

Suggested changes to the Comprehensive Plan for the Woodlawn CBC Area

BRAC APR Nomination 08-IV-13MV

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

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;
- Provision of a site for a transit station; 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

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 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.

BRAC APR Nomination 08-IV-11MV

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.