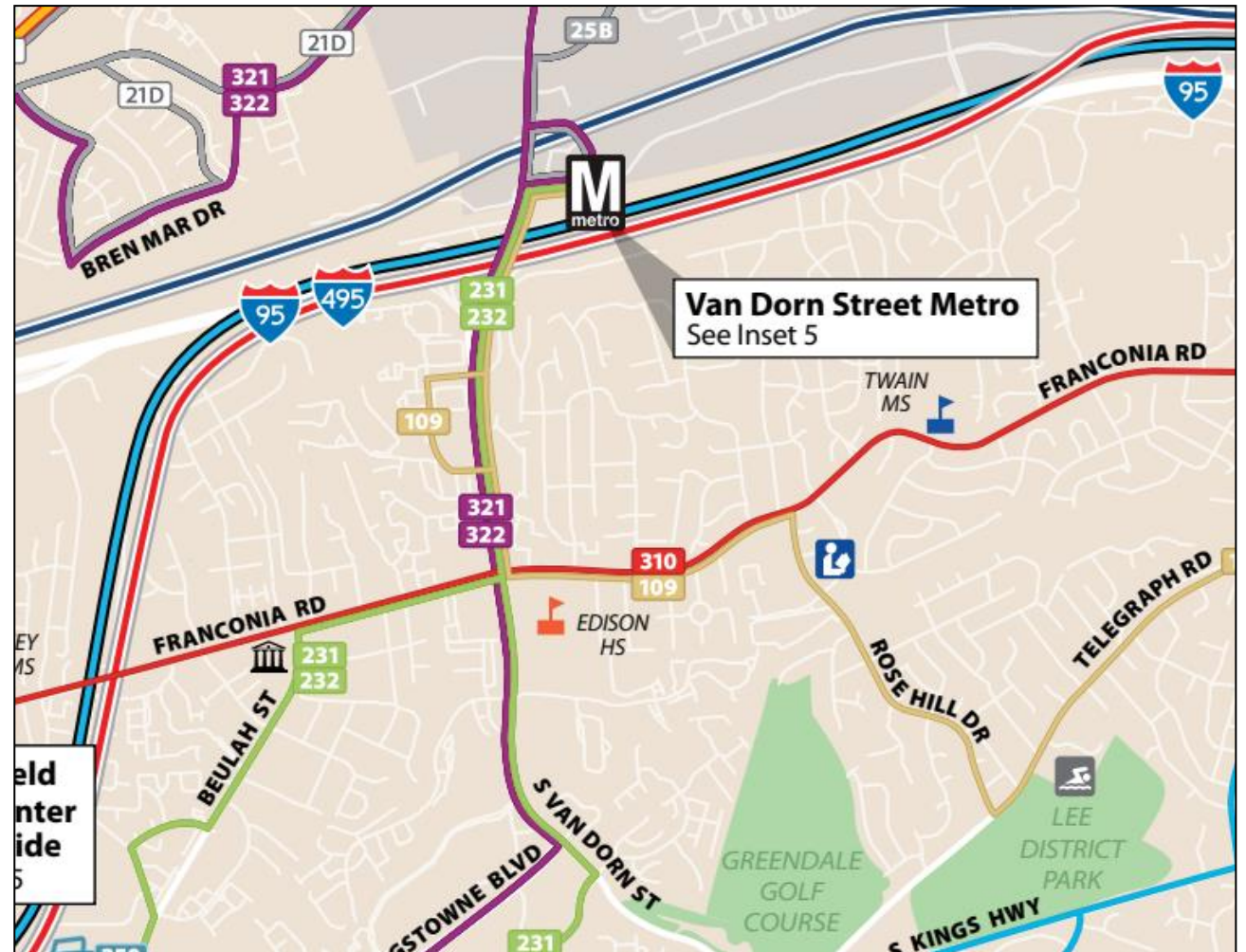
- No direct access to station from Oakwood Road
- Access to station via shared use paths and sidewalks via Oakwood Road and South Van Dorn Street to Eisenhower Avenue in Alexandria
- Approximately 0.7 miles by foot
- Beltway and Railroad/Metro tracks form barrier





# Fairfax Connector Routes

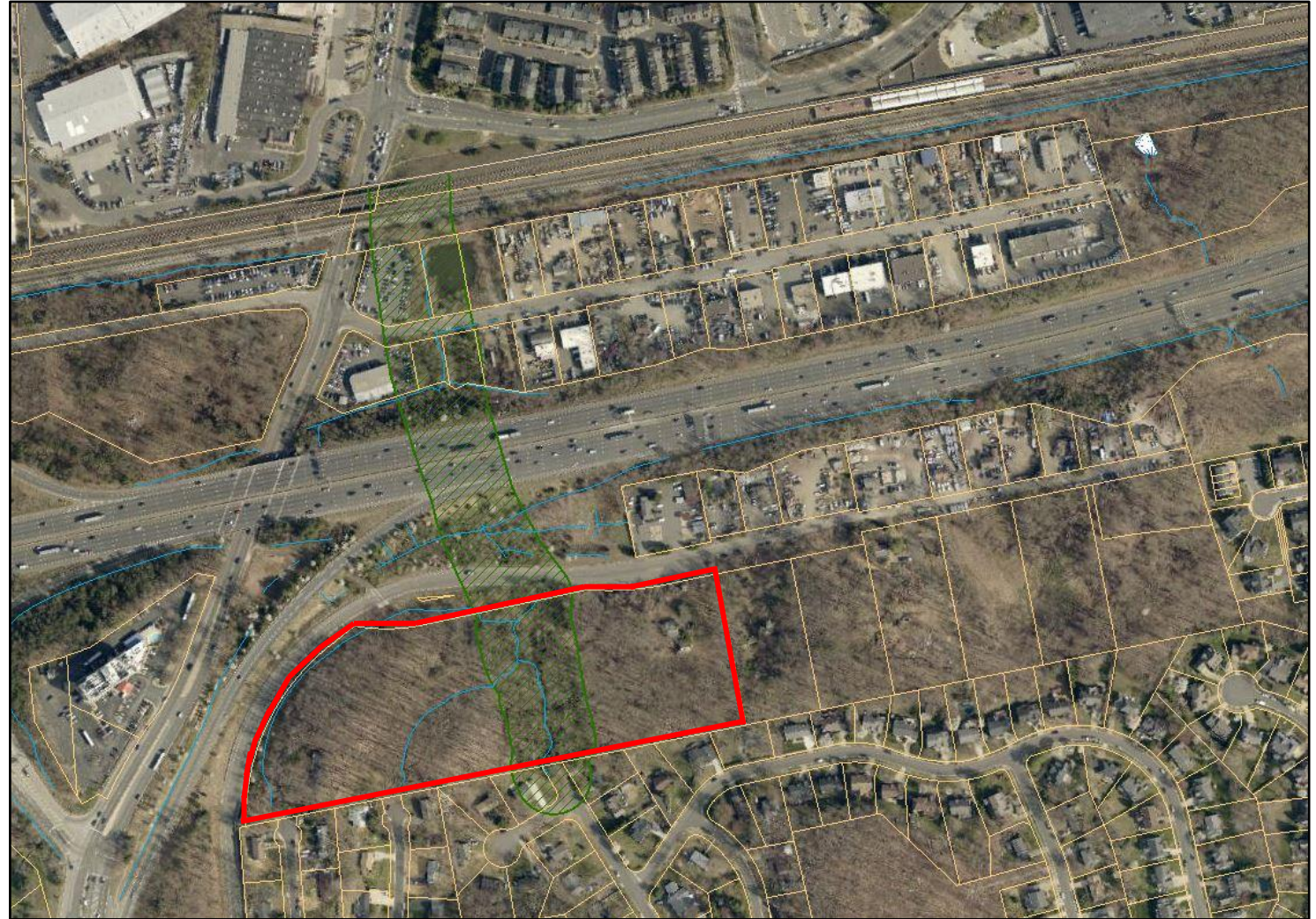
- Fairfax Connector Routes
  - Route 109 – Rose Hill Line
  - Route 231 and 232 – Kingstowne Circulator
  - Route 321 and 322 – Greater Springfield Circulator



Environment

# Environment

- Located within Cameron Run Watershed
- Portions of 5605 Oakwood Road are traversed by stream tributaries and contain Resource Protection Area (RPA)
- Transportation generated noise from Beltway
- Dominated by Marumsco Clay Soils



# Public Facilities

# Public Facilities

- Schools
  - Bush Hill Elementary
  - Twain Middle School
  - Edison High School
- Parks – Bush Hill, Mark Twain, and Lee District Park
- Fire Station – Franconia Fire Station
- Library – John Marshall Community Library

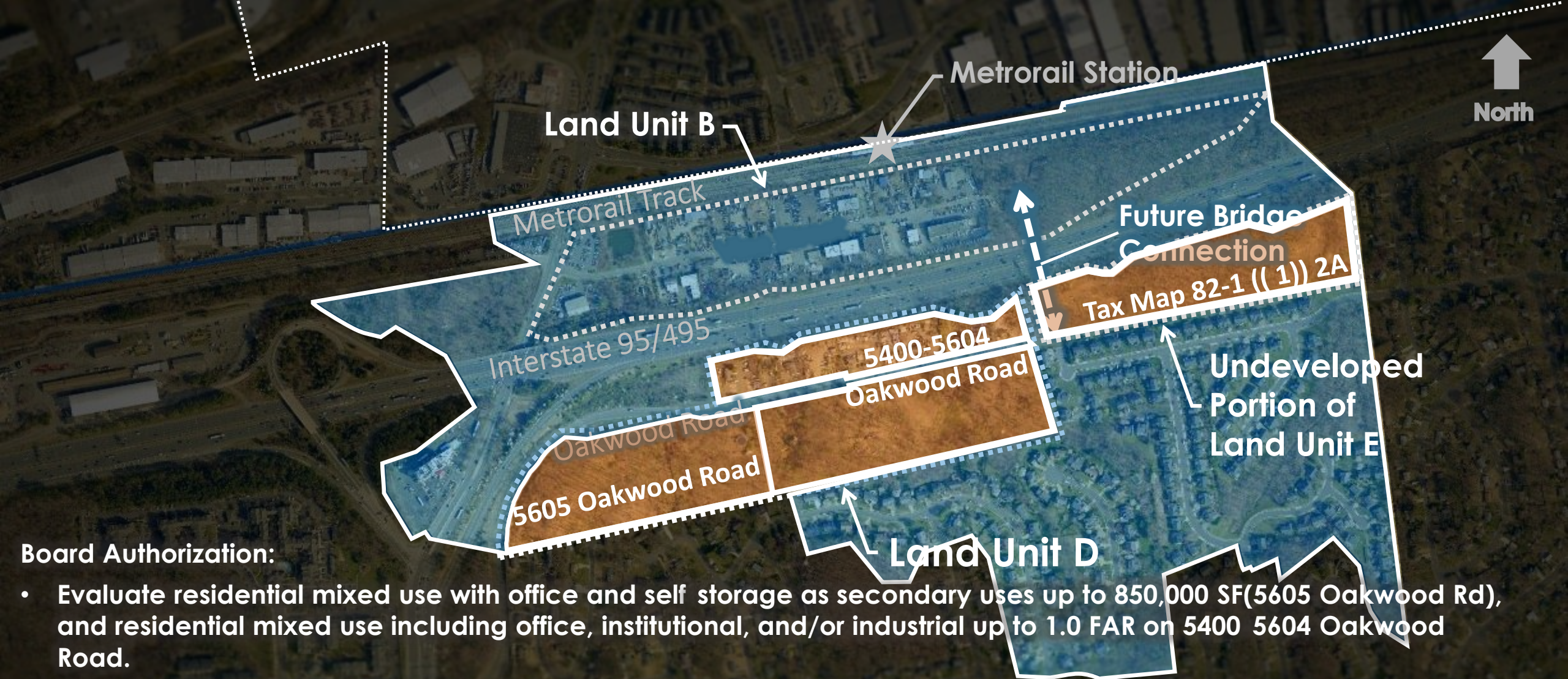
# Subject Area

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# Board Authorization





**Board Authorization:**

- Evaluate residential mixed use with office and self storage as secondary uses up to 850,000 SF(5605 Oakwood Rd), and residential mixed use including office, institutional, and/or industrial up to 1.0 FAR on 5400 5604 Oakwood Road.
- Study impact of the land use change on Undeveloped Land Unit E and its effect on planned bridge connection

**Considerations:**

- TOD Plan for the TSA relies on future connection between Oakwood Road and Vine Street.
- Developing residential or new industrial uses on site alone may undermine adopted plan for Land Unit D and TSA.
- Removal of phasing condition eliminates assurance for non residential development.

# Questions and Discussion



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Next Meeting: July 19, 2021

