

MARCH 7, 2022

BBHCA Land Use Update

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Oakwood Road Site Specific Plan Amendments/Van Dorn TSA Amendments

PC19-LE-006: 5605 Oakwood: plan submitted for this parcel in 2019

PC19-LE-009: 5400-5604 Oakwood: plan submitted for these parcels in 2019

PA-2021-008: Van Dorn TSA: Board of Supervisors approved Work Project, 26 January 2021; covers Land Unit D, the northern portions of Land Unit E & road connection Oakwood & Vine Link: <https://www.fairfaxcounty.gov/planning-development/plan-amendments/van-dorn-tsa>

The minutes to the February were approved at this meeting, however, they are not posted.

If you would like to listen to the meeting, here is the link:

<https://www.youtube.com/watch?v=2b94ik5NGag> (YouTube video)

Map of Area Being Analyzed: Land Unit D & Undeveloped portion of Land Unit E (red border); Vine/Oakwood Connector; the area enclosed yellow, Westchester and LaVista is the developed portion of Land Unit E, not included in Plan Amendment.



Site Specific Plan Amendments (SSPA) Meeting

At this meeting Staff presented their findings based on their review of these applications. Nominators were present to answer questions and to clarify any concerns.

Link to Agenda: https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/documents/compplanamend/van-dorn-tsa/leedistrictsspameetingagend_10.pdf (Download PDF)

Van Dorn TSA Land Units D and E (part) (PA-2001-00008)

- Public Facilities Update (Schools and Parks)
 - Schools: residences in this study area fall within the boundaries of
 - Edison High School, which has a slight capacity deficit (over capacity)
 - Twain Middle School, which is approaching capacity
 - Bush Hill Elementary School, which has a capacity surplus with the modular classrooms
 - The school department will determine the number of students that will result from the residential development of Land Unit D, which is based on the type of dwelling units: townhouse vs mid-rise vs low-rise.
 - Example with recent revised plan: 376 residential units mid/low-rise = 42 new students, 10 less than under exiting plan; if low-rise = 124 students, 28 less than current plan
 - Parks: to support a balanced park system there is a framework that determines the amount of park acreage needed to support the new development: 1.5 acres per 1,000 residences and 1 acre per 10,000 employees.
 - With the plan approved by the Board of Supervisors (adopted plan) 1.4 acres of parkland would be required.
 - With the proposed plan (subsequent to the BoS adoption) 1.0 acre of parkland would be required.
 - The RPA preservation area does not satisfy the requirements for park land for this purpose
- Elements of the Task Force Recommendation
 - Land Use Consideration: recommend a change to the Comprehensive Plan or retain current plan. Topics identified
 - Land Use Mix & Intensity/Density
 - Current Plan permits mix of office, hotel and retail
 - Board Authorized plan is for residential mixed use with office and self-storage (industrial) as secondary use
 - Update Proposal is residential mixed-use with office and self-storage as secondary use (although the two plans presented show only residential and commercial)
 - The reduced density is good, although there was some desire for greater mix of uses

- Reduction of density is good, but still does not change the fact that we don't need more traffic on Van Dorn
- Compatibility of Uses & Parcel Consolidation: area of study currently contains industrial uses, which are not recommended in residential areas. Recommend consolidation with screening and buffering adjacent to current residential areas.
- Metro Station Access:
 - No direct access to Metro from Oakwood; station is on the other side of both rail tracks and the Beltway with difficult access
 - Access to Metro from this site is critical
- Bicycle and Pedestrian Facilities:
 - Shared access to Metro via path along Oakwood and Van Dorn to Eisenhower Avenue is not in good condition.
 - Improvement of this pathway has been approved; timeline not yet determined.
 - Some concern that improved access could bring bicycle traffic into the BBHCA community.
- Environment: located within the Cameron Run Watershed with difficult terrain and a Resource Protection Area within 5605 Oakwood. Site is exposed to noise from the Beltway.

Link to Staff presentation: https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/documents/compplanamend/van-dorn-tsa/taskforcemeeting_3-7-2022_web.pdf (Download PDF)

Discussion

- There was positive reaction from the task force to the reduced density on both sites
- There was considerable discussion about the 5400-5604 application and the need for consolidation and the elimination of the industrial use.
 - The parcels on the south side of Oakwood, adjacent to 5605, have three different owners.
 - Concern about residential development of 5606 before the parcels to the east are re-developed, eliminating the industrial use.
 - Attorney for Kettler indicated that can be addressed during sale process with documents, HOA covenants.
- There was frustration given that the issues being discussed have been issues with the Oakwood sites and the Van Dorn corridor for 30 years: access to Metro; additional traffic on already congested Van Dorn Street; compatibility.
- One Task Force member recommended that we not move forward until the 5400-5604 parcels are consolidated; or that 5605 not be redeveloped until the parcels to the east no longer have an industrial use so that industrial equipment does not pass through the residential community.
- It was pointed out that 5605 can develop commercial by right.

Oakwood–Vine Bridge will remain in the plan. Most members of the Task Force believe that this link needs to be actively studied even if it doesn't appear that it will be needed to support these applications. If the bridge is not included, how does it get paid for later? Some members believe that the developers should be asked to contribute to the cost

Link to County Website to Track Status

<https://www.fairfaxcounty.gov/planning-development/plan-amendments/sspa/south/track-plan-amendment>

Next SSPA Meeting

March 28, 2022, at 7:00 pm

- Brandan Avenue: Plan Language Changes, Review
- Oakwood Road: draft plan language changes to be used as base for discussion