Review of Application

- Plan amendment and rezoning application
- 10.84 acres
- Proposal for Affordable (Family and Senior) and Student housing

Review of Schedule

- Oct. ’18 - Community meeting
- Dec. ‘18 - Braddock Dist. LU Committee
- Jan. ’19 - Community meeting
- Feb. ‘19 - Resubmitted rezoning application
- March ’19 - Braddock Dist. LU Committee

- April 3 - Staff report published for plan amendment
- April 5 - Resubmit rezoning application to staff
- April 8 - Community meeting
- April 16 - Braddock District LU Committee on plan amendment
- April 24 - Planning Commission hearing on plan amendment
- May 21 - Board of Supervisors hearing on plan amendment
- July 10 - Planning Commission hearing on rezoning
General Site Design Revisions

- Complete redesign of parking layout
- Increased setbacks and undisturbed buffers
- Redesign and re-orientate buildings
- Reduce number of units
- Change site entrance locations
October 2018 Student Building Design

- 83’ Building Setback from North Lot Line
- 25’ Planted Buffer along North Lot Line
- Up to 84’ Building Height from Average Grade Plane
- 10’ Ox Road Building Setback

April 2019 Student Building Design

- 153’ Building Setback from North Lot Line
- 90’ Undisturbed Tree Preservation Buffer along North Lot Line
- Up to 75’ Building Height from Average Grade Plane
- 25’ Building Setback with Planted buffer along Ox Road
October 2018 Affordable Buildings Design

- Parking and drive aisles located behind buildings
- 25’ Planted Buffer along North Lot Line
- 4 Story Senior Building
- Family Building located in center of site
- Disturbance of RPA zone

April 2019 Affordable Buildings Design

- Parking and drive aisles removed from behind buildings
- 50’ Undisturbed Buffer along North Lot Line
- 3 Story Senior Building
- Family Building flipped location with Senior Building
- No disturbance in RPA zone; Restoration proposed
Building average grade plane elevation is 400.04; maximum building height from average grade plane is up to 60’ measured to midpoint of sloped roof (up from 50’ at previous submission)
Senior Building - Section BB

Building B average grade plane elevation is 409.96; maximum building height from average grade plane is up to 50’ measured to midpoint of sloped roof (down from 55’ at previous submission).
BUILDING C1 AVERAGE GRADE PLANE ELEVATION IS 420.17; MAXIMUM BUILDING HEIGHT FROM AVERAGE GRADE PLANE IS UP TO 75' MEASURED TO TOP OF FLAT ROOF (DOWN FROM 84' AT PREVIOUS SUBMISSION)
BUILDING C2 AVERAGE GRADE PLANE ELEVATION IS 440.23; MAXIMUM BUILDING HEIGHT FROM AVERAGE GRADE PLANE IS UP TO 65' MEASURED TO TOP OF FLAT ROOF (DOWN FROM 72' AT PREVIOUS SUBMISSION)
Student Building - Section C3

Building C3 average grade plane elevation is 451.06; maximum building height from average grade plane is up to 65’ measured to top of flat roof (down from 72’ at previous submission).
Recap of Proposed Vehicular Improvements

- Remove part of parking along southern side of University Drive
- Restripe EB approach to provide a dedicated right turn lane
- Modify signal timing: right turn arrow in dedicated lane timed with NB and SB lefts on 123
- Lengthen NB left turn lane on 123

Results

- Decrease in overall delay at intersection during the AM and PM peaks over future condition without the development
- Decrease in eastbound University Drive delay queues during the AM and PM peak over future condition without the development

Traffic study assumes all units are multifamily.