

WAIVER REQUESTS

Waiver Request	Location	Request
Private Roads	Main Entrance	Main entrance proposed as private instead of public

PRIVATE ROADS (ZO REF. SECTION 36.242.3): MAIN ENTRANCE

The main entrance road will be designed in general accord with VDOT standards but is being proposed as a private access drive. An access easement may be granted if a future road extension to Hospital Road or other current and/or future off-site roadways are proposed. The access drive will feature some areas of on-street parking, with driveway cuts for the proposed units. The main access drive will also feature sidewalks and street trees enhancing the pedestrian experience along the road. The proposed main entrance road will be integrated with the parking areas and drive aisles, providing circulation through the development and will not impede adjacent properties' access to the public roadway network.

The property will have a main entrance road approximately 150' to the east of the existing Mt. Clement Road intersection with Richmond Highway (Route 360). The main road will allow for a future connection to the adjoining parcels, allowing for a potential connection to Hospital Road for existing and future adjacent developments. The proposed internal roadway network will serve as a foundation for an integrated network of publicly accessible streets which will serve current and future development opportunities in the vicinity. A secondary emergency access point has also been contemplated along Richmond Highway.

Trails will be integrated into the overall site, connecting the uses to the recreation open spaces. Trail connections will weave their way into the natural terrain, while tying into hardscape connections either internal to the sites or sidewalks that are adjacent to the main road.

It should be noted that development of such access drives as private roads will comply with all standards for public roads, such as width, pavement thickness, etc.

SPECIAL EXCEPTIONS

Special Exception Request	Location	Request
Density	Sitewide	10.54 du/ac
Maximum Number of Multifamily Dwelling Units Per Floor	Building C	Over 10 units per floor in Building C
Height	Buildings C, A2 and B2	The lesser of 4 stories or 60 feet in height
Parking	Sitewide	Reduced parking
Project size	Sitewide	Minimum 13.186 acres
Off-street loading	Building A1, A2, and B2	Reduced spaces and dimension
Freestanding Sign	Sitewide	Height
Wall Sign	Building A1, A2, and A4	Area
Landscape	Sitewide	Parking islands ever 10 spaces
Access Points	Sitewide	One Access Point

DENSITY MAXIMUM (ZO REF. SECTION 36.242.5): RESIDENTIAL BUILDINGS

The Applicant is seeking a special exception to develop portion of the development at higher densities than stated for the PUD district. Instead of 10 units per acre as required in R-3, the Applicant is requesting 10.54 units per acre for the proposed PUD. Currently, the ZO does not have any listed maximums for density or height within the PUD district, as references to R-3 (residential) and B-1 (non-residential) are minimum standards. However, to align closely with the minimum development standards, the Applicant is proposing a small density increase of 0.47, for a total of approximately 7 to 8 additional units.

Residential		
	Units Per Acre	Total Units
Maximum Density (R-3)	10	131.86
Actual	10.54	139

<u>Difference</u>	<u>+0.54</u>	<u>+7.14</u>
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Building C:

The Applicant is also seeking a density waiver of the required 10 units per floor for Building C, to allow for up to 21 units per floor. As proposed, the units per floor as follows:

- Lower Level: 8 units per floor
- Floor 1: 16 units per floor
- Floor 2: 21 units per floor
- Floor 3: 21 units per floor
- Floor 4: 19 units per floor

HEIGHT MAXIMUM (ZO REF: SECTION 36.255): BUILDINGS C, A2 AND B2

With this application the residential guidance for height is principal building height of 35”, as shown in R-3 in Section 36.225. With this application the non-residential guidance for height must be used since the Applicant is proposing to stack residential over non-residential uses. Per Section 36.242.5, non-residential uses in PUD must comply with the B-1 Zoning District. As shown in the B-1 table in Section 36.255, B-1 permits the lesser of 3 stories or 45 feet max in height. Within 100 feet of a residential zone, the non-residential buildings are limited to the lesser of 2.5 stories or 35 feet. To maximize building heights to 4 stories, including a tall first floor for commercial uses, the Applicant is requesting a Special Exception to permit a maximum height of the lesser of 4 stories or 60 feet.

As proposed, the building heights per building are as follows:

- Building C – 58’4”
- D Buildings – 14’-0”
- Building A1 – 45’-0”
- Building A2 – 60’-0”
- Building A3 – 45’-0”
- Building A4 – 21’-0”
- Building B1 – 40’-0”
- Building B2 – 60’-0”

PROJECT SIZE (ZO REF: SECTION 36.225): SITEWIDE

The Applicant is seeking a Special Exception of the minimum project size requirements set forth in Article IV, Section 36.25 of the Zoning Ordinance. The minimum project size requirement is 15 acres listed in ZO Table 36.6. The property size is 13.186.

PARKING (ZO REF. SECTION 36.460): SITEWIDE

The Applicant is seeking a Special Exception of the off-street parking requirements set forth in Article XVII, Section 17.1 of the Zoning Ordinance. The minimum off-street parking requirements are listed in ZO Table 36.15.

However, the Zoning Ordinance does not provide specific parking ratios for senior adult or workforce housing. Based on the Institute of Transportation trip generation, these uses generate fewer parking demands than typical residential uses. Further, the mixed-use nature of the proposal will allow for significant efficiencies and opportunities for shared parking.

Taken together, these factors lead to a maximum peak parking demand of 395 spaces. The Applicant proposed to meet this requirement through the provision of a minimum of 395 spaces in lieu of the 581 parking spaces that would be required based on strict application of the Zoning Ordinance. A detailed parking analysis is included with the formal application materials in support of the proposed Special Exception

OFF-STREET LOADING (ZO REF SECTION 36.460): BUILDING A1, A2, AND B2

The Applicant is seeking a Special Exception for loading related to the minimum number and size requirements set forth in Section 36.465 through 36.467 of the Zoning Ordinance. The proposed number of loading spaces is summarized below:

- Building C – 2 spaces
- Building D – 0 spaces
- Building A1 – 3 spaces (depth of 29 ft)
- Building A2 – 3 spaces
- Building A3 – 0 spaces
- Building A4 – 0 spaces
- Building B1 – 2 spaces
- Building B2 – 2 spaces

FREESTANDING SIGN (ZO REF SECTION 36.441): SITEWIDE

The Applicant is seeking a Special Exception of the maximum height size requirements set forth in Section 36.441 of the Zoning Ordinance. The maximum height size is 6 ft. listed in ZO table 36.14. The maximum height size is 85 ft.

WALL SIGN (ZO REF SECTION 36.441): BUILDING A1, A2, AND A4

The Applicant is seeking a Special Exception of the maximum area requirements set forth in Section 36.441 of the Zoning Ordinance. The maximum area size is 16 ft. listed in ZO table 36.14. As proposed, the wall sign area per building are as follows:

- Building C – N/A
- Building D – N/A

- Building A1 – 54.7 SF
- Building A2 – 27.2 SF
- Building A3 – N/A
- Building A4 – 28 SF
- Building B1 – N/A
- Building B2 – N/A

LANDSCAPE (ZO REF SECTION 36.490 D.3): SITEWIDE

The Applicant is seeking a waiver to provide islands every 10 spaces given the single bay nature for most of the proposed parking and/or landscape islands dividing double bay parking areas.

**ACCESS TO MULTI-FAMILY RESIDENTIAL USES (ZO REF: SECTION 36.255):
SITEWIDE**

The Applicant is seeking a Special Exception of the minimum access points into projects from public road for R-3 Multifamily Residential Uses set forth in Section 36.255 Table 36.6.F.2 of the Zoning Ordinance. The standards for a PUD would not necessitate a variance for multiple access points. While we believe this comment is inapplicable, in the event that it is determined that the R-3 standards would continue to apply to this site, we request a variance from this requirement. Public access to the site will be limited to one inbound/outbound access along Richmond Highway (Route 360). The site lacks sufficient frontage along Route 360 to establish a second point of access in compliance with VDOT entrance spacing criteria. As shown on the preliminary plan, the proposed internal street network will allow for additional points of connection as adjacent properties redevelop. Therefore, the plan serves to establish a broader transportation system that will allow for future interconnectivity.