

TO: Braddock District Land Use Committee

FROM: One University Team

DATE: July 11, 2019

RE: Project Evolution

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This memo is intended to summarize some of the prior and ongoing work that has and is being done by the One University Team to respond to community and stakeholder comments and concerns.

What follows is a description of the current form and substance of the rezoning proposal and how the project has been designed to respond to the requirements of the now adopted Comprehensive Plan and reflect good objective land planning.

#### Project Summary

The rezoning application proposes redevelopment of the existing 46 affordable housing units and Fairfax County office uses with the following:

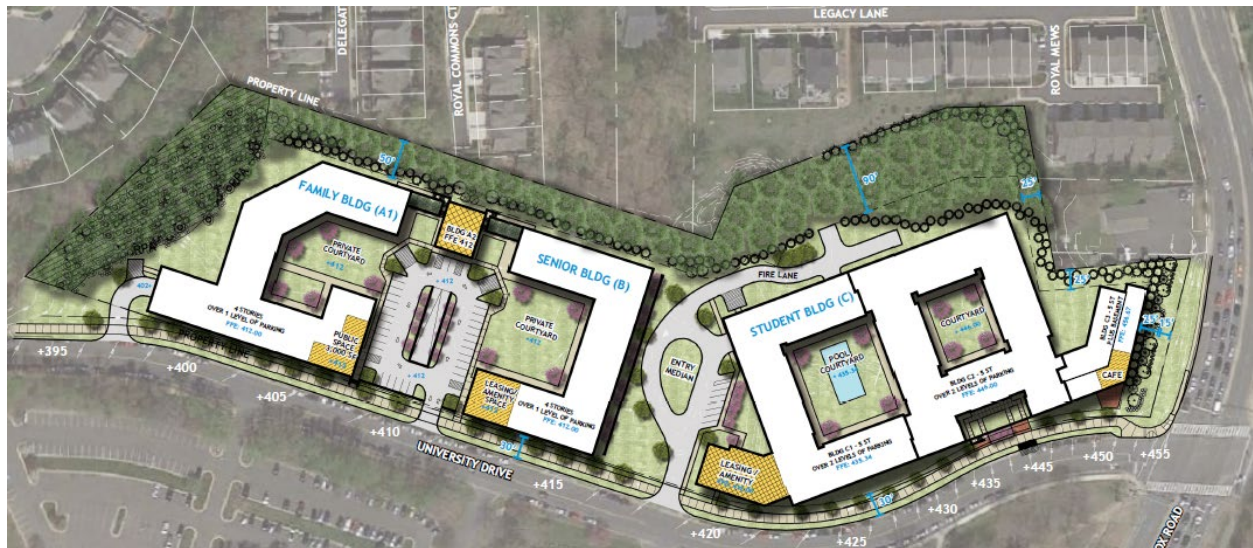
- 120 multifamily affordable units
- 120 senior (62+) affordable units
- 340 units which will be “purpose-built”, designed for and marketed to students who attend George Mason University
- Area within the multifamily affordable unit building for Fairfax County Redevelopment and Housing Authority meetings (“public space”)

The concept plan/development program also includes the following:

- Significant vegetated buffers along the northern, eastern and western lot lines. *Attachment 1* to this memo is a series of viewshed exhibits which depict the existing vegetative buffer along the northern lot line alongside a realistic depiction of the proposed building, the trees which will remain with the proposed development and supplemental plantings. It is also noted that the Applicant is proffering to work with the Urban Forester to not only plant at the edges of the buffer areas but also within the areas to create a robust screen.
- The parking underneath the residential buildings, with some convenience surface spaces for visitors, deliveries, etc.
- Age appropriate indoor and outdoor amenity spaces such as a pool, dog park(s), fitness facilities, accessory coffee shop, community grilling and picnicking areas, community garden and playground

- Preservation, removal of existing encroachments, and restoration of existing RPA on the Property
- Pedestrian friendly streetscape along University Drive
- Vehicular and pedestrian improvements at the intersection of Rt. 123 and University Drive

The illustrative below represents our most recent submission to County staff.



### Student Building Evolution



Student Building – Original Plan



Student Building, Current Plan

The comparison of the two illustrations above shows considerable effort has been invested in the transition between the proposed student building and the northern lot line adjacent to the Royal Legacy subdivision in Fairfax City. The evolution in this area of the site has been substantial. Specific revisions include:

- The location of the fire access lane has been shifted from 30 feet from the northern lot line to 120 feet from the northern lot line.
- The building itself has been shifted from 83 feet from the northern lot line to 153 feet from the northern lot line.
- A uniform 90 foot wide vegetated buffer between the student building and the northern lot line is now provided, over three times the width required by the Zoning Ordinance in this area. In addition to the substantial existing vegetation in this area, as mentioned above, we have proffered to work with the County Urban Forester to supplement this buffer area with the maximum amount of understory trees possible which will create a year round healthy buffer
- The parking was revised from a 7 story structured parking garage to a podium garage beneath the residential buildings. The podium is largely underground.
- The building height was reduced 10 feet from the original proposed plan. In most cases, the elevation of the top of the student building is approximately 11 feet taller than the adjacent homes.
- The presentation of the building to Rt. 123 was also improved by creating a 40 foot buffer from Rt. 123, including a full 25 feet of transitional screening.

In addition to significantly increasing buffers and reductions heights, a number of related architectural and operational commitments have been made. These include:

- There will be no balconies on the northern façade.
- The windows on the northern façade will not be oversized, will not be operable and will have blinds.
- There will be no common areas on the northern façade of the student building (addressing the concern of large windows with interior lights on all night).
- Delivery and loading activities are positioned away from the northern lot line.
- The outdoor amenities, such as the potential pool for the students, are located within enclosed courtyards.
- Elevations have been included in the plans which show varied materials, façade articulation, and awnings/canopies over entrances. *Attachment 2* includes the latest elevations perspectives.

### Affordable Unit Buildings



Affordable Bldgs, Original Plan



Affordable Bldgs, Current Plan

For the affordable unit buildings, similar attention was paid to the area between the affordable buildings and the northern and western lot lines. In addition to mitigating impacts, the evolution of these buildings has been with the goal of providing a high quality living environment that will allow residents to benefit from amenities and design features not often found in affordable housing. The evolution of this portion of the project includes:

- The northern lot line buffer has increased to 50 feet in width and includes a fully vegetated buffer of existing and proposed trees. Note that the Zoning Ordinance requires a transitional screening yard of 25 feet along the northern lot line.
- A travel aisle and parking was removed from the northern buffer area and placed underneath the residential buildings, largely underground. This design change significantly reduced the amount of impervious surface area on the plan from the original plan.
- There are existing buildings, parking spaces, and a stormwater management pond located with the RPA on the Property. The original proposed plan encroached into the RPA. The current plan shows all structures completely out of the RPA and the Applicant has proffered to restore the RPA to Chesapeake Bay standards.
- Attached to this memo are a series of exhibits and cross spatial drawings that show the practical effect of the buffers and landscaping commitments. These landscaping commitments, when combined with reductions in building heights described herein, result in the buildings being very effectively screened from the nearest residential properties.

In addition to significantly increasing buffers and reducing impervious pavement areas, a number of related architectural and operational commitments have been made. These include:

- There will be no balconies on the northern façade.
- All trash pick-up will be within the garages.
- Air conditioning units for all apartments will be located interior to buildings and facing away from adjacent single-family residents.



- The main resident garage entrance is off of University Drive and positioned away from the northern lot line.
- The outdoor amenities, such as the potential playground and community gardens, are internal to the project.

#### Vehicular/Pedestrian Improvements

Wells & Associates conducted a comprehensive operational analysis which included seven intersections in Fairfax County and Fairfax City. Improvements are proposed which will conform to the Comprehensive Plan guidance for safe and attractive pedestrian access. Highlights of the study, conclusions and proposed mitigation measures are:

- Simply by the nature of the proposed student housing use and its proximity to campus, there will be a reduction in the number of student drivers on the road network commuting to campus from adjacent neighborhoods or other jurisdictions.
- Intersection modifications are proposed which will mitigate the vehicular impacts of the development at the intersection of Rt. 123 and University Drive. *Attachment 2* is a graphic depiction of the delay in seconds for the overall intersection and for the eastbound approach. This graphic shows that the proposed road improvements mitigate the impact of the development.
- These intersection improvements, coupled with altering the signal phasing, will eliminate the existing conflict between pedestrians and eastbound right turns onto Rt. 123 from University Drive.
- Improvements are proposed to each corner of the intersection which will reduce the crosswalk distance and thus, the time needed to cross all intersections as well as create more congregating room at each corner for pedestrians.

Attachment 3 is a series of 4 signal phasing exhibits. They are providing to show the proposed phasing of pedestrian crossings and lane movements. The intent of the altered signal phasing is to provide a phase where the right turns off of University Drive onto Rt. 123 have a green arrow and are, essentially, free flowing. Once this lane is cleared in Phase 1, the pedestrian crossing in Phase 4 will be less impeded by right turning traffic.

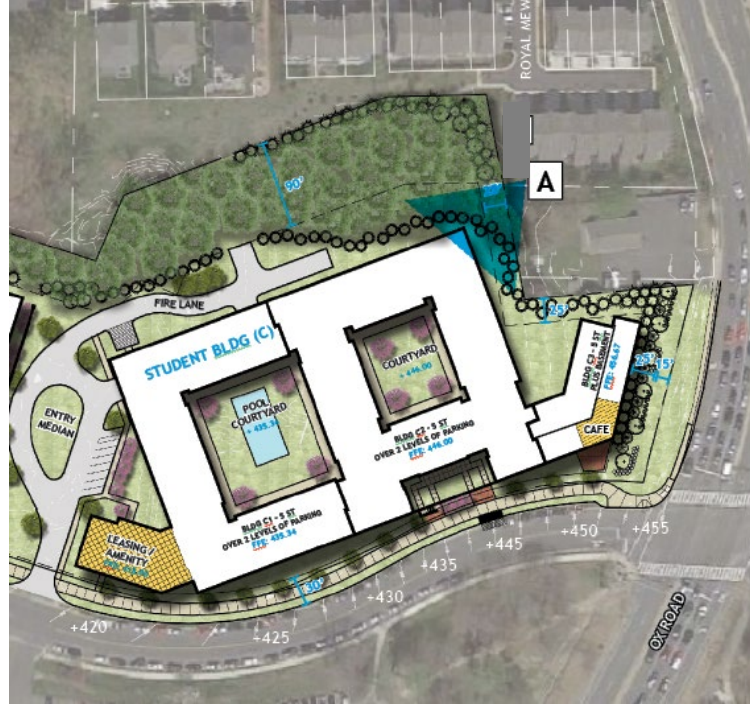
The One University team will be present at your July 16, 2019 meeting and we will be happy to answer any questions about this information or any other aspect of the rezoning application.

#### Attachments

1. Views from northern lot line
2. Elevations
3. Level of Service exhibit
4. Signal phasing exhibits

# Attachment 1

Existing view toward corner of proposed C2 building



Existing view toward corner of proposed C2 building with trees removed and with supplementation







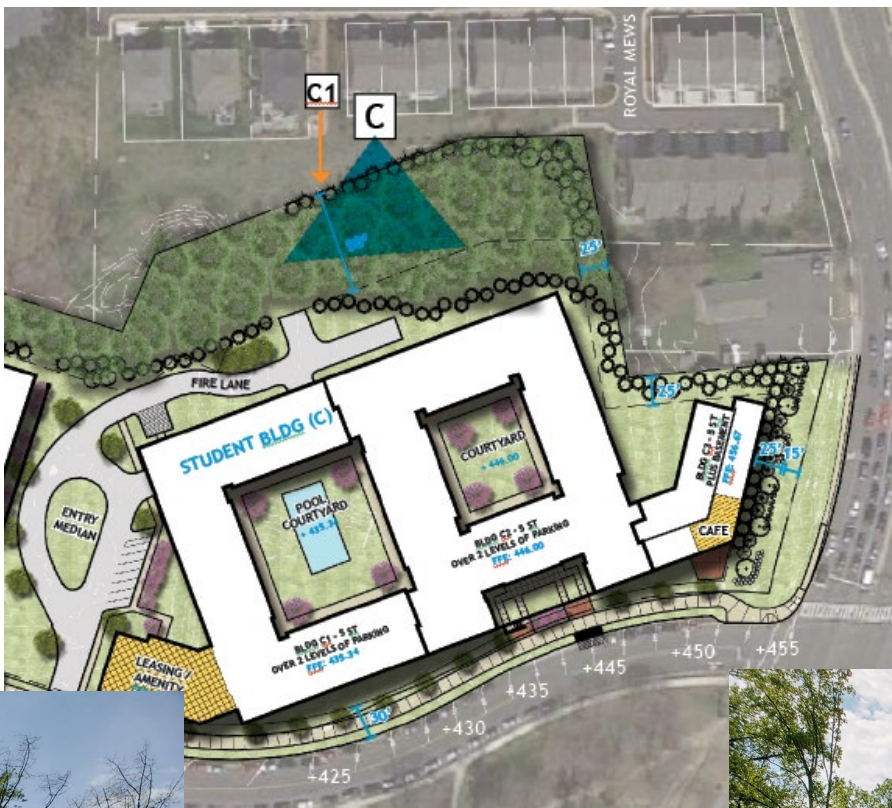
Existing view to proposed building C1

View to building C1 with trees removed and with supplemental planting





Existing view to proposed building C1

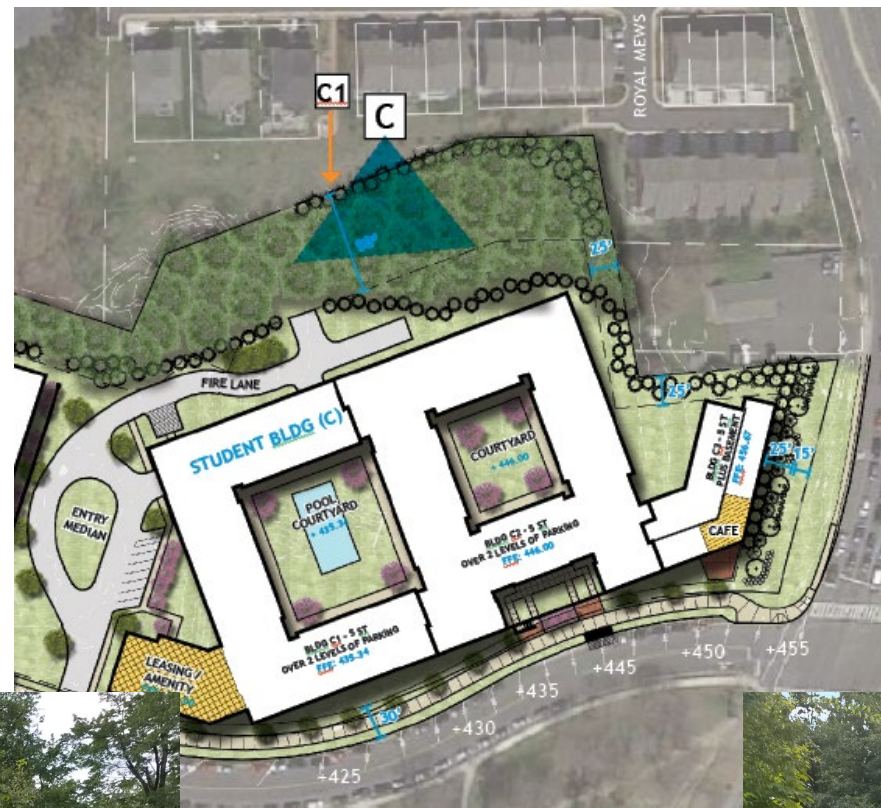


View to building C1 with trees removed and with supplemental planting





Existing view to proposed building C1



View to building C1 with trees removed and with supplemental planting





Existing view to proposed Senior Building



View to Senior Building with trees removed and with supplemental planting





Existing view to proposed Senior Building

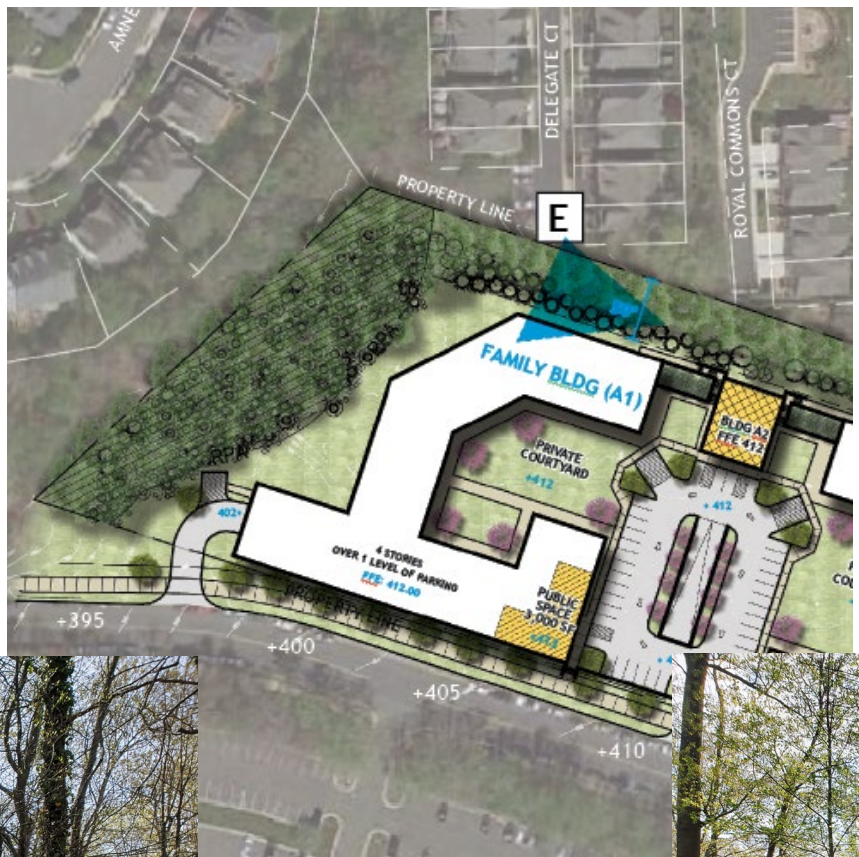


View to Senior Building with trees removed and with supplemental planting





Existing view to proposed Family Building



View to Family Building with trees removed and with supplemental planting





# Attachment 2











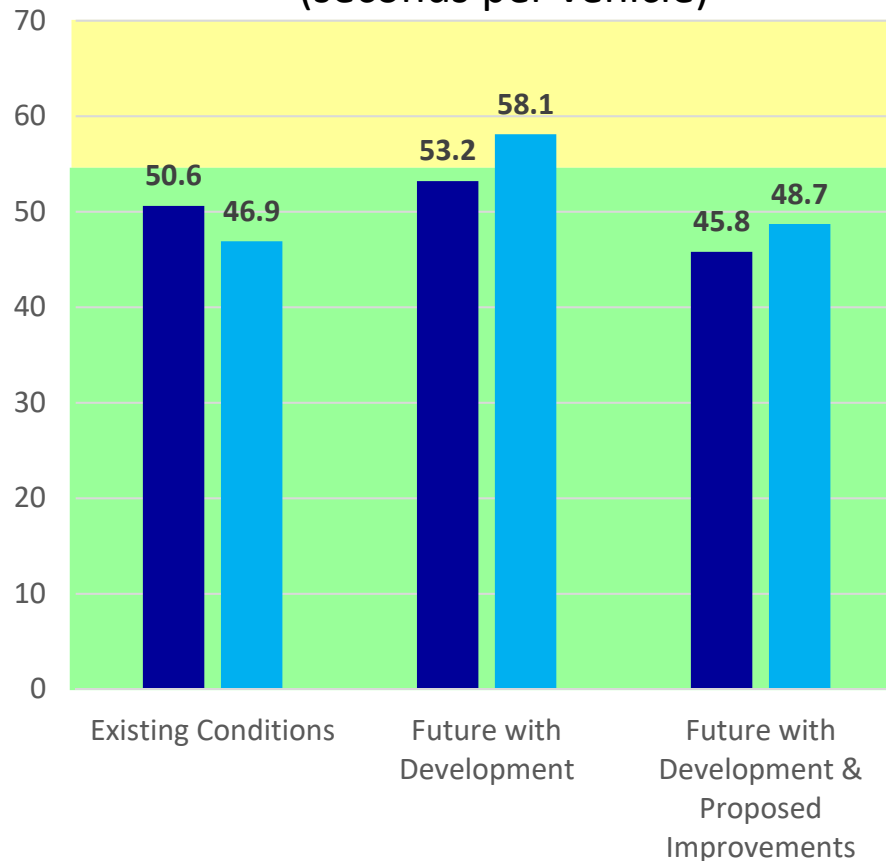




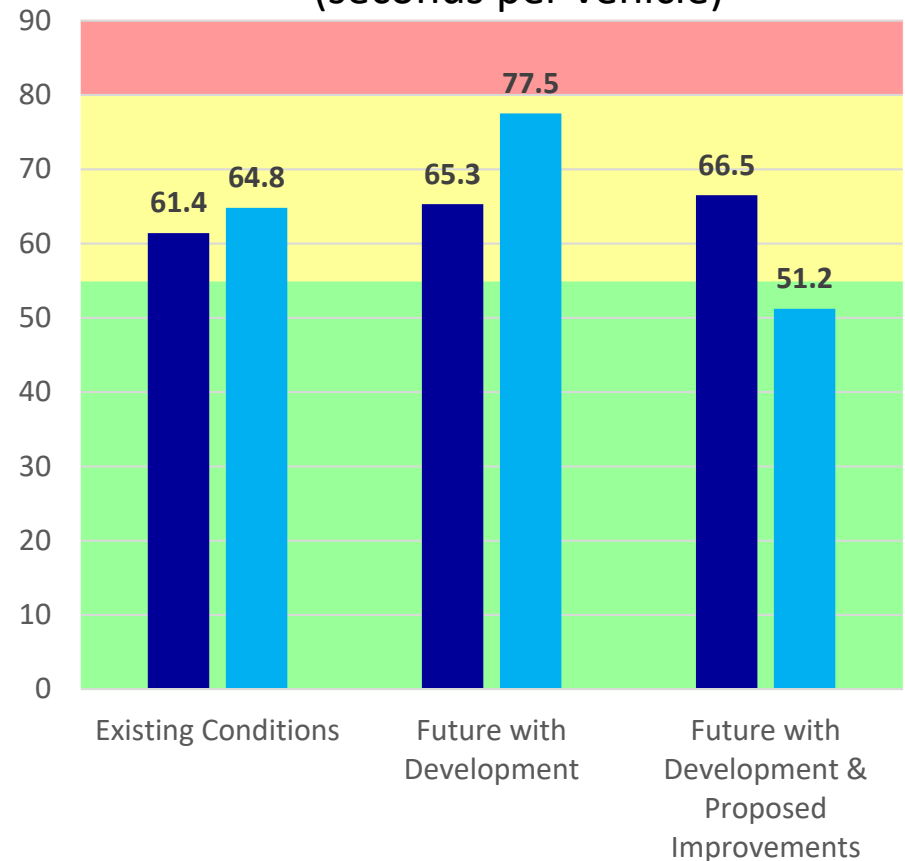
# Attachment 3

# University Drive/Ox Road Level of Service Comparison

Overall Intersection LOS & Delay  
(seconds per vehicle)



Eastbound Approach LOS & Delay  
(seconds per vehicle)



■ AM Peak Hour ■ PM Peak Hour

■ LOS "A" – "D"

■ LOS "E"

■ LOS "F"



# Attachment 4





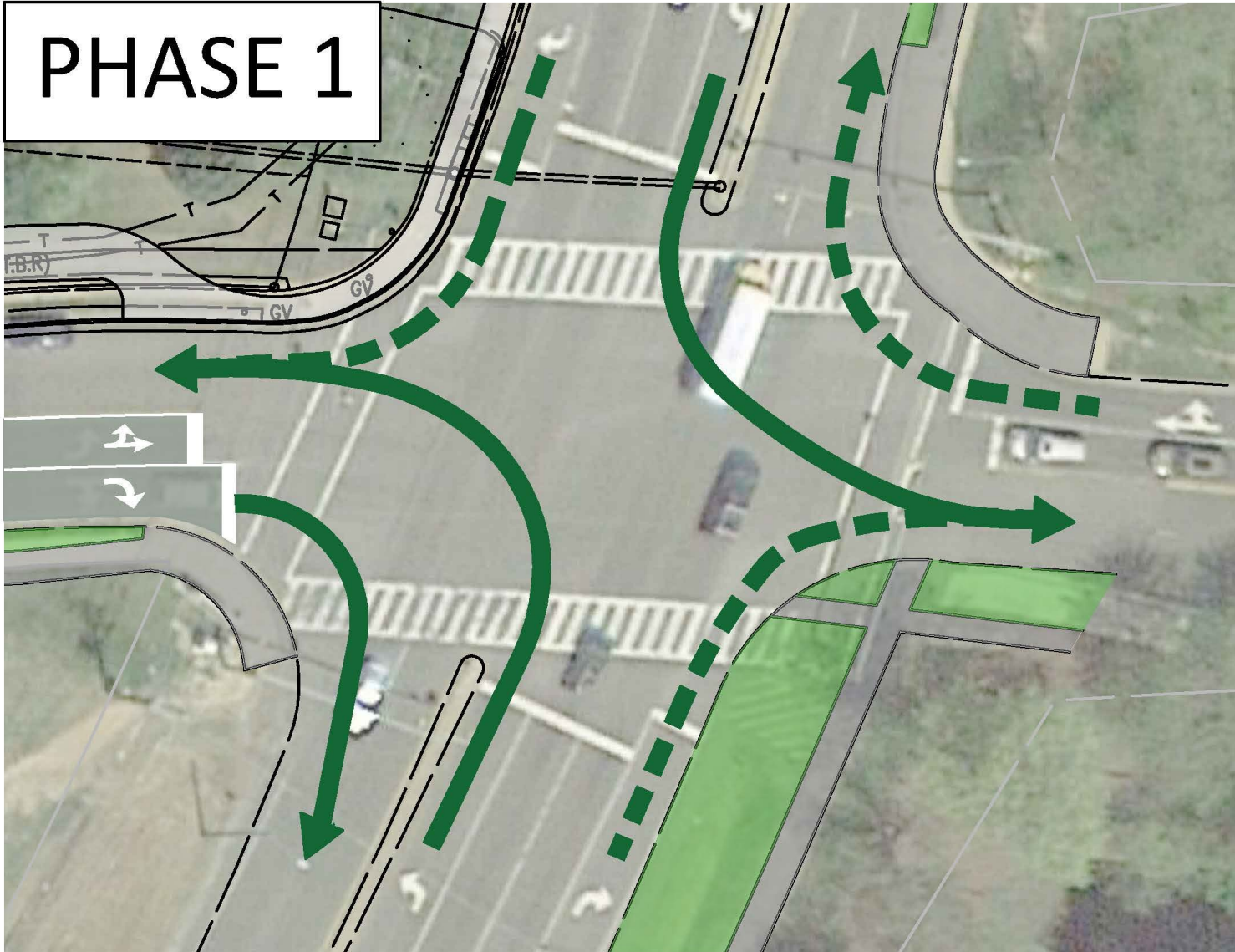
The following exhibits depict the proposed new signal phasing at the intersection of Rt. 123 and University Drive.

- This will work in concert with the proposed intersection improvements (creation of right turn only lane from University Dr. to Rt. 123 south, as well as other improvements as proffered).
- Pedestrian improvements are also proposed – expanding concrete landing areas at all four corners to create more gathering space and to reduce the crosswalk width and thus the time needed to cross
- Crossing times are retained and are adequate.

# VEHICULAR PHASE ONLY

- University Drive is east/west and Rt. 123 is north/south on exhibit

## PHASE 1



Purpose is to empty the right turn from University onto 123 with a green arrow so that in Phase 4, there will not be the incident of right turn conflicts with pedestrians that is happening today.

### Legend



Movement has green arrow

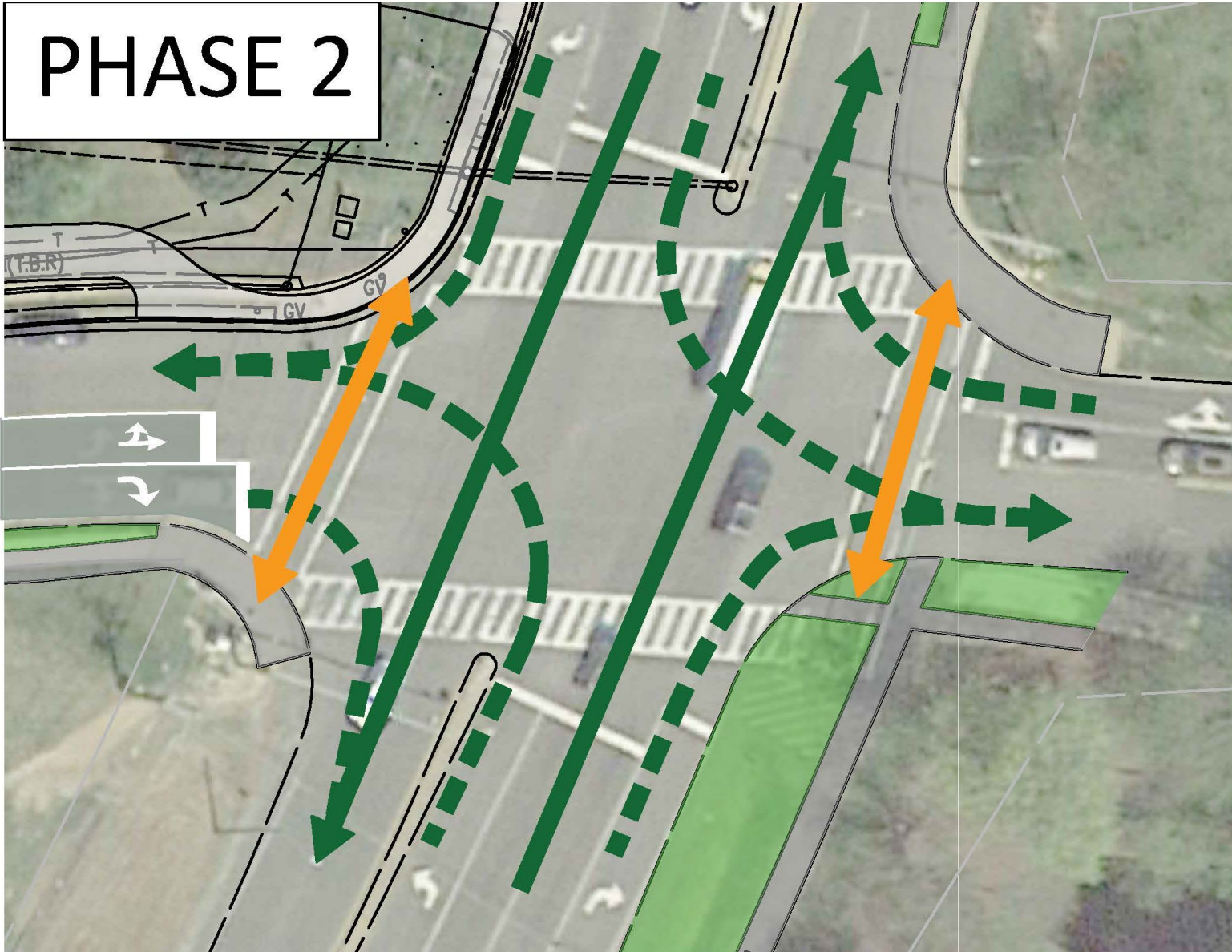


Movement is right turn on red  
Note that there are existing  
signs that instruct cars to  
yield to pedestrians

# VEHICULAR & PEDESTRIAN PHASE

University Drive is east/west and Rt. 123 is north/south on exhibit

## PHASE 2



Pedestrian movement is across University Dr.

### Legend



Movement has green light.



Movement is right turn on red and left turn yielding to oncoming traffic and pedestrians.

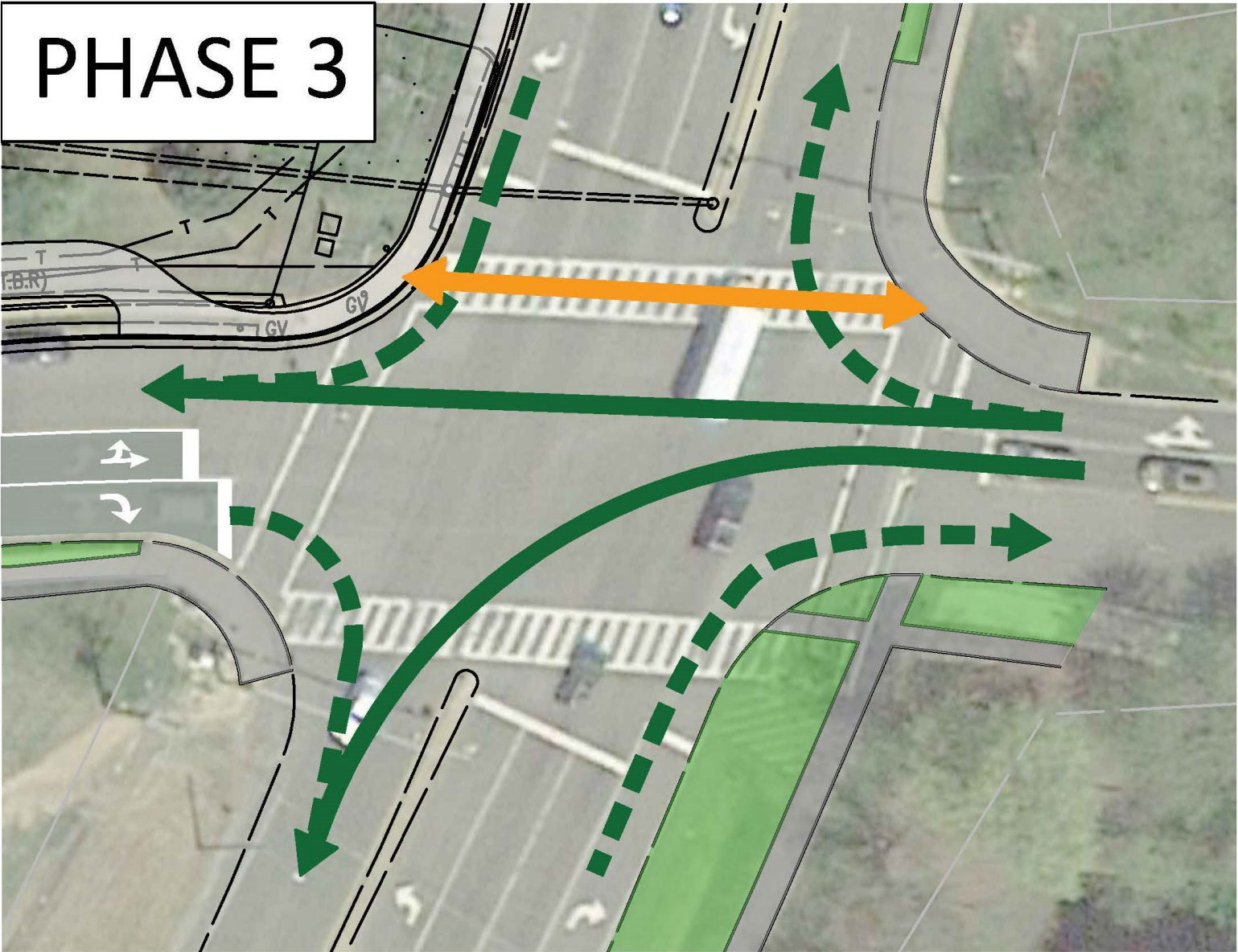


Pedestrians (62 second phase in AM and PM peak)




# VEHICULAR & PEDESTRIAN PHASE

University Drive is east/west and Rt. 123 is north/south on exhibit




Pedestrian movement is across north leg of Rt. 123.


Legend



Movement has green light/green arrow.



Movement is right turn on red.



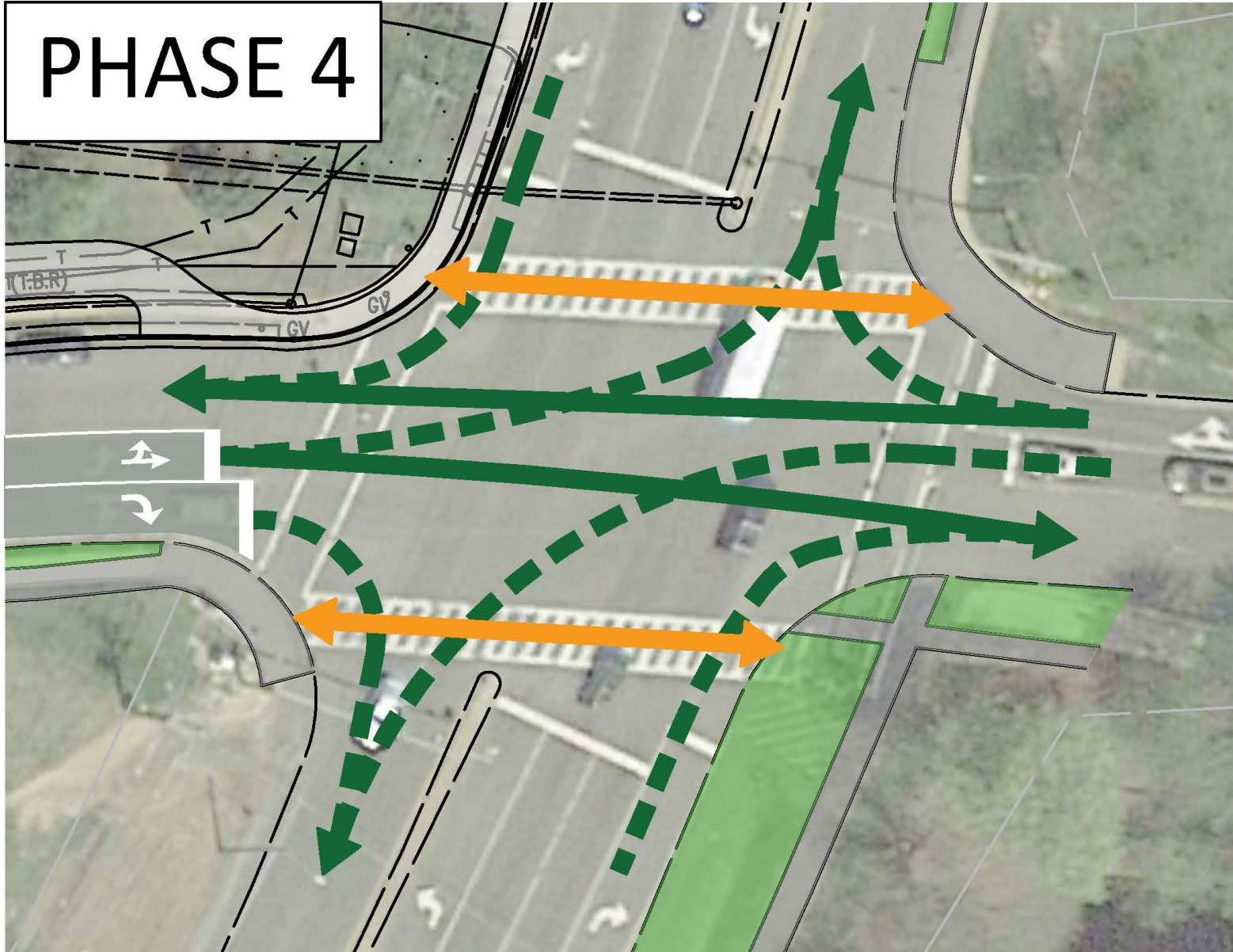
Pedestrians (53 second phase in AM and PM peak)



# VEHICULAR & PEDESTRIAN PHASE

University Drive is east/west and Rt. 123 is north/south on exhibit

## PHASE 4



Pedestrian movement is across Rt. 123.  
Note that there will be less cars turning right from University Dr to 123 because they emptied in Phase 1.

### Legend



Movement has green light.



Movement is right turn on red and left turn yielding to oncoming traffic and pedestrians.



Pedestrians (53 second phase north Leg and 37 seconds south leg). These times mimic the current timing.