

**ZMA202000011**  
**PREMIER APARTMENTS**  
**405 Premier Circle**

**Application Narrative**  
**September 21, 2020**

Project Proposal

Premier Apartments (the “Project”), would comprise up to 140 affordable residential units and a two-story non-residential or mixed-use building fronting Route 29. The Project is a creative, phased redevelopment of the existing Red Carpet Inn site to serve the clients of three affordable housing providers: Virginia Supportive Housing (VSH), the Thomas Jefferson Area Coalition for the Homeless (TJACH), and Piedmont Housing Alliance (PHA). PHA, the Applicant, will be the contract purchaser of the subject property, identified as Tax Map parcel 061M0-00-00-00600, containing approximately 3.75 acres, with address 405 Premier Circle (the “Property”), owned by Tiota, Ltd.

The Property is currently zoned C-1 Commercial. It is located in the Places 29 Master Planning area and is designated for a primary use of Office / R&D / Flex / Light Industrial with residential as a secondary use. In order to accomplish the described multi-faceted project, PHA, VSH, and TJACH are requesting to amend the zoning map from C-1 to Neighborhood Model Development (NMD), which will allow the Property to be developed as mixed use with a non-residential or mixed-use building fronting State Route 29 North within the approximately one acre Block One and two multi-family residential buildings in Block Two, removed from the Entrance Corridor.

To facilitate the financing, purchase, and redevelopment by PHA and VSH, the Applicant proposes a phasing plan, described in more detail below. The Applicant’s phasing plan incorporates funding, construction, and leasing benchmarks of the Project’s developers, VSH and PHA. Meanwhile, TJACH will repurpose the existing hotel rooms to provide essential emergency supportive housing to individuals experiencing homelessness who are also at-risk of developing serious illness from COVID-19.

VSH provides permanent supportive housing to its tenants. On-site support services include case management to assist tenants in obtaining needed community services; housing stabilization and support; counseling and independent living skills training; community engagement and social support; employment, education, and vocational support; and transition planning to other housing types. (Please see Exhibit A, “Virginia Supportive Housing Permanent Supportive Housing / Supportive Services Program Description.”) VSH proposes a four-story 80-unit building composed of 100% studio apartments for single adults, which would be affordable to those making 50% or less AMI.

PHA proposes 60 mixed-income units. The PHA building in Block Two would be four stories in the front closest to the VSH building and three stories in the rear closest to the single-family neighborhood to the northeast. PHA may develop up to 20 of its units on the second floor of a mixed-use building on Block One. The PHA units would be primarily one-bedroom (approximately 20%) and two-bedroom units (approximately 80%) with possibly up to 5% three-bedroom. The affordability of the PHA units depends upon the final structure of financing so is currently described as 30%-80% AMI for the purposes of rezoning.

Since the onset of the COVID-19 pandemic, TJACH has been following CDC recommendations to shelter individuals experiencing homelessness who are also at increased risk of developing serious illness from COVID-19 in private rooms as opposed to congregate shelter settings. TJACH plans to use a portion of the existing hotel units on the site for this purpose during the first phases of redevelopment. These hotel units will be considered "emergency shelter" units and will be made available to clients experiencing homelessness who are at increased risk from COVID-19 on a temporary basis. Supportive services, including options for moving into permanent housing, will be offered to these clients.

The Comprehensive Plan recommends 34 DUA for this area. The Project proposes and requests approval of a slightly higher density -- 37 DUA -- to allow PHA to develop 60 units, which increases operating efficiency and competitiveness within the LIHTC application process.

As supported by project data described in the Timmons Group parking waiver request letter, dated September 21, 2020, supportive housing for homeless and low-income families requires far less parking than commercial uses or traditional multi-family. The size of the commercial square footage -- 5,000 to 20,000 square feet -- is limited primarily by the amount of parking it would require.

*Surrounding parcels.* The parcels to the southwest of the Property front Westfield Road and are used for various commercial purposes. Parcels to the northeast, sharing access over Premier Circle, include another hotel, a law firm, and furniture store. Behind the parcels on Premier Circles lies a single family subdivision with lots off Commonwealth Circle and Commonwealth Drive.

#### Neighborhood Model District (NMD) District

According to the County Zoning Ordinance Section 20A.1, "(t)he purpose of the Neighborhood Model district (the "NMD") is to establish a planned development district in which traditional neighborhood development, as established in the county's Neighborhood Model, will occur. The county's Neighborhood Model was adopted as part of the Comprehensive Plan and is hereinafter referred to as the "Neighborhood Model." The regulations in section 20A encourage a development form and character that is different from conventional suburban development by providing the following characteristics:

1. Pedestrian orientation;
2. Neighborhood friendly streets and paths;
3. Interconnected streets and transportation networks;
4. Parks and open space as amenities;
5. Neighborhood centers;
6. Buildings and spaces of human scale;
7. Relegated parking;
8. Mixture of uses and use types;
9. Mixture of housing types and affordability;
10. Redevelopment;
11. Site planning that respects terrain; and
12. Clear boundaries with the rural areas."

The project's consistency with these principles is addressed below in the Comprehensive Plan conformity section of this narrative. However, addressed here as part of the Zoning Ordinance requirements pertaining to NMD are phasing, residential density, and mixture of housing types.

## **Phasing.**

The Project will develop in three phases as depicted on the Phasing Diagram (Sheet 7 of the Concept Plan), briefly outlined with approximate timelines as follows:

### Phase I from ZMA approval through 2024:

- (a) The VSH building on Block Two would be constructed and leased.
- (b) Approximately 42-79 rooms within the existing hotel buildings would be used as temporary TJACH emergency shelter units for clients at increased risk from COVID-19.

### Phase II 2024-2026:

- (a) The PHA building on Block Two would be constructed and leased.
- (b) The second entrance and the primary parking lot on Block Two would be constructed.
- (c) The front existing hotel building may be demolished or may remain onsite for continued use by TJACH.
- (d) All amenity spaces, landscaping, screening, and pedestrian connections for Block Two would be complete.

### Phase III 2027 – :

- (a) The front hotel building would be demolished (if not completed during Phase II), and the non-residential / mixed use building would be constructed on the Route 29 frontage.
- (b) Amenity space, landscaping, and all pedestrian connections for Block One would be complete.

Phasing is desired for this project owing to the long timelines involved in critical funding. All of the existing buildings on the Property would continue to be used through the end of 2022. The VSH finance closing would take place in the first quarter of 2023, with construction to start in the second quarter of 2023.

**Virginia Supportive Housing.** To help fund the VSH development, PHA plans to meet the March 2021 application deadline for Low Income Housing Tax Credits (LIHTC). If successful, VSH construction would begin in spring 2023, would be completed in 15 months, and would be leased by close of 2024 to meet the placement in service deadline of December 31, 2024.

**Piedmont Housing Authority.** For its development, PHA plans to file its LIHTC application by the March 2023 deadline. If successful, construction would take place 2024-2025 for final placement in service deadline of December 31, 2025.

**Thomas Jefferson Area Coalition for the Homeless.** The Red Carpet Inn comprises four buildings containing 115 units. Some of these units will be used as emergency shelter units to house clients experiencing homelessness who are at increased risk for COVID-19. As described and depicted in the Phasing Diagram, during Phase I and, possibly, Phase II of site planning and construction for the permanent buildings, TJACH will house clients in the existing hotel rooms within the front and northeast buildings. Following site planning and construction, some

of these residents and other residents will move into an 80-unit multi-family building operated by VSH as deeply affordable independent rental housing.

**Residential density.** The Office / R+D / Flex / Light Industrial Comprehensive Plan designation calls for residential as a secondary land use, specifically as multifamily units above non-residential, but it does not specify a density. The Comprehensive Plan guides the Applicant to refer to other designations in the Places29 Master Plan, specifically, Urban Density Residential (UDR) and Urban Mixed Use (UMU), both of which have maximum density of 34 dwelling units/acre. Further, UDR and UMU both recommend multifamily housing (as does the Property's designation), and UMU also recommends having residential units above non-residential uses. The Code of Development permits non-residential square footage of 5,000 to 20,000 square feet; it is anticipated that all non-residential square footage would be in Block One fronting Route 29. Adhering to 34 DUA would limit the Project to 127 units. In order to maximize the efficiency of the buildings and the provision of affordable housing on the Property, the Applicants proposes **140 units, or 37 DUA**, allowing 80 units in the VSH building and 60 in the PHA building or split between the PHA building and a mixed-use building on Block One. Given the small size of the units and the Project's significant contribution to the County's affordable housing stock, the Applicant respectfully submits that the provision of these additional units afforded by increased density would pose no detriment to surrounding properties while providing a significant benefit to the community. The Property has been used as extended stay hotel with 115 rooms, and the 25-unit increase with minimal traffic and school impacts is not expected to change the character of the area in any way. Parcels to the east, west, and south are commercial, and the residential properties to the north are separated from the Property by a wooded buffer.

**Mixture of uses.** The Project will include non-residential (likely office or retail) and residential uses based on the Land Use designations in the Places29 Master Plan. Office is a primary use, and residential is a secondary use for land designated as Office / R&D / Flex / Light Industrial Land Use Designation for Areas Around Centers.

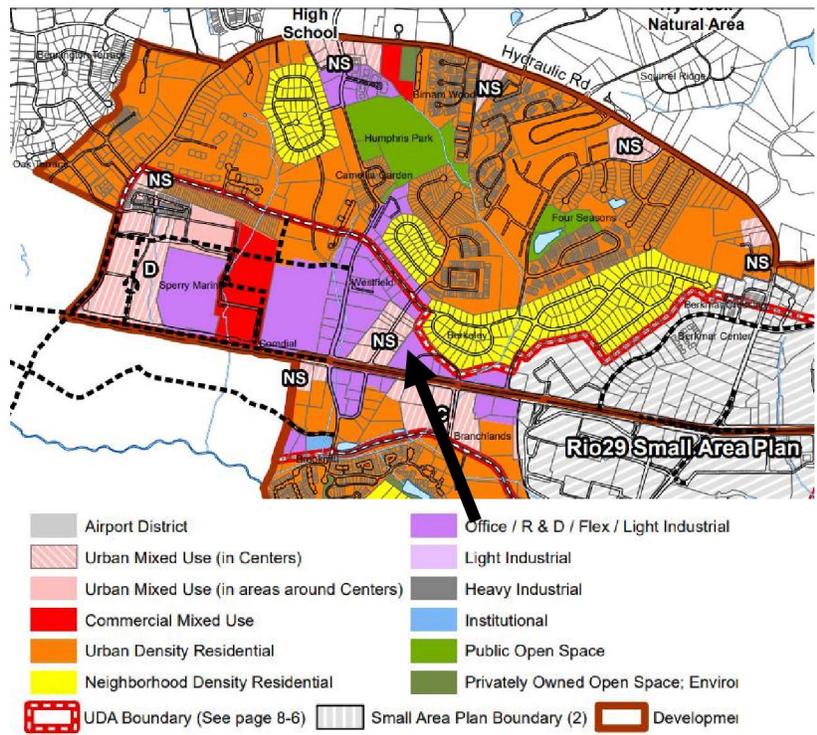
**Mixture of housing types.** *Zoning Ordinance Sec. 20A.8(a) provides that each NMD district "shall have at least two housing types; provided that this requirement may be waived by the board of supervisors if the district is an infill project or at least two housing types are already present within one-quarter mile of the proposed district. The following are considered to be different housing types: (1) single family detached dwellings; (2) single family attached dwellings; (3) two-family dwellings; (4) triplexes; (5) quadplexes; (6) townhouses; (7) multifamily dwellings; (8) accessory apartments; (9) manufactured housing; and (10) special needs housing such as assisted living facilities, group homes, and skilled nursing facilities. An "infill project" is a project in which a parcel is developed or redeveloped, where abutting or nearby parcels are already developed, and the project area is relatively small compared to the developed abutting or nearby parcels."*

The Applicant submits that both the temporary, emergency TJACH units for the homeless and VSH's permanent supportive housing qualify as special needs housing. TJACH's units are provided to its homeless clients who need extra protection based on COVID-19 risk factors; supportive services will be provided to these clients. VSH's permanent dwelling units are properly classified as special needs housing based on the high level of services provided to the residents and the special needs that the VSH development fulfills. However, in the event the County determines that all permanent units proposed within the Project should be classified as multi-family dwellings, the Applicant has submitted an application for a Special Exception to

permit a single housing type. If the VSH use is determined to be more accurately categorized as special needs housing, the Applicant will withdraw the Special Exception application.

**Consistency with the Comprehensive Plan and Neighborhood Model**

The Property is located within the Places29-Hydraulic area of the Places29 Master Plan. The Future Land Use Map designates the Property and the parcels to the north along Route 29 as Office / R&D / Flex / Light Industrial. As an area around a Center, Table LU2 sets out office as a primary land use designation and residential as a secondary land use designation. The property immediately to the west on either side of Westfield Road is designated as Urban Mixed Use (in Centers), and the Berkeley neighborhood to the northeast is designated as Neighborhood Density Residential. Below is an excerpt from the Future Land Use South Map, dated November 5, 2018:



The Office/Research & Development (R & D)/Flex/Light Industrial designation allows a range of uses with the lowest level of impact on surrounding uses, such as residential. Office buildings generate traffic primarily through employees and visitors during business hours. The Applicant is limiting the size of the non-residential building on the Property to take into consideration parking demands in relation to developable area. The Places29 Plan uses the “Office” designation in areas around Centers. Office may include professional offices, such as medical or real estate offices. The “Research & Development (R&D)” designation refers to “an administrative, engineering, and/or scientific research, design, or experimentation facility that engages in research, or research and development, of innovative ideas in technology-intensive fields,” and these uses may be housed in traditional office buildings rather than industrial facilities. Examples include research and development of computer software, information systems, communication systems, transportation, geographic information systems, and multi-media and video technology. The “Flex” designation “describes businesses that may include several uses, such as a manufacturing facility with warehouse space for components and

completed products, a showroom for sale of the products, and office space where administrative duties for the business take place...(and) may include: research & development, manufacturing, warehousing, distribution, office, retail, customer service, and showrooms, among others.”

Residential is a secondary use in the Office / R&D / Flex / Light Industrial areas, and Table LU2 sets out a preference for locating residential on the upper floors of multistory buildings. The building in Block One may be developed as a mixed-use building with non-residential on the ground floor and PHA dwelling units on the second floor. However, the Applicant may find that mixing uses horizontally on a parcel rather than vertically is generally more effective to reach the goals of the Applicant and the County, in which case all 60 units would be in Block Two and the front building would be non-residential. Given the financing and phasing plan, the supportive housing proposed by VSH is more effectively managed in a standalone building on this site. The residential buildings are proposed to be set back in the middle and rear of the parcel and will not have significant visibility on the commercial corridor while affording the residents immediate access to employment and shopping in nearby commercial areas and through public transportation via nearby bus lines. Block One may be subdivided and sold to help support the Applicant’s low-income housing program.

### ***Guiding Principles of the Places29 Master Plan.***

- 1. *Pedestrian orientation /***
- 2. *Neighborhood-friendly streets and paths***

The relatively small Property connects with neighboring properties by existing sidewalks along Route 29. The Applicant proposes a new sidewalk along a portion of the Property frontage with Premier Circle and will include sidewalks within the development connecting buildings and connecting residents with the outdoor amenities.

### **3. *Interconnected Streets and Transportation Networks***

Supportive housing for very low-income residents entails far fewer traffic counts than office or conventional multi-family developments. Based on other VSH and PHA projects, as outlined in the Timmons Group parking waiver request letter, the Applicant’s traffic analysis concludes that the VSH building needs only 0.35 parking space per unit for a total of 28 spaces, and the PHA building needs approximately 1.3 parking spaces per unit for a total of 78 spaces for 60 units. Therefore, the Applicant’s residential uses in Block Two will require a total of 106 parking spaces. For the commercial space, one space per 200 square feet of net office floor area is required by Section 4.12.6. The term “net office floor area” is calculated as 80% of the gross floor area. Therefore, for the 15,000 square foot of gross office or retail space currently envisioned, 12,000 net square feet will require 60 parking spaces, and the Applicant will provide at least 60 spaces within Block One.

VSH will provide lockers for bicycles and scooters, which are popular with its residents. PHA’s development will include outdoor bike racks.

Two Charlottesville Area Transit (CAT) routes run roughly parallel to Route 29. Route 5 runs from Barracks Road Shopping Center north along Georgetown Road and along Commonwealth Drive to Rio Hill Shopping Center, Albemarle Square Shopping Center and north along Berkmar Drive and includes a stop approximately ¼ mile southwest of the site near the intersection of Route 29 and Westfield Road. Route 7 runs from the Downtown Mall through the University of

Virginia, north on Emmet Street to Barracks Road Shopping Center, Seminole Square Shopping Center, The Shops at Stonefield, up Hillsdale Drive to Fashion Square Mall. The closest stops on Route 7 are on Hillsdale Drive on the south side of Route 29 and near Costco to the southwest. Route 5 runs every 30 minutes; Route 7 runs every 20 minutes. The Applicant has reached out to CAT to determine if a transit stop on the Premier Circle frontage would be of interest.

#### 4. **Parks and Open Space as Amenities**

Zoning Ordinance Section 20A.9 governs the amount of area to be devoted to green space and to amenities within Neighborhood Model Developments. Please see the Code of Development and the Waiver Request for Recreational Facilities and Areas Requirements for detailed information about the Project’s green space and recreational amenity proposals.

Areas designated for Office / R&D / Flex / Light Industrial require 10% amenity space to be reserved. See Zoning Ordinance § 20A.9.b.2 (“For areas shown in the land use element of the comprehensive plan as regional service, office service, office regional service or industrial service, the area devoted to amenities shall be at least ten percent of the gross acreage of the area proposed to be rezoned”). The Project will include 20% green space comprising outdoor recreational amenities and green elements.

This project intends to provide amenity and recreational facilities appropriate to elderly and special needs demographics by providing outdoor spaces that at once encourage gathering and solitude, and recreation and rest. Considering these demographics, amenity objectives, and limited space as an infill project within the Urban Development Area, this project intends to meet all greenspace and amenity requirements of the NMD by requesting a substitution for recreational facilities and a reduction in total recreational area required per Zoning Ordinance Section 4.16.

<b>SUMMARY OF TABLES C&amp; D: AMENITY &amp; RECREATIONAL FACILITY REQUIREMENTS PER THE CODE OF DEVELOPMENT AND IN COMPARISON TO THE REQUIREMENTS OF 18-4.16</b>			
	Amenity Amount and Description Per COD (In Compliance w/ NMD)	Recreational Substitution Amount and Facility Description Requested COD	Min. Facility Area Per 4.16
TOTAL PROJECT	10% of total project area devoted to amenity areas such as: Courtyards, plazas with seating, lawn/park space, meditation gardens, indoor community rooms, indoor computer rooms.	One (1) 2,000 sf contiguous community garden space per each residential multifamily building constructed.  One (1) 500 sf interior fitness room per multi-family residential building constructed (2 max required)	<ul style="list-style-type: none"> <li>One 2,000 sf tot lot for the first 30 units and for each additional 50 units <b>(3 max required)</b></li> <li>One ½ court basketball court per 100 units <b>(1 max required)</b></li> </ul>

#### 5. **Neighborhood Centers**

The Future Land Use Map designates a Neighborhood Service Center to be located on parcels southwest of the Property where currently a variety of commercial enterprises are operating. The Project complies with Table LU2’s “Land Use Designations in “Areas Around Centers.”

**6. Buildings and Spaces of Human Scale**

The maximum office-only single-building footprint recommended by Table LU2 is 40,000 square feet, and buildings should not be taller than four stories unless by special exception. To minimize parking requirements, the Applicant is proposing a 15,000 square foot two-story non-residential or mixed-use building, non-residential not to exceed 20,000 square feet. The 80-unit VSH building in the center of the parcel is proposed at four stories, and the 40-60 unit PHA building is proposed as four stories in the front portion near the VSH building and three stories in the rear. The three buildings are oriented perpendicular to Premier Circle and the commercial buildings to the southwest to avoid large walls looming over property lines or facing access points. Green space and parking are interspersed among the buildings to avoid large parking areas and to give each building a more enclosed sense of neighborhood unto itself.

**7. Relegated Parking**

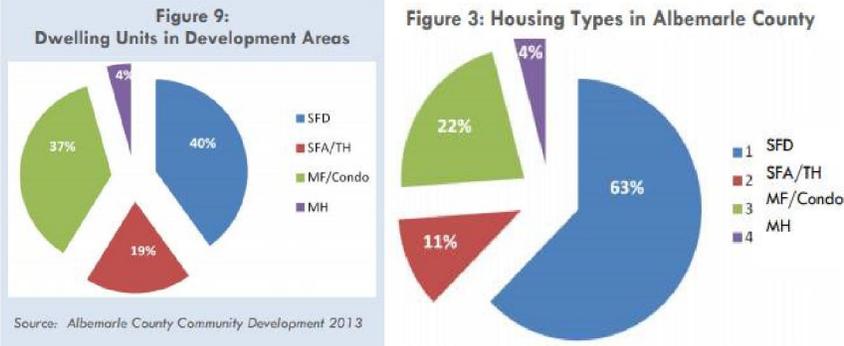
The majority of the parking spaces, located on Block 2, will be located behind the buildings. The lower half of the existing one-story building is not visible from Route 29, indicating that parking along a portion of the front of the Property to serve the commercial building would not be visible from the Entrance Corridor.

**8. Mix of Uses within Land Use Designations**

Rezoning to the NMD district will allow the Applicant to provide both the primary use designated for the Property by constructing a non-residential or mixed-use building at the front of the site but the secondary use of residential in the middle and rear portions of the Property. Depending on future development in the area, the front of the parcel may be characterized as part of an Employment Neighborhood, which will surround a future Neighborhood Service Center to the southwest. In the immediate future, the Property will be a mixed use development integrated with existing retail, service, and office uses along the Route 29 corridor.

**9. Mixture of Housing Types and Affordability**

The Comprehensive Plan posits a strategy of ensuring that Development Areas provide a variety of housing types, stating that “a full range of housing types creates choices for residents.” A primary impetus for housing type choice is housing affordability, and multi-family rentals typically provide the most affordable housing option. As the pie charts accompanying Strategy 2g in the Development Areas chapter and Strategy 4a in the Housing chapter illustrates, the County has a very low stock of multifamily housing overall and within the Development Areas specifically, being only four percent (4%) in both calculations:



The *Comprehensive Regional Housing Study and Needs Assessment* published by The Central Virginia Regional Housing Partnership of the Thomas Jefferson Planning District Commission reports that only three percent (3%) of the land in Albemarle County is zoned for multifamily housing, while ninety-five percent (95%) is zoned for single-family housing (Table 14. Residential Zoning by Jurisdiction, 2018). The report goes on to explain that “(u)nder the goal of protecting single-family neighborhoods, such zoning restricts the opportunities for multi-family housing and increases multi-family land prices” (*Id.*, p. 61).

A large development of single-family detached homes is located behind the Property. For this redevelopment project, as in a number of recent developments (e.g. Rio West and Greenfield Terrace Apartments), it is appropriate to consider the proposed housing type in the context of surrounding development.

The Applicant proposes permanent supportive special needs housing and multi-family housing. The overarching purpose of the Project is to provide affordable housing for the homeless and low-income families. Supportive housing developments and multi-family rental housing are best able to achieve this objective.

#### ***Affordable Housing:***

The Project is expected to be funded by LIHTC funds, and the intent of the Applicant is for all units to be deeply affordable. All 80 units of the VSH building will be affordable to residents making 50% or less AMI. The exact makeup of affordability for the PHA units will be determined after all sources of financing have been determined, and the financing structure has been set. The Applicant commits to 60% of the Project’s residential units being affordable for those earning 30-80% of regional Area Median Income (AMI), based on family size.

The Owner shall provide affordable housing equal or greater than **sixty percent (60%)** of the total number of residential dwelling units constructed on the Property, subject to the following conditions:

1. These units may be created as for-sale or for-rent. The affordable housing objective may be met through any of the permitted housing types per the Code of Development.
2. “For-Sale Affordable Housing Units” shall be a residential unit offered for sale to Qualifying Families with evidence of incomes less than eighty percent (80%) of the area median income (as determined by the U.S. Department of Housing and Urban Development (HUD) from time to time) such that housing costs consisting of principal, interest, real estate taxes and homeowners insurance (PITI) do not exceed thirty percent (30%) of the gross household income. All purchasers of for-sale affordable units shall be approved by the Albemarle County Community Development Department or its designee. The Owner shall provide the County or its designee a period of 120 days to identify and pre-qualify an eligible purchaser for the affordable units. The 120-day period shall commence upon written notice from the Owner that the units will be available for sale. This notice shall not be given more than 90 days prior to the anticipated receipt of the certificate of occupancy. If the County or its designee does not provide a qualified purchaser within this 120-day period for such For-Sale Affordable Housing Units, the Owner shall have the right to sell the unit(s) without any restriction on sales price or income of the purchaser(s).

3. "For-Rent Affordable Housing Units" shall be a residential unit offered for rent to Qualifying Families with evidence of incomes less than eighty percent (80%) of the area median income (as determined by HUD from time to time) at an initial rent that does not exceed the then-current and applicable U.S. Department of Housing and Urban Development (HUD Fair Market Rents minus an allowance for any tenant-provided utilities. The designated affordable rental units shall remain affordable for a minimum of 10 years after initial occupancy.
4. Affordable Units shall also be defined as a for-rent or for-sale dwelling unit for households with income less than 80% or below the Area Median Income (AMI) as determined by the U.S. Department of Housing and Urban Development such that housing costs do not exceed HUD's affordability standard of thirty percent (30%) of household income.

Each subdivision plat or site plan shall designate the number of affordable units provided and the minimum number of required affordable units per the Code of Development.

**10. Redevelopment.** The County directs future development into Development Areas to lessen pressure on Rural Areas. As directed by the Places29 Master Plan, the proposed Project's redevelopment of the existing inn follows the Neighborhood Model, as described below. The Project will provide up to 140 mixed-income affordable housing units close to employment centers, shopping areas, and transportation.

#### **Proposed Impact on Public Facilities and Infrastructure:**

The project site is currently an inn/ motel with approximately 115 units with water, sewer, electric, and gas connections. Therefore, it is likely that these facilities have adequate capacity for the proposed development either onsite or in the adjacent main lines.

The project will connect to Premier Circle, an existing private road, with two connections to Route 29. One connection is a right-in right-out only. The second connection, further north on Route 29, is a full-signalized intersection. A sidewalk will be added along the property frontage on Premier Circle. This will provide pedestrian access from the site to the existing sidewalk along Route 29.

The current commercial zoning, C-1 Commercial, allows for uses such as a grocery store. There was a site plan submitted for a Lidl Grocery store submitted to Albemarle County in 2017 (SDP201700007). Per the table below the proposed development under this rezoning will generate less than 1 third as many trips as that by right development would have generated. Thus, the added traffic will be much less than the uses allowed by right.

LAND USE	ITE CODE	AMOUNT	UNITS	ADT	WEEKDAY					
					AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Existing Zoning</b>										
Supermarket	850	35,962	SF (GFA)	3,840	82	55	137	186	178	364
<b>TOTAL</b>				3,840	82	55	137	186	178	364
<b>Proposed Zoning</b>										
General Office	710	15,000	SF (GFA)	168	35	6	41	3	16	19
Multi-Family Housing (Low-Rise)	221	140	Dwelling Units	1,018	15	51	66	50	29	80
<b>TOTAL</b>				1,186	50	56	106	53	45	98
<b>Net Difference - Trips</b>				-2,654	-32	1	-31	-132	-133	-265
<b>% Difference</b>				-69.1%	-39.3%	2.4%	-22.7%	-71.3%	-74.6%	-72.9%

SOURCE: Institute of Transportation Engineers' *Trip Generation Manual* 10th Edition (2017)

### Schools:

All eighty (80) of the VSH units will be available only to single adults, and the sixty (60) PHA units will be at least 95% one- and two-bedroom apartment units, currently projected at approximately 20% one-bedroom and 80% two-bedroom. Smaller units correspond to fewer school-age children residents.

Any students living within the Project would be within the current school districts for Woodbrook Elementary School, Jouett Middle School, and Albemarle High School. Based on the most recent (November 11, 2019) Albemarle County Schools Capacity vs. Enrollment Projections<sup>1</sup>, both Woodbrook and Jouett are under capacity and should remain so through the 2029/30 academic year, while Albemarle High School is over capacity.

The County Schools provided the following matrix for estimating student counts:

### OFFICIAL CALCULATOR<sup>2</sup>

Type of Dwelling Unit	Elementary	Middle	High	Total
Multi-Family (60)	0.12 = 7	0.03 = 2	0.05 = 3	0.21 = 13

### Impact on Environmental Features:

The project site is a previously developed parcel mostly made up of impervious surfaces and grass turf areas with what appears to be a small existing stormwater management facility in the northern corner. The proposed future development will seek to decrease the amount of impervious surface on the site increasing green and amenity spaces for the enjoyment of the residents. The reduction in impervious will have a positive environmental impact including decreasing the stormwater runoff volume and improving the runoff quality from the site. Per the following section, Stormwater Management measures will be implemented to maintain or improve the quality and quantity of stormwater flowing from the site.

<sup>1</sup> Albemarle County Public Schools K-12 Enrollment Projections FY 2020/21 to FT 2029/30, dated November 2019; Capacity vs. Enrollment Projections, dated November 19, 2019.

<sup>2</sup> Provided by Rosalyn Schmitt, Chief Operating Officer, Albemarle County Public Schools.

**Strategies for Stormwater:**

The project's final design will meet the requirements of the Virginia Department of Environmental Quality (DEQ) for Stormwater Management quality and quantity. This will likely require improving water quality and a reduction of stormwater volume flowing off the site, from the pre-developed levels. Any stormwater quantity reduction required will likely be achieved through onsite underground detention systems. Any quantity and quality systems will be kept separate for Block A and Block B to allow for phasing of construction or subdivision of the blocks into two parcels.