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Department of Planning & Zoning**

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**STAFF REPORT  
2008 BRAC AREA PLANS REVIEW**

**SUPERVISOR DISTRICT:** MOUNT VERNON                      **BRAC APR ITEM(S):** 08-IV-10MV;  
08-IV-11MV;  
08-IV-12MV;  
08-IV-13MV

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**NOMINATOR:** Richard F. Neel, Jr.

**ACREAGE:**        **08-IV-10MV:** 15.58 Acres; **08-IV-11MV:** 9.99 Acres;  
**08-IV-12MV:** 6.97 Acres; **08-IV-13MV:** 11.36 Acres

**TAX MAP I.D.:**    **10MV:** 101-3((1))100; 110-1((1))51,52; 110-1((15))(A)All; 110-1((17))1A,1B,2A,25,25A,A1,B1;110-1((27))All  
**11MV:** 109-2 ((2)) 6A, 5, 5A, 4, 4A, 3A, 19A; 110-1 ((17)) 3, 19  
**12MV:** 109-2 ((1)) 21B, 21C  
**13MV:** 109-2 ((1)) 23, 24; 101-3 ((1)) 96

**GENERAL LOCATION:**

**10MV:** South of Richmond Highway, East of Cooper Road, West of Lukens Lane. (Sub-unit B-1)  
**11MV:** South of Richmond Highway, West of Cooper Road (Sub-unit B-2)  
**12MV:** Northwest corner of Richmond Highway and Sacramento Drive (Sub-unit A-3)  
**13MV:** North of Richmond Highway, west of Woodlawn Court, east of Sacramento Drive (Sub-unit A-2)

**PLANNING AREA:** IV

**District:** Mount Vernon  
**Sector:**        **10MV & 11MV:** Mount Vernon (MV7)  
                  **12MV & 13MV:** Woodlawn (MV8)

**Special Areas:** **10MV:** WOODLAWN CBC (B-1)  
                      **11MV:** WOODLAWN CBC (B-2)  
                      **12MV:** WOODLAWN CBC (A-3)  
                      **13MV:** WOODLAWN CBC (A-2)

**ADOPTED PLAN MAP:**    **10MV:** Mixed Use, Private Open Space  
                                  **11MV:** Retail & Other; 16-20 DU/AC  
                                  **12MV:** Retail & Other  
                                  **13MV:** Retail & Other

**POLICY PLAN TEXT:** The Policy Plan of the Fairfax County Comprehensive Plan recommends the following:

- Revitalization: Page 2, Objective 1, Policy f) Encourage mixed use development concepts which seek to create “activity centers” through the integration of retail, office and residential uses.
- Land Use: Page 4, Objective 2, Policy b) Encourage, within the Tysons Corner Urban Center, cores of Suburban Centers, cores of Community Business Centers, and Transit Station Areas, and other areas within these Centers that would benefit from revitalization and redevelopment, the development of mixed-use projects.
- Land Use: Page 5, Objective 7, Policy c) Encourage redevelopment projects in commercial areas that would preserve or increase desirable community services.

**ADOPTED PLAN TEXT:**

- 10MV:** Sub-unit B-1: Office and neighborhood-serving retail up to .35 FAR. Option for mixed use with residential up to .50 FAR with conditions. Option for residential use at 4-5 du/ac for parcels 101-3((1))100, 110-1((1))2, 51, and 52.
- 11MV:** Sub-unit B-2: Retail use up to .35 FAR. Parcels 109-2 ((2)) 5 and 6A planned for residential use at 16-20 du/ac with an option for hotel use.
- 12MV:** Sub-unit A-3: Retail use up to .35 FAR.
- 13MV:** Sub-unit A-2: Retail use up to .35 FAR. Option for mixed use up to .50 FAR with office and/or retail with conditions.

For complete Plan text see Attachment 1.

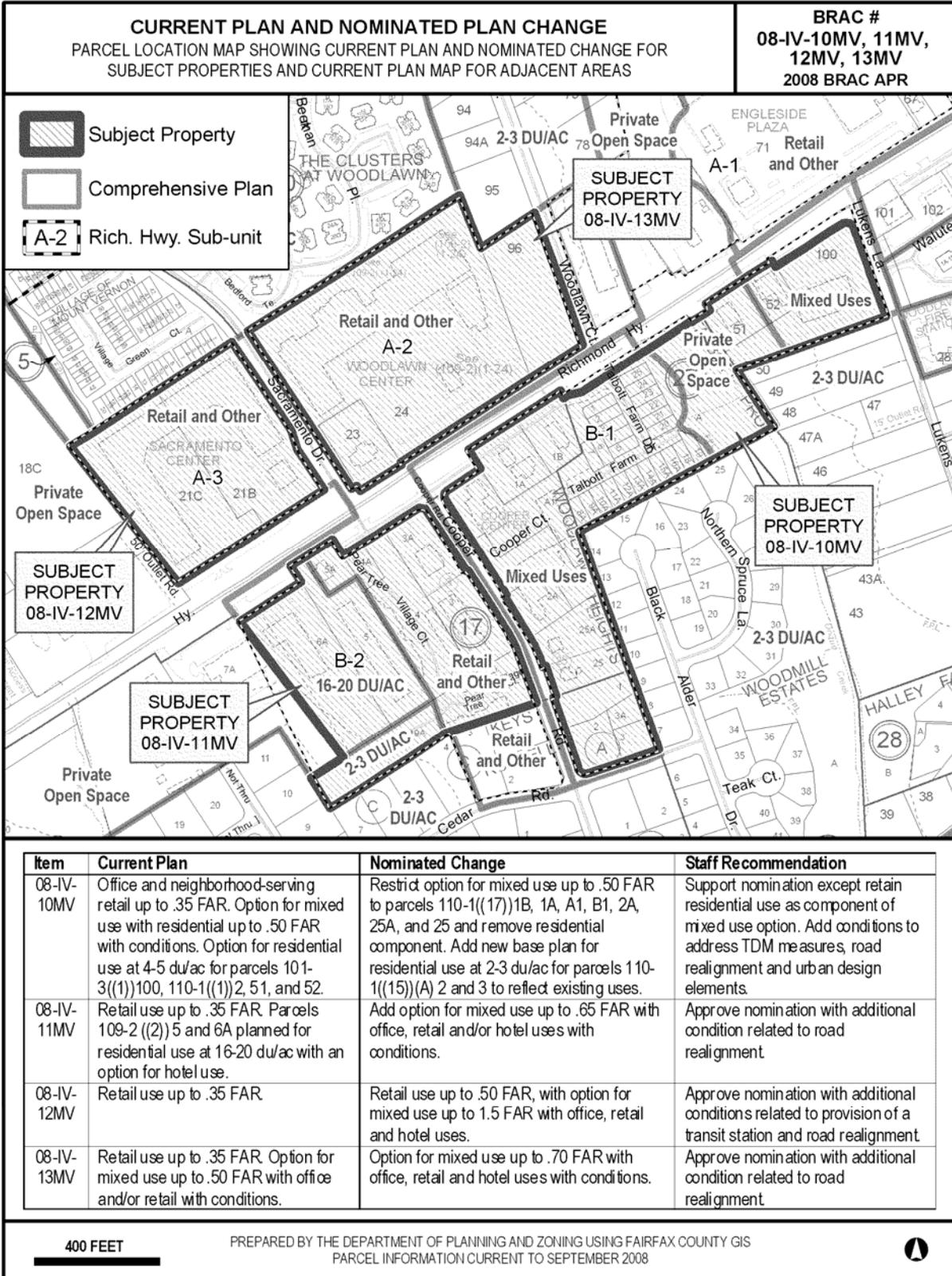
**PROPOSED PLAN AMENDMENT:**

- 10MV:** Sub-unit B-1: Option for mixed use with office, retail and/or hotel up to .50 FAR for parcels 110-1((17))1B, 1A, A1, B1, 2A, 25A, and 25. Residential use at 2-3 du/ac for parcels 110-1((15))(A) 2 and 3.
- 11MV:** Sub-unit B-2: Option for mixed use up to .65 FAR with office, retail and/or hotel uses with conditions.
- 12MV:** Sub-unit A-3: Retail use up to .50 FAR, with option for mixed use up to 1.5 FAR with office, retail and hotel uses.
- 13MV:** Sub-unit A-2: Option for mixed use up to .70 FAR with office, retail and hotel uses with conditions.

**SUMMARY OF STAFF RECOMMENDATION:**

- Approve Nomination as submitted
- Approve Staff & Task Force Alternative
- Retain Adopted Plan

The Staff and Task Force alternative supports the uses, intensities, and conditions proposed by the nominator, but adds conditions related to road realignment and the provision of a transit station in Sub-unit A-3. In addition, the alternative retains residential use as a component of the mixed use option in Sub-unit B-1 (08-IV-10MV).



**CONTEXT:**

***General Location:***

The subject properties are generally located along Richmond Highway at the intersections of Cooper Road and Sacramento Drive, northeast of Fort Belvoir.

***Planned and Existing Land Use and Zoning:***

***Subject Property:***

The subject Land Units are all within the Woodlawn Community Business Center (CBC) along Richmond Highway. Woodlawn is the southern-most CBC in the Richmond Highway corridor, and within a mile of Fort Belvoir.

Item 10MV is within Sub-Unit B-1 which is currently developed with the Cooper Center shopping center, the Talbot Farm residential development, offices in converted residential structures, and a few older single family homes on the southern edge of the land unit. Sub-Unit B-1 is planned for office and neighborhood-serving retail up to .35 FAR with an option for mixed use, including residential, up to .50 FAR with conditions. An additional option applies to the Talbot subdivision and adjacent parcels to the northeast, and allows residential use at 4-5 du/ac. The land unit is zoned C-8, Highway Commercial District, except for the Talbot Farm subdivision which is zoned PDH-5 (Planned Development Housing).

Item 11MV consists of Sub-Unit B-2 and is zoned C-8. The area is developed with a fast-food restaurant, retail shopping center, motel and garden apartments. The land unit is planned for retail use up to .35 FAR. Two parcels are planned for residential use at 16-20 du/ac and an option for hotel use.

Located at the southwest corner of Richmond Highway and Sacramento Drive, item 12MV is also Sub-Unit A-3, the site of the Sacramento Center, a retail shopping center. It is zoned C-8 and planned for community-serving retail use up to .35 FAR.

Item 13MV is located on the west side of Richmond Highway, and is bordered by Woodlawn Court and Sacramento Drive. The area is designated Sub-Unit A-2, and is zoned C-6, Community Retail, and C-8. The area is developed with the Woodlawn Center retail shopping center and a bank. Sub-unit A-2 is planned for community-serving retail use up to .35, with an option for mixed use, including office and retail, up to .50 FAR with substantial consolidation and provided other conditions are met.

***Adjacent Area:***

Items 10MV and 11MV are bordered by single family detached residential neighborhoods to the south and east, which are zoned R-2 and R-3. Item 12MV is adjacent to a townhouse neighborhood (zoned R-20), and Pole Road Park to the

northwest is within the floodplain of Dogue Creek. Item 13MV is bordered on the north by the Clusters at Woodlawn, a multi-family residential neighborhood that is zoned R-20.

## PLANNING HISTORY

This area, along with the other Richmond Highway Community Business Centers (CBCs), was examined by a panel of Urban Land Institute (ULI) members in 2005. The purpose of the study was to identify barriers to office development in the corridor and suggest strategies for attracting office uses as a way to help revitalize the CBCs. In their report, the ULI panel stated the following regarding this area of Richmond Highway:

“While the impact of the BRAC recommendations on Richmond Highway may be limited, the panel believes that an opportunity exists to combine future BRAC-related office development with civic and cultural uses in a mixed-use project, which also might include a visitor center. The panel recommends identifying sites of more than 20 acres for this purpose and allowing an FAR between 1.0 and 1.5. Most of the sites that fit these criteria currently are occupied by shopping centers and aging garden apartment complexes adjacent to older, single-family residential areas” (*Revitalizing the Richmond Highway Corridor to Attract Office Development*, ULI Washington Technical Assistance Panel Report, October 2005).

The subject area was considered for Comprehensive Plan Changes as part of the Richmond Highway Corridor study in 1999. In the 2005 South County APR cycle, three parcels in Sub-Unit B-2 (110-1 ((15)) 1, 2, and 3) were considered for neighborhood office use up to .35 FAR or up to .50 FAR if fully consolidated and a buffer to adjacent residential uses could be provided. That nomination was adopted. Those parcels are not included in the nomination for Plan Amendment in this BRAC APR process.

## ADOPTED COMPREHENSIVE PLAN TEXT

See Attachment 1.

## NOMINATED PLAN AMENDMENT

The nominations propose to amend the Comprehensive Plan to allow mixed use at greater intensities in most of the Woodlawn CBC.

Nomination **08-IV-10MV** proposes to modify the option for parcels 110-1((17))1B, 1A, A1, B1, 2A, 25A, and 25 to remove residential use as a component of a mixed use development and add development conditions, while maintaining the intensity up to .50 FAR. Plan text allowing residential use at 2-3 du/ac for parcels 110-1((15))(A) 2 and 3 would be added to reflect current zoning and existing uses. The current Plan option for residential use at 4-5 du/ac would be retained for parcels 101-3 ((1)) 100, 110-1 ((1)) 2, 51 and 52.

Nomination **08-IV-11MV** proposes to add an option for mixed use up to .65 FAR with office, retail and/or hotel uses with conditions, including substantial consolidation.

Nomination **08-IV-12MV** proposes to increase the base intensity for retail use from .35 FAR to .50 FAR and add an option for mixed use up to 1.5 FAR with office, retail and hotel uses if several conditions are met.

Nomination **08-IV-13MV** proposes to add an option for mixed use up to .70 FAR (primarily office, with retail and/or hotel uses) with conditions, including substantial consolidation.

**Adopted and Proposed Plan Development Potential**

Nomination	Acres	Current Plan Base	Current Plan Option 1	Proposed Plan Base (GFA)	Proposed Plan Option
08-IV-10MV	5.63*	Retail: 85,835sf	Residential: 80 du Office: 42,917 Retail: 6,131	Office/hotel: 93,924 sf Retail: 28,580 sf	same
08-IV-11MV	9.98	Residential: 81 du Retail: 90,455 sf	same	Residential: 81 du Retail: 90,455 sf	Office/hotel: 199,440 Retail: 80,580
08-IV-12MV	6.97	Retail: 106,265	same	Retail: 161,806	Office: 412,598 Retail: 42,559
08-IV-13MV	11.36	Retail: 173,347	same	Retail: 173,347	Office/Hotel: 312,202 sf Retail: 34,300 sf
<b>Total</b>	<b>33.94</b>	<b>Res: 81 du Retail: 455,902 sf</b>	<b>Res: 161 du Retail: 376,198 sf Office: 42,917 sf</b>	<b>Res: 161 du Retail: 454,188 sf Office/Hotel: 93,924 sf</b>	<b>Retail: 157,439 sf Office/Hotel: 924,240 sf</b>

\*Proposed Option for 10MV is for parcels 1101 ((17))1A, 1B, A1, B1, 110-1 ((17)) 25, 25A, and 2A, which total 5.63 acres. Remaining parcels in land unit remain as currently planned or developed.

**ANALYSIS**

**Land Use**

The Woodlawn CBC is within the Richmond Highway Revitalization Area, and serves as the gateway to upper Richmond Highway for north-bound traffic. Current Plan guidance acknowledges the opportunity for redevelopment, especially if it relates to the tourist-oriented attractions nearby, including Woodlawn Plantation, Mount Vernon, Washington’s Grist Mill and Fort Belvoir.

In the 2005 ULI report examining the Richmond Highway Corridor, the panel recommended creating urban villages along the corridor that would contain a compact mix of uses with public spaces and pedestrian amenities, which is similar to what the Comprehensive Plan recommends for the CBCs. The panel recognized the need for residential and retail uses within these nodes to

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help subsidize the office component of the development. In addition, the panel recommended the allowable FAR be increased in the southern CBCs in order to overcome market forces and achieve the County's goals of revitalization. The ULI recommendations are reflected in the nominations to an extent. However, the lack of residential use as a component of the nominated mix of uses means that the area would function as an employment center rather than a mixed use activity center. Residential use would have had transportation benefits as well: "Developing a complementary mix of residential and commercial uses in close proximity to one another is the most effective transportation improvement strategy" (ULI Washington TAP, October 2005).

The existing strip commercial centers on the northern side of Richmond Highway, Woodlawn Center and Sacramento Center, are automobile-oriented rather than pedestrian oriented. The existing retail uses are not conducive to pedestrian walkability such as on a "main street" in a mixed-use center. The width of Richmond Highway and the speed and volume of vehicular traffic on it create a very intimidating obstacle for pedestrians wishing to access uses on the other side of the road. The planned widening of Richmond Highway in reflection of its role as a major north-south thoroughfare traffic route is not likely to improve this situation unless particular attention is paid to providing "pedestrian improvements such as continuous, well-appointed, ADA-compliant sidewalks and trails, marked crosswalks, countdown pedestrian signal heads, appropriate signal timings, and place-making plazas and other public spaces" (ULI Washington TAP, October 2005). Additionally, on either side of the road, development must be designed in a manner that offers pedestrian connections internally as well as externally to surrounding residential neighborhoods.

### **Cultural Resources**

These applications are all within close proximity to the Woodlawn Historic district and are proposing increased intensities which may lead to increased building heights. There may be visual impact within the Historic District by increased building heights. If these applications are approved as proposed, language pertaining to building heights and minimizing visual impacts to the elements within the Woodlawn Historic District should be added.

### **Parks**

The Mount Vernon Planning District has 34 neighborhood and community parks and three district and countywide parks owned and maintained by the Park Authority with a total of 598 acres. The recreation facilities in these parks do not meet the standards established by the Park Authority through the Needs Assessment study.

Employees, shoppers and hotel guests will need leisure opportunities. The integration of urban parks in the overall development design will enhance the desirability of the project, contribute to revitalization efforts and activate the area. The provision of indoor recreation facilities for employees and hotel guests is also appropriate.

If the nomination is accepted as proposed, the following recommendations apply:

- The impact on parks and recreation should be mitigated per County policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan;

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- Language supporting the provision of all year active recreation facilities for workforce and hotel guests should be included;
  - The nominator's proposed text for Sub-units A-2, A-3, B-1, and B-2 should include conditions for the integration of an urban park consistent with the District plan recommendations that support revitalization. This will enhance the development in addition to the proposed condition relating to urban design elements.

### **Transportation**

Richmond Highway is designated as an Enhanced Public Transportation Corridor. The Transportation Plan Map shows future "Metrorail/Monorail/LRT/BRT" service along the corridor.

Should these nominations be supported, the following items should be recognized in the Plan guidance:

- Provisions of right-of-way for an eight lane cross section Richmond Highway (six lanes for vehicular travel, two dedicated lanes for transit service).
- The Plan calls for the alignment of the Sacramento Drive and Cooper Road intersections with Richmond Highway. Currently the two intersections are off-set and should be consolidated.
- If inter-parcel access is not provided, a provision for service roadways should be made. Inter-parcel access is encouraged whenever possible in place of service drives. Inter-parcel access should address traffic and pedestrian safety, access management, and consolidation of access points to Richmond Highway.
- The Comprehensive Plan shows a transit station between Sacramento Center and Old Mill Road. Since much of the south of Sacramento Center is encumbered by RPA, provision for a transit site should be considered if the proposed option is exercised.

**10MV:** The potential estimated daily impact is a *reduction* of approximately 225-275 vehicular trips when compared to current Comprehensive Plan allowances, depending on the mix of uses developed.

**11MV:** The potential estimated daily impact is an increase of approximately 1,225 vehicular trips over the current Comprehensive Plan allowances, depending on the mix of uses developed.

**12MV:** The potential estimated daily impact is an increase of approximately 1,800-1,950 vehicular trips over the current Comprehensive Plan allowances, depending on the mix of uses developed.

**13MV:** The potential estimated daily impact is a *reduction* of approximately 2,400 vehicular trips when compared to current Comprehensive Plan allowances, depending on the mix of uses developed.

Cumulatively, the total impact of all four proposed amendments to the Woodlawn CBC would be an increase of approximately 500 vehicular trips per day compared to the current Plan. The proposed shift in land use from predominantly retail to office would likely reduce weekend daily trips.

**Resource Protection Areas (RPAs)**

**11MV:** A portion of parcels 6A and 19A are located with the RPA. Disturbed areas within the RPA should be restored to a natural state. Undisturbed areas should remain undisturbed.

**12MV:** A portion of parcel 21C is located within the RPA. Disturbed areas within the RPA should be restored to a natural state. Undisturbed areas should remain undisturbed.

**Tree Cover**

Limited tree cover exists on the subject parcels. Any new development should incorporate landscaping to improve water quality and provide shade and screening for the proposed future use of this area.

**Water Quality**

Stormwater management and water quality controls and practices should be optimized for any redevelopment of the property subject the Policy Plan, with an emphasis on the use of Low Impact Development (LID) techniques. Any redevelopment near the Dogue Creek RPA should consider stream restoration to enhance water quality.

**Noise**

Transportation generated noise from Richmond Highway affects all of the parcels that front on it. Noise studies would be required for any noise sensitive uses (residential, hotel, etc.) which might be proposed for this land area to determine the extent of impacts and any proposed mitigation measures which might be applied. Any new hotel development would be required to mitigate interior and exterior noise impacts subject to Fairfax County’s Policy Plan. However, building materials can be used to mitigate interior noise for office and retail uses, if necessary.

**RECOMMENDATION:**

The Woodlawn CBC is within the Richmond Highway Revitalization Area. Current Plan guidance acknowledges the opportunity for redevelopment. As the southern-most CBC in the Richmond Highway corridor, and within a mile of Fort Belvoir, this area could be appropriate for redevelopment and additional intensity to provide office space, hotel and retail services to

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support the additional employees being relocated to Fort Belvoir, as well as hotel space to serve visitors to the post and other nearby tourist attractions.

Cumulatively, the nominations would result in an additional trip generation of 500 weekday trips above the current Plan options, but the proposed intensities are generally consistent with Plan guidance for other CBCs in the corridor. Revitalization and mixed use development guidance in the Plan favors the inclusion of residential use in creating activity centers. A mix of residential and non-residential uses creates more favorable trip generation patterns since residential users are generally heading in the opposite direction of office users during peak periods. However, because residential use was not nominated to be included in the mix of uses proposed, it cannot be considered as an alternative for nominations 12MV and 13MV. There is an opportunity to retain residential use in the mixed use option for 10MV because it is included in the current Plan.

As noted in the analysis, Richmond Highway is very automobile-oriented, and creates a barrier to pedestrian connections across it. The strip commercial nature of the current development reinforces the auto-oriented function of the highway. Re-planning the area for higher intensities and a mix of uses could help spur redevelopment of the CBC. Redevelopment that incorporates pedestrian connections to the surrounding neighborhoods and internal urban design amenities could help to attract activity within the CBC.

Staff recommends an alternative which would support the proposed intensity for each nomination, but add conditions to support the realignment of Sacramento Drive with Cooper Road, and a transit station site in Sub-unit A-3. In addition, staff recommends retaining the condition that residential use be included as a component of the mixed use option for item 10MV (Sub-unit B-1), while adding the conditions suggested by the nominator. See Attachment 2 for Staff's suggested Plan changes.

The BRAC APR Task Force recommended approval of the Staff's suggested Plan text changes for Sub-Units A-2, A-3, B-1 and B-2, with one minor modification. For Sub-Unit A-3, they recommended that the condition related to the provision of a transit station be included at both the base and option levels of the Plan. Staff considers this repetition unnecessary, since all base-level conditions automatically apply to the optional level.

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**CURRENT PLAN TEXT:**

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-6-2007; Richmond Highway Corridor Area, Woodlawn Community Business Center, Sub-unit A-2, page 60:

**“Sub-unit A-2**

This sub-unit primarily consists of the Woodlawn Shopping Center and other strip commercial uses located on the west side of Richmond Highway south of Woodlawn Court and is planned for community-serving retail use up to .35 FAR. This area presents an opportunity for possible redevelopment. With substantial consolidation, Sub-unit A-2 is planned for mixed-use development including office and/or retail uses up to .50 FAR. Any development proposal should meet the following conditions:

- Consolidation of parcels includes the environmental quality corridor surrounding Dogue Creek which is preserved as open space;
- Building heights are tapered down toward adjacent residential uses;
- Dedication of needed rights-of-way for planned roadway improvements are provided;
- Access points are consolidated and an efficient internal circulation system is provided;
- Substantial buffering and screening are provided to adjacent residential and other existing uses;
- Retention of existing basic commercial uses currently located in the Woodlawn Plaza Center is encouraged; and
- Inclusion of urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are used as a guide.”

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-6-2007; Richmond Highway Corridor Area, Woodlawn Community Business Center, Sub-unit A-3, page 60:

**“Sub-unit A-3**

Located at the southwest corner of Richmond Highway and Sacramento Drive, Sacramento Center is planned for community-serving retail use with an intensity of up to .35 FAR.”

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-6-2007; Richmond Highway Corridor Area, Woodlawn Community Business Center, Sub-unit B-1, page 60-61:

**“Sub-unit B-1**

Sub-unit B-1 is located along the east side of Richmond Highway between Lukens Lane and Cooper Road to Cedar Road and is planned for office and neighborhood-serving retail use up to .35 FAR. Open space should be preserved around the environmental quality corridor surrounding Dogue Creek as shown on the Plan map. Buildings should be oriented toward

Richmond Highway with parking located to the rear which is well-screened and buffered from adjacent residential uses.

As an option, if parcels are substantially consolidated, a mixed-use project at an overall intensity up to .50 FAR may be appropriate if the following conditions are met:

- Residential use is a component;
- Consolidation of parcels includes the environmental quality corridor surrounding Dogue Creek which is preserved as open space, but does not require the inclusion of the Cooper Center;
- Commercial uses are oriented toward Richmond Highway and residential uses away from Richmond Highway;
- Dedication of needed right-of-way for planned roadway improvements is provided;
- Access is provided at a median break and coordinated with the planned roadway improvements;
- An efficient internal circulation system provided; and
- Substantial buffering and screening are provided to adjacent residential and other existing uses.

As an alternative to the mixed-use option, Parcels 101-3((1))100, 110-1((1))2, 51 and 52, may be appropriate for residential use at 4-5 du/ac. If this alternative is exercised, Parcel 2, which is substantial in size and located west of Dogue Creek, may be developed without consolidation with the other parcels. However, full consolidation of the parcels located east of Dogue Creek would be required to exercise this alternative on Parcels 100, 51 and 52. Further, if this alternative is exercised on parcels east or west of Dogue Creek, the following conditions should be met:

- Preservation of the environmental quality corridor surrounding Dogue Creek as open space;
- Dedication of needed right-of-way for planned roadway improvements is provided;
- Access is provided at a median break and coordinated with the planned roadway improvements; and
- An efficient internal circulation system is provided.”

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-6-2007; Richmond Highway Corridor Area, Woodlawn Community Business Center, Sub-unit B-1, page 61:

**“Sub-unit B-2**

Sub-unit B-2 is located along the east side of Richmond Highway south of Cooper Road. Parcels 109-2((2)) 3, 3A, 4, 4A, 5A; 110-1((17))3, 19 and 19A are planned for neighborhood retail use at .35 FAR. Parcels 110-1((15)) 1, 2, and 3 are planned for neighborhood office use at 0.35 FAR. As an option, parcels 1, 2, 3 may develop as office use up to 0.50 FAR, if full consolidation can be achieved. Access should be oriented to Cooper Road, and substantial buffering should be provided to the adjacent residential uses. Parcels 109-2((2)) 5 and 6A are planned for residential use at 16-20 dwelling units per acre with an option for hotel use. Parking areas are well-screened and buffered from adjacent residential planned uses. Impacts on the adjacent environmental quality corridor are mitigated.”

## Suggested changes to the Comprehensive Plan for the Woodlawn CBC Area

### BRAC APR Nomination 08-IV-13MV

**MODIFY:** Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-6-2007; Richmond Highway Corridor Area, Woodlawn Community Business Center, Sub-unit A-2, page 60:

(Additions are shown underlined; deletions are shown with ~~strikethrough~~.)

#### “Sub-unit A-2

This sub-unit primarily consists of the Woodlawn Shopping Center and other strip commercial uses located on the west side of Richmond Highway south of Woodlawn Court and is planned for community-serving retail use up to .35 FAR. This area presents an opportunity for possible redevelopment. With substantial consolidation, Sub-unit A-2 is planned for primarily office, with hotel and/or retail, mixed-use development including office and/or retail uses up to .50 .70 FAR if the following conditions are met: ~~Any development proposal should meet the following conditions:~~

- ~~Consolidation of parcels includes~~ Preservation of the environmental quality corridor surrounding Dogue Creek which is preserved as open space;
- Building heights are tapered down toward adjacent residential uses;
- Dedication of needed rights-of-way for planned roadway improvements, including the realignment of Sacramento Drive to Cooper Road, are provided;
- Access points are consolidated and an efficient internal circulation system is provided;
- ~~Substantial Provision of substantial buffering and screening are provided to adjacent to~~ residential and other existing uses;
- Provision of a pedestrian circulation system which encourages pedestrian traffic within the development, and adjacent developments;
- The traffic impact of the proposed development is thoroughly analyzed and mitigated using a Transportation Demand Management (TDM) program that may include shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services; and
- ~~Retention of existing basic commercial uses currently located in the Woodlawn Plaza Center is encouraged; and~~
- Inclusion of urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are used as a guide.

### BRAC APR Nomination 08-IV-12MV

**MODIFY:** Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-6-2007; Richmond Highway Corridor Area, Woodlawn Community Business Center, Sub-unit A-3, page 60:

(Additions are shown underlined; deletions are shown with ~~strikethrough~~.)

**Sub-unit A-3**

Located at the southwest corner of Richmond Highway and Sacramento Drive, Sacramento Center is planned for community-serving retail use with an intensity of up to ~~.35~~ .50 FAR if the following conditions are met:

- Building heights are tapered toward adjacent residential uses;
- An efficient internal vehicular circulation system is provided to include consolidation of access points away from the existing intersection to the extent possible;
- Dedication of needed rights-of-way for planned roadway improvements, including the realignment of Sacramento Drive to Cooper Road, is provided;
- Provision of a site for a transit station if appropriate for a planned transit project on Richmond Highway;
- Provision of a pedestrian circulation system which encourages pedestrian traffic within the development, and to adjacent developments;
- Mitigation of environmental impacts is provided. The related floodplain and wetland areas should be restored and protected in accordance with Plan objectives, as well as other applicable guidelines and regulations; and
- Provision of substantial buffering and screening are provided to adjacent residential and other existing uses.

As an option, with full consolidation Sub-unit A-3 may be appropriate for commercial development at an intensity of up to 1.50 FAR if the development includes primarily office, with hotel and/or retail uses, and meets the following additional conditions:

- The traffic impact of the proposed development is thoroughly analyzed and mitigated using a Transportation Demand Management (TDM) program that may include shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services; and
- Inclusion of urban design elements such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are to be used as a guide.

**BRAC APR Nomination 08-IV-10MV**

**MODIFY:** Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-6-2007; Richmond Highway Corridor Area, Woodlawn Community Business Center, Sub-unit B-1, page 60-61:

(Additions are shown underlined; deletions are shown with ~~strikethrough~~.)

**Sub-unit B-1**

Sub-unit B-1 is located along the east side of Richmond Highway between Lukens Lane and Cooper Road to Cedar Road and is planned for office and neighborhood-serving retail use up to .35 FAR. Open space should be preserved around the environmental quality corridor surrounding Dogue Creek as shown on the Plan map. Buildings should be oriented toward Richmond Highway tapering down

in height toward adjacent residential areas preferably with parking located to the rear which is well-screened and buffered from adjacent residential uses.

As an option, if parcels 110-1 ((17)) 1B, 1A, A1, B1, 2A, 25, and 25A are substantially consolidated, a mixed-use project at an overall intensity up to .50 FAR may be appropriate if the following conditions are met:

- Residential use is a component;
- ~~Consolidation of parcels includes the environmental quality corridor surrounding Dogue Creek which is preserved as open space, but does not require the inclusion of the Cooper Center;~~
- Commercial uses are oriented toward Richmond Highway and residential uses away from Richmond Highway;
- Dedication of needed right-of-way for planned roadway improvements, including the realignment of Sacramento Drive to Cooper Road, is provided;
- Access is provided at a median break and coordinated with the planned roadway improvements;
- The traffic impact of the proposed development is thoroughly analyzed and mitigated using a Transportation Demand Management (TDM) program that may include shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services;
- Inclusion of urban design elements such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are to be used as a guide;
- Provision of an ~~An~~ efficient internal circulation system ~~provided~~; and
- ~~Substantial~~ Provision of substantial buffering and screening ~~are provided to~~ adjacent to residential and other existing uses.

~~As an alternative to the mixed-use option,~~ Parcels 110-1 ((27)) ALL, 101-3((1))100, 110-1((1)) 2, 51 and 52, may be appropriate for residential use at 4-5 du/ac. ~~If this alternative is exercised,~~ Parcels 110-1 ((27)) ALL 2, which is ~~substantial in size and~~ located west of Dogue Creek, ~~may be~~ has been developed without consolidation with the other parcels under this option. However, full consolidation of the parcels located east of Dogue Creek would be required to exercise this alternative on Parcels 100, 51 and 52. Further, if this alternative is exercised on parcels east or west of Dogue Creek, the following conditions should be met:

- Preservation and restoration of the environmental quality corridor surrounding Dogue Creek as open space;
- Dedication of needed right-of-way for planned roadway improvements is provided;
- Access is provided at a median break and coordinated with the planned roadway improvements; and
- An efficient internal circulation system is provided.

Parcels 1101 ((15))(A) 2 and 3 are currently developed with single-family dwelling units and may be retained as residential uses at 2-3 dwelling units per acre consistent with adjacent residential properties.

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**BRAC APR Nomination 08-IV-11MV**

**MODIFY:** Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 8-6-2007; Richmond Highway Corridor Area, Woodlawn Community Business Center, Sub-unit B-2, page 61:

(Additions are shown underlined; deletions are shown with ~~strikethrough~~.)

**Sub-unit B-2**

Sub-unit B-2 is located along the east side of Richmond Highway south of Cooper Road. Parcels 109-2((2)) 3, 3A, 4, 4A, 5A; 110-1((17))3, 19 and 19A are planned for neighborhood retail use at .35 FAR. Parcels 110-1((15)) 1, 2, and 3 are planned for neighborhood office use at 0.35 FAR. As an option, parcels 1, 2, 3 may develop as office use up to 0.50 FAR, if full consolidation can be achieved. Access should be oriented to Cooper Road, and substantial buffering should be provided to the adjacent residential uses. Parcels 109-2((2)) 5 and 6A are planned for residential use at 16-20 dwelling units per acre with an option for hotel use. Parking areas are well-screened and buffered from adjacent residential planned uses. Impacts on the adjacent environmental quality corridor are mitigated.

As an option, if parcels 109-2 ((2)) 3A, 3, 4A, 4, 5, 5A, 6A, 19A, 110-1 ((17)) 3, and 19 are substantially consolidated, an office, retail and/or hotel project at an overall intensity of up to .65 FAR may be appropriate if the following conditions are met:

- Uses are oriented toward Richmond Highway and buildings taper down in height toward adjacent residential uses;
- Dedication of needed right-of-way for planned road improvements, including the realignment of Sacramento Drive to Cooper Road, is provided;
- Mitigation of environmental impacts is provided. The related floodplain and wetland areas should be restored and protected;
- Access is provided at a median break and coordinated with planned roadway improvements;
- Provision of an efficient internal circulation system;
- Provision of substantial buffering and screening adjacent to residential and other existing uses;
- The traffic impact of the proposed development is thoroughly analyzed and mitigated using a Transportation Demand Management (TDM) program that may include shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services; and
- Inclusion of urban design elements such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are to be used as a guide.