

## COMMUNITY REMARKS

**TO:** Albemarle County Community Members

**FROM:** Kyle Redinger

**RE:** Proposed Adelaide Development CCAC Discussion

**DATE:** January 20<sup>th</sup>, 2016

As you may know, I grew up and attended public schools in the Crozet area. I moved back ten years ago to be an entrepreneur after leaving the security and career opportunity of a large technology company I worked for in Seattle. I moved back because I love our community and wanted to have a career here. As a Crozet native, I have been fortunate to see its transition over the past thirty years.

Approximately a year ago, I first started to analyze the Adelaide property to see how it fit into the Crozet Master Plan. I remember at my first pre-application meeting, I had hand drawn layouts that in no way would have complied with the Master Plan. Our initial plans called for well over 100 units; however, we have ensured through multiple revisions that it complies with the complex requirements of the Master Plan.

After studying the Plan, reviewing staff comments, countless hours of phone calls, engineering studies, and meetings with various stakeholder, we arrived at the proposed plan for Adelaide. It is built around the Crozet Master Plans' model for the property and the guidance that the staff has shared with us over a lengthy and detailed design period.

Based on many hours of analysis with the guidance of County staff, our proposed development is within the guidelines of the Crozet Master Plan. As described below, our vision for this project is to **increase pedestrian safety, create homes that are affordable for median wage earners, and provide many financial and community benefits to Albemarle County.**

We have done everything to the designation of the Master Plan in order to accurately implement its vision with the Adelaide development.

### **Benefits to Albemarle County**

It is important to note that the County is growing by approximately 1,500 people per year and that these people need places to live. Our target market is a 55+ downsizer market that wants smaller, more manageable homes that incorporate universal design elements such as large first floor master plans and amenities for people to age in place.

Through the creation of 93 homes, we are achieving many County benefits. The County benefits of rezoning include:

- a) **Increased Pedestrian Safety:** We will increase pedestrian safety by creating safer walkable areas
- b) **Workforce Housing:** We are able to provide homes that are affordable for median wage earners not just wealthy people
- c) **Affordable Housing:** We are proffering 14 affordable units and currently working with Habitat for Humanity to implement these houses effectively
- d) **Tax Base:** We are increasing the taxable amount of the land by over 1500% from its current value. This results in a substantial increase in direct taxes and indirect taxes associated with this development that can be used to fund services and other citizen benefits
- e) **Cash Proffers:** We are proffering the maximum allowable cash proffer which can be used to fund necessary expansions at schools and other county facilities as well as offsite improvements
- f) **Trail Connectivity:** We are connecting to the Crozet Trail system
- g) **Creation of Mixed-Income Community:** We are encouraging mixed income communities through the creation of Adelaide
- h) **Preservation of Rural Areas:** By developing within the designated growth area, we are helping preserve the rural areas of the County

### **Ninety Three Units is Fully Within the Crozet Master Plan**

Based on three pre-application meetings and lengthy review with County staff, we have submitted the site for R6 zoning because R6 falls within the Crozet Master Plan and offers the most fitting standard guidelines for the product mix we are offering.

- County staff has assured us that R6 zoning is in compliance with the Crozet Master Plan. Questions for County Staff:
  - Is R6 zoning within the designation of the Comprehensive Plan?
- With 93 units, on two parcels that total approximately 20 acres, our effective density is about 4.7 units per acre, not 6 units per acre.
- There is an existing designation for “Neighborhood Density (Low)” which could have been used to designate this parcel as lower density; it was not. This designation is only used on the north western-most outskirts of the Crozet area
- Harris Teeter and Clover Lawn represent a “center” and the plan reads:

*“the ideal distance from focal point to boundary is approximately a 1/4 mile radius (i.e., a five minute walk). The center is the most intensely developed, while*

*the middle and edge bands around the center become progressively more residential, less mixed use, and less dense”*

- This center sees over 9,000 cars per day, which makes it a very important center and an ideal location for a higher density development because of its proximity to retail shops and jobs
- Adelaide is approximately 1/10<sup>th</sup> of a mile further than the “ideal distance” from a center.
- While downtown Crozet is “the primary and most important center,” it generates substantially less traffic (~5,300 cars per day) than the Harris Teeter / Clover Lawn center (~9,100 cars per day), indicating that the Harris Teeter / Clover Lawn center is also very important from a dense development standpoint

### **Traffic Impact Relatively Small**

We had EPR, P.C., a third-party certified traffic engineering firm, conduct a study of our proposed rezoning. The site is estimated to generate 782 new daily trips (our study was conducted with a 98 unit count vs. the proposed 93), or 391 trips in either direction.

The findings of this study and traffic impact can be summarized as follows:

- During peak hours, **in either direction, we would add only about one car every two minutes**
- According to VDOT data, 11,000 and 9,100 cars pass the schools and the Harris Teeter/ Clover Leaf centers every day, so 391 cars is a very small change to that number
- According to the study “the impact by the proposed Adelaide Development on the traffic operation will be minimal (page 8)”
- According to the study there will be “no queue on Route 250 through movements, maximum 1-vehicle queue on Route 250 left turn movement (page 8)”
- Furthermore, single family detached homes generate approximately 30% more traffic than attached homes, given their larger sizes and number of inhabitants, and accordingly, we’ve selected a product mix that generates less traffic than detached homes.

We have made our traffic study public as well as the VDOT data, which supports these points.

## **Increasing Pedestrian Safety**

Based on our analysis of two of the three traffic cases (we are still waiting for information from the County police on the third incident), the pedestrian was travelling along or crossing the highway. In order to check the mailbox, as Carroll Herring did, or to travel on a skateboard, as Yunze Sun did, you would have to be within a couple of feet of moving traffic.

Our plan does several things to increase pedestrian safety, including:

- We offset a pedestrian trail along 250 by a minimum of 20 feet, ensuring that pedestrians can travel much more safely along 250
- We remove any mailboxes from 250 to the interior of the development
- We create access to the Crozet Trail system and internal sidewalks, encouraging pedestrians to stay away from dangerous highways
- We will connect to the planned Cory Farm trail extension, ensuring our development is easily walkable to a commercial area

## **Creation of Workforce & Affordable Options in Crozet Area**

By-right developments and Old Trail result in high-priced homes that create exclusive price limits for median workers in the Crozet Area. We are targeting homes between \$250,000 and \$400,000 for Adelaide which is much more affordable than what is currently available in the new housing stock.

- Old Trail's average cost is \$190 per square foot for new homes (vs. \$140 per square foot for non-Old Trail homes in Crozet), and they are likely reducing density because they are selling to a wealthier buyer who can afford more space and larger lots and the complications of storm water management
- Other newer developments (e.g. Westlake & Chesterfield Landing) which are building homes by-right result in prices well over \$500,000, given the economics of development
- We are building 15% of our units as affordable units, for a total of 14 units which are price-controlled and available to qualified affordable buyers through the support of Habitat for Humanity

## **Lack of Interconnection Options**

We are aware of the County and VDOT's desire for interconnectivity. Early in the process we studied interconnectivity options to neighboring developments and found the following:

- On the Western and Northern boundaries of Adelaide, there are critical slopes and stream buffers which prevent the construction of roads
- To the East, a connection to Cory Farm is drawn conceptually, but there are no easements in the Cory Farm plats which would allow the construction of interconnected roads
- Furthermore, connecting to Cory Farm would create a large disturbance of Cory Farm and we are trying to minimize any impact on our neighbors.

Thank you for your time and understanding.