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Albemarle County Board of Supervisors Regular First Meeting, Wednesday, February 7, 2024

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[00:00:00] Board of Supervisors on the 7th of February at 1 p.m. in Lane Auditorium. I'd like to note that at the dais we have Supervisor Ann Malick of the Whitehall District, Supervisor Ned Galloway of the Ryo District, Supervisor Diantha McKeel of the Jack Jewett District, Supervisor B. Lapisto Kirtley of the Ravana District, Supervisor Mike Pruitt of the Scottsville District, and myself, Jim Andrews, representing the Samuel Miller District. A quorum is present. We're also joined at dais by our County Executive, Mr. Jeff Richardson, our County Attorney, Mr. Steve Rosenberg, Our clerk, Ms. Claudette Orkerson, and our senior deputy clerk, Mr. Travis Morris.

[00:00:35] Also, let me please welcome Albemarle County Police Officers present, I believe we have Master Police Officers Dana Reeves and Eric Ketchum. We thank you for your service today, your work that you do every day with your colleagues to keep us safe and secure. At this time, if all present could stand as you are able to join us in the Pledge of Allegiance.

[00:00:56] Thank you. And I now ask that you join us in a moment of silence.

[00:01:45] Board will now turn to item four, which is the adoption of the final agenda. The only change I note, which it just came in a little bit after the first publication of the agenda, is that there will be a couple of items at the end of resolutions authorizing letters of support and maybe some I'm not sure if something

came off the consent agenda but it's what you have now before you is I believe the final agenda. If there are no suggested changes if we have a motion to

[00:02:21] adopt the final agenda. So moved. Second. Motion from Supervisor Malek seconded by Supervisor McKeel. Without objection, if the clerk will call the roll. Mr. Galloway? Yes. Ms. Lepisto-Kirtley? Aye. Ms. Malik? Yes. Ms. McKeel? Yes. Mr. Pruitt? Aye. Mr. Andrews? Yes. Thank you. At this time, we will have brief announcements by board members beginning for our order today with Supervisor Lepisto-Kirtley. Thank you very much. I just wanted to report, give a quick update regarding

[00:02:57] the photo speed camera bill HB 521. I spoke before that. I know I heard that there were about 62 people that sent in comments or quite a number of people who actually signed up to speak. Unfortunately it was continued which I was told that's not a bad thing in this case because they wanted to make sure that the gentleman from Richmond who focuses primarily on pedestrian uses for photospeed cameras, that it would be combined with our rural use for photospeed cameras, rural need for photospeed cameras.

[00:03:33] So I spoke with Delegate Amy Laufer, and she's going to be getting together with the folks from Richmond, and then hopefully they can tie all three bills together, and that would be a good thing, and then it will look for next year.

[00:03:50] So it has been continued, but normally if it's continued, it's to kill it, but this has continued to preserve it. So that's one thing. The other thing is, is Courtney Caucasian here? She's here, I saw her. Okay, she's here. So, okay, here. So I'm very pleased to say, I think you all know this already, but the Charlottesville and Monticello American Viticultural Area, we received the Wine Star Award for the Wine Region of the Year 2023 from Wine Enthusiast.

[00:04:24] And I wanted to have Ms. Kacation, who is the chair. She's the executive director of the Charlottesville-Albemarle County Board of Visitors. So if you could show us the... Okay.

[00:04:42] Red carpet. Wow. Red carpet. That's nice. So this is, yes, what she's planning is to take it around to all the wineries that were involved. And it not only includes Albemarle, but includes Charlottesville, which doesn't have any wineries, but includes Albemarle and then includes Nelson and what were the other green and Barbersville.

[00:05:11] Of course, Barbersville has an excellent wine also. So we're very proud of that. And that ends my comments. Thank you. Thank you. Supervisor McKeel. I'm fine. Thank you. Supervisor Galloway? None today. Thank you. Supervisor Malik? Thank you very much. Thank you very much, Bea, for your leadership on an extra effort on the ticketing thing, because we're going to get there. We absolutely are, with lots of good support. Just the day after the continuance happened, one of my constituents called, and it really helped me understand how important the

[00:05:45] urban stuff is that maybe some of us aren't so seeing every day, watching a young person just about get run over on the corner of ivy road and alderman the person had a walk light and was four feet out into the street and someone came from behind them and just was going to roll right through and turn right on alderman and fortunately the kid jumped back out of the way somehow and managed to save himself but and the driver just flew away so this i i get it that we have to cover all these bases so that was really heart stopping for me a couple of quick things upcoming for

[00:06:22] school teachers, both homeschool parents as well as private and public educators. The Lewis and Clark Exploratory Center is holding open house tours for teachers this Friday the 9th from 10 to 12, this Saturday the 10th from 1 30 to 3 30, and then the following Friday, oh no, Friday March 15th from 10 30 to 2 30. The two Fridays are during professional service days for our public school teachers in this area, and educators will be able to participate in hands-on activities and talked with guides about program choices, costs, and scholarships. They include the river trails and outdoor classrooms, and they've been seeing field trips for students for over 20 years and

[00:07:01] hope that others will come and find out what it's all about. And lastly, the announcement from one of the groups that sends me emails, Virginia Department of Agriculture and Consumer Services announced \$875,000 was awarded to six counties, Virginia Farmland Preservation Fund.

[00:07:22] The funding will bolster locality's efforts to permanently preserve working farm and forest land, etc. These are purchases of conservation easement programs. Clark, Fauquier, Shenandoah, Stafford, and the cities of Chesapeake and Virginia Beach.

[00:07:37] I'm only saying this because I hope that we will get ourselves back on this list in future years. There is lots of money that can come from the state now. And we must have enough in our budget to be able to draw down an equal amount from the state. So, thank you all very much.

[00:07:54] Thank you. Supervisor Pruitt? Yes, I would like to remind everyone of the most important civic duty, which is ongoing and occurring right now. Early voting for the presidential primary is currently underway and continues in person at the McIntosh, or excuse me, at the 5th Street Station County office building. It will continue until March the 2nd, and then there will be an in-person primary election day on March the 5th. Additionally, the last day to update or register to vote if you do not want to vote via provisional ballot for the presidential primary

[00:08:33] will be on February the 12th, so fast approaching. And a reminder, there are both Republican and Democrat primaries ongoing for the presidential right now. You can vote in either of them, but not both of them. And then, because we love to vote in Virginia, there is immediately another primary election. Following that, this is for the Republican and the Democrat congressional seats to represent the 5th district, both of which are being contested in the primary.

[00:09:00] The first day of early in-person voting for that is going to be May the 3rd, and that will continue until June 8th, with a final election date on June the 18th for the primary. And again, both of those, both on the Republican and the Democrat side for the 5th, are going to be contested. There's currently a four-way race for the Democrats and a two-way race for the Republicans. That is all I have.

[00:09:25] Thank you. Thank you. And, Board, the only thing I have is that it's less of maybe a report than an announcement, but I just thought Supervisor Malek might mention the two of us went to the local government day on Friday, sponsored by the Virginia Associations of Counties and the Virginia Municipal League. There was a very nicely done introduction by Iveco President and Malik, and others spoke, including Bob Hallsworth, who many of us heard at the chamber breakfast earlier last year, and very enjoyable. Then the organizations provided detailed briefing

[00:10:03] information, position statements on pending legislation, and I have made sure that each supervisor has a copy of that. I had the opportunity to meet with our local delegates and also see them in action. I went to a couple hearings, and I was very impressed We're being well represented, a lot of hard

work on behalf of their constituents and in the so-called Virginia way, getting along while getting things done.

[00:10:28] So it was a good experience. Does anyone have anything else they'd like to add? Okay, thank you. Our next item, looking forward to this, proclamations and recognitions. I believe we have a proclamation from Supervisor McKeel.

[00:10:45] Yes, it's with great pleasure that I read a proclamation celebrating Black History Month, and this is being read as a motion.

[00:10:55] Whereas February 2024 marks the 98th anniversary of historian Carter G. Woodson's dedication in promoting the achievements of Black Americans and people of African descent, and whereas February 2024 marks the 48th anniversary of the federal recognition of Black History Month, and whereas Almar County celebrates the wisdom of civil rights leaders and community builders this month and every day, and whereas Almaro County seeks to acknowledge and recognize black Americans in the local workforce

[00:11:33] and community who contribute much time and service to enhancing the well-being of all residents. Now, therefore, be it proclaimed that we, the Almaro County Board of Supervisors, do hereby honor and celebrate Black History Month as an opportunity for all county residents to recognize and support the social, physical, and cultural contributions of black Americans and to take meaningful actions to create a more equitable and inclusive community for all.

[00:12:04] Signed this 7th day of February, 2024, Jim H. Andrews, Chair, Almar County Board of Supervisors. Is there a second? Oh, a second. We have a motion from Supervisor McKeel, a second from Supervisor Malek. Without objection, if the clerk will call the vote.

[00:12:21] Mr. Galloway? Yes. Ms. Lapisto-Kirtley? Aye. Ms. Malik? Yes. Ms. McKeel? Yes. Mr. Pruitt? Aye. Mr. Andrews? Yes. And I believe, and I maybe should have called you up first, is Ms. Janesha Bradford of Mahogany and Friends.

[00:12:39] Please join us to accept this from Supervisor McKeel. If you could, do you want to come up? I'll just come up and get this, and then we'll. Is it possible? Let's see. Shall I take it around? That's the way I do it. It's okay. I can feel that.

[00:12:56] Welcome. I do have a few words. So I'm extremely grateful for this honor, and I would like to thank Albemarle County, my family, friends, and community for your continued support.

[00:13:12] It means a lot to me. I first would like to share a few words on what Black History Month means to me. Although Black history cannot be contained or limited to a month, Black History Month is an opportunity to celebrate and proudly shine a light on the black diaspora. It encourages us to remember our ancestors' stories, which serves as a guiding light for us today. This month is also an opportunity to acknowledge the struggles black people face globally and to celebrate our resilience. As I watched The Color Purple a few days ago on Amazon Prime, didn't get to go to the

[00:13:47] movies, the character Sophia's words all my life I had to fight struck a chord with me. Like many others who look like me, I too had to fight against the odds in a system that seems to be designed not to favor us at times. However, it is all of our collective responsibility to continue to fight, to show up, pave the way for the children of our future, and to create a brighter, more inclusive future filled with knowledge

and resources. This is why I created Mahogany in France. At Mahogany and Friends, we prioritize teaching kids financial literacy. Our goal is to change how children think

[00:14:23] about money by making it fun, accessible, and inclusive. Financial literacy is a key life skill that should be nurtured from a young age. It provides children and adolescents with the knowledge and skills they need to manage their finances responsibly, set financial goals, and make informed choices about spending, saving, and investing. Students who learn to manage their finances early often become adults who are better equipped to live independently.

[00:14:52] I am beyond grateful for this recognition, especially during Black History Month. It is an honor to be celebrated alongside the greats who have made it possible for me to stand before you all today as a black woman financial advisor and children's book author.

[00:15:08] If you know me, this is really full circle. And just thank you guys so much. And thank you to my mom and sister who surprised me at 1.30 this morning. Thank you. Please, Ms. Bradford, please come back up.

[00:15:25] If it's all right, we'll subject you to the board's comments. This is part of the process, and I call on Supervisor Lapisto-Curtley first. Yes. Congratulations. Congratulations to all of you. This is a wonderful event. I'm going to take a little personal privilege here.

[00:15:43] Anyone who has the name of Beatrice out there, would you please stand or be? Thank you very much. Yes, I found out I had some family in the audience, so this is all good. This is all good. But all of you, thank you so much for being here today.

[00:16:00] This is wonderful that we are celebrating Black History Month. And you're right, it should be Black History Year, Century, forever, frankly. Because you all, each culture gives so much to all the cultures in the world.

[00:16:17] And you all have certainly done your part. And so I'm so proud and I'm so glad this award, you're here to celebrate with us. Thank you. Supervisor McKeel. Yes, we're really thrilled that you're here and lots of other folks in here joining you.

[00:16:35] That's really great. Today, I'm just going to let a couple of folks in our community speak through me. Okay. And many of you know that Elmar County has a pretty active, and the city and the county have a pretty active NAACP, and Jeanette Boyd-Martin is the president, and I'd just like to share a quote that I received as a member of the NAACP, a quote that I received by email from Jeanette and she doesn't know that I'm reading this.

[00:17:07] Anyway, what she said was, least we forget, today remains a vital and necessary date, not only for African Americans, but for the nation. We should never forget the significance of Black History Month. It is up to us, regardless of book bans and watered-down approaches to historical facts to reveal the involvement of African Americans in the shaping of the nation and the world.

[00:17:35] Our children are depending on us for the facts. And that was a quote from Jeanette Boyd Martin, president of the Almor-Charlesville NAACP. And I thought it was really well said. Yeah, I love that. The other, again, I wanted to share something that an eighth grader several years ago wrote for the assembly at Journey Middle School for Black History Month.

[00:18:05] She wrote a poem, and I thought I would share that poem with you. The title is It's Difficult by Miriam Wade. It's hard being black, Muslim, and a female, but I live through it. Being black means being proud, confident, and beautiful.

[00:18:24] Identifying as Muslim means being trustworthy, amazing, and a hijab. Being a female makes me strong, fearless, and a leader. Pushing against stereotypes about my identity is hard. Black, Muslim, female, and so much more.

[00:18:43] But I am very proud. I love that. Written by an eighth grader at the time. I know. She's going to have her own poetry book, too. So with that, thank you very much for letting me share those two quotes. That was beautiful.

[00:18:58] Supervisor Calloway. Ms. Bradford, thank you for being with us today and having those who joined you. I think as I do with these proclamations, I like to share as an elected official what I read and what I reflect on because all of that ultimately is what impacts policy decisions that we ultimately make that can, as we know, impact a lot of what we're talking about.

[00:19:20] Mr. Brooks, Ed Brooks, who was here when we had Mr. Page with us a few weeks ago, he had followed up because I had talked then about reflecting and revisiting where do we go from here by Dr. King. and he revisited it based on some of the comments and it was nice having him follow up on that.

[00:19:39] But then he mentioned that he's in a book reading piece where this year the book was, or in 2022 the book was Why We Can't Wait by Dr. King. So that's going to be one of the works that I'm going to be digging into because I've actually not read that one, which I think would be important. But, you know, you made the comment of how it can't be contained till one month and I would say it can't be contained at all because it's the underlying humanity that then when we start considering the layers of the struggle and the oppression and the things that have happened on top of that humanity, it's quite profound. I usually don't go to pop culture,

[00:20:14] but the Grammys, Tracy Chapman was back in one of her rare appearances, which was phenomenal in and of itself. But it had me go back and download and re-listen to her debut album, which was back in 1988, 87. And I lived in Cleveland for a time, which is where she is from. And I got to tell you, there's a, there's an acapella song on that original album that didn't hit the radio and all of that called Behind the Wall. And not as a just phenomenal artistry, the acapella in her voice is amazing. But the message and the experience that she portrays in that song

[00:20:53] is one that is quite remarkable and incredible. And this was back in the 80s even, which just hit me in a whole new way um so i'm just sharing these type of things because this is what i do when these things come up it's like it gives me a chance to go back and reflect on and i often turn to art and works uh and read things yeah to help me to continue to understand um all of the history and the turmoil and the struggle that has existed and then as i continue to work on my own self improvement uh not just as a as a individual but as a policy maker as well these are the things that that I'm right now reflecting on and revisiting to help me do that.

[00:21:33] That's great, that's great. I love that. It's important for everyone to reflect back and that's kind of what I was saying. Even, you know, black people from black culture, we need to reflect back. Everyone does because you get a little piece of knowledge from that history on how to move forward and how to not repeat the things from the past.

[00:21:54] So, yeah. Well, everybody else might be crushing on Taylor Swift right now, but I'm crushing on Tracy Chapman right now. I'm crushing on Beyonce. Supervisor Malin. Thank you. Thank you for your leadership and all who are here today for helping young people to be higher skilled and strong and able to really participate in every way in their future and create great lives for themselves.

[00:22:23] I had a local rural childhood here and was able to benefit with neighbors of all races all around where I lived. I lived upstream from the hydraulic mill, which was a thriving grain mill owned and operated by a black family.

[00:22:40] While it's now under the Rivanna River since 1965, under the reservoir, the history is so well recorded and certainly remembered well by the people who grew up around there. And I was always very jealous of my little brother, my elder brother, because I was not allowed to go and play.

[00:22:57] Today, Amarillo County is fortunate because there's so many vibrant communities all around our area where the descendants of those historic families are still carrying on and being very impactful in their communities' lives and around their churches and parishes and also for the county as a whole.

[00:23:17] So I want to call out the north and south of Advance Mills, Brown's Cove, Sugar Hollow, Hillsboro, Freetown, Link Evans Lane, Bleak House, Earliestville. These are all places where there are many, many descendants of eight generations of families.

[00:23:34] And I'm so grateful for their help and their participation and guidance in so many different issues we work on. Thank you. Thank you. Supervisor Proop. Thank you so much for being here with us today, Ms. Bradford. My own work outside of the dais is in civil rights law.

[00:23:53] And that is kind of the lens through which I first think about black history. And when we talk about civil rights history and black history, I admit I sometimes become frustrated. Because, you know, Dr. King, if he had not been assassinated, might well still be alive today.

[00:24:09] When we talk about civil rights history, when we talk about black history, I'm not even sure that history is the right word. Civil rights history is not even past. It is present. It is ongoing. You know, thank you. Thank you, ma'am. Within six days after his assassination, Congress authored and then passed the Fair Housing Act into law in recognition of the work that he had done. And today, we are still litigating those cases. In fact, in many parts of Virginia, the segregation index is actually higher than it was at the time that Dr. King

[00:24:44] was assassinated this is not history it's not even past you yourself you're a financial advisor so I'm sure it is not a new data point to you that that black households uh trail white households six to one in the wealth gap a six to one wealth gap it's it's not history it's not even past so I thank you for the work that you're doing uh on the ground and I thank everyone who's here to help us remember that black history, yes, it refers to the many accomplishments and the many

[00:25:20] important moments in black history, but it is a living, breathing thing. Black history is now. It is a moment. It is a living thing that you're continuing to create. So thank you so much for being here today. Thank you, and those were great words. I like how you put those as well.

[00:25:37] Thank you. Thank you for being here. These are all tough comments to follow. We all try to reflect on these proclamations in advance and hopefully say something important but in my looking through it I actually was rereading and saw the 1936 Langston Hughes poem rather dark poem but

somewhat interestingly titled for the present day let America be America again I say dark because the point is that for many people America is far from the the promise of America is far from the reality of America over the course of its history but I'm struck by some lines later in the poem

[00:26:16] that I think speak to part of the point of Black History Month and recognition of the work that people have done and just reading those. Oh, let America be America again, the land that never has been yet and yet must be, the land where every man is free, the land that's mine, the poor man's, Indians, Negroes, me, who made America, whose sweat and blood, whose faith and pain, whose hand at the foundry, whose plow in the rain must bring back our mighty dream again.

[00:26:50] So that's from 1936. And I thought it was obviously Langston Hughes as someone to be celebrated to. So again, thank you all for being here. Really appreciate it. And thank you all again. Thank you.

[00:27:11] Board, that brings us to item seven, matters from the public on the agenda, but not listed for public hearing or matters previously considered by the board or matters that are pending before the board. And I believe we have some people signed up to speak. So, Vice Chair McKeel, if you'll read the rules for in-person speakers only, I believe.

[00:27:32] And we have no one online, and we have four speakers. So, I'll give them just a second to leave, if you don't mind. All right.

[00:27:49] During the time set aside for matters on the agenda but not listed for public hearing, individuals may address the Board of Supervisors concerning matters previously considered by the Board are matters that are pending before the board other than items listed on the agenda for public hearing. Individuals are allowed one opportunity of up to three minutes to speak at each board meeting during matters from the public. A sign-up sheet is managed by the clerk's office.

[00:28:23] Timekeeping is conducted through a timer and a light system at the podium. The green light will go on when you begin speaking, which begins your allotted time. The yellow light indicates you have one minute to finish speaking. The red light indicates your time has expired and you will be asked to end your comments. To give all speakers equal treatment and courtesy, the board requests that speakers adhere to the following guidelines. When addressing the board, state your name and if you live in Elmore County, your magisterial district. Address comments directly to the board as a whole. Any written statements or other supporting materials may be given to the clerk.

[00:28:57] If representing a group or organization, you may ask others present to raise their hands in recognition. Speakers may not share any unused time with another speaker. Back and forth debate It is not permitted and do not speak from your seat or out of turn. All comments are live streamed, recorded, and published on the Elmore County website.

[00:29:18] And our first speaker for today is Janie Holbrook. Welcome, Ms. Holbrook. You can adjust the microphone to make sure that it's the right height. Yeah, I'm a little vertically challenged. Thank you. Okay.

[00:29:34] Good afternoon, Janie Holbrook, Whitehall. It is time to declare the Eastern Avenue 250 connector in Crozet dead. And to consider this harsh reality in future land use and zoning decisions. After many agonizing months, I've accepted that there is neither the will nor the wherewithal to build the connector.

[00:29:57] And this is difficult to accept because my biggest investment is in East Crozet, my home. Supervisor Malik and others have put time, energy, and effort into the connector for 15 years or more. But these are sunk costs and not relevant to your decision making.

[00:30:16] I'm not here to convince you that East Crozet deserves a north-south transportation route, just like Crozet Avenue through the heart of town and the boulevard through Old Trail. It's already in the master plan, but it is simply time to end the pretense.

[00:30:33] In June of last year, I learned from VDOT staff that the cost had skyrocketed from \$24.7 million, not a small sum, to 39.5. And the portion not covered by revenue sharing ballooned to 23.3 million. The gap is simply too large for cost cutting. Even if a developer builds a short segment to access new homes, that barely moves the needle because of the cost of a bridge.

[00:31:00] The transportation update you will hear later today will remind you that the project didn't get funding this year either. There are always higher priority projects. The price tag puts eastern well beyond a typical CIP project. We're not talking about a sidewalk here. And this fall, the final nail in the coffin, VDOT added an environmental factor to the priority scoring system. So the project plummeted from number eight to number 78. It isn't going to happen.

[00:31:31] And the only thing worse than not fulfilling the promise is avoiding the hard truth and adding insult to injury by continuing to use Eastern Avenue connector to justify upzoning to the high end of density ranges. There are just a couple of parcels left in East Crozet. Developers have plucked the low-hanging fruit so these last parcels come with issues. Most importantly they are infill developments and according to land use guiding principles must be consistent in scale and design with the surrounding neighborhoods. They have preserved slopes and riparian areas. They will add to the traffic and safety burden which we now know will never be alleviated by Eastern Avenue. So if the infrastructure isn't happening and we're

[00:32:10] not proposing a moratorium, then the only solution is to ensure that future development is at the low end of the ranges. And the ranges exist for exactly this reason: to allow for consideration of other critical factors. Thank you for your time. Peter Krebs. Thank you. Good afternoon.

[00:32:41] Good afternoon, Board of Supervisors, staff members of the public. I'm Peter Krebs from the Piedmont Environmental Council. A little rain freeze there. I'm here to invite everybody to the fourth annual Active Mobility Summit on March 21st. We're very excited because this is the first time that the Mobility Summit's going to be held in Albemarle County. It'll be at the Wool Factory.

[00:33:12] it'll be a full day event with food, drink, plenty of fellowship, but also lots of good conversations about active transportation. We hope to have a good discussion about the community mobility plan, which we'll hear about more today. Also, just walking, biking, and good conversations with planners from both the city and the county we hope to have some good sight walks and hikes including a visit to the Broadway area one of my favorite parts of the county that not that many

[00:33:52] people know about so i'm looking forward to that and in the afternoon there'll be work sessions where groups come together and and share resources and ideas to get stuff done that no individual or group can do alone. So that's Thursday, March 21st, all day at the wool factory. You can learn more about it or sign up at www.pecva.org/slash/mobility-summit. Look forward to seeing you all.

[00:34:24] Thank you. Thank you. Matt McClellan. Welcome. Hello, my name is Matt McClellan. I'm an Albemarle resident and a lifelong educator. I'm passionate about early literacy and the need to call to a love of reading in our most underserved communities.

[00:34:52] Thank you for your continued support of library services in our community. I'm here today to ask you to support the library's CIP request to work with the city to renovate the Central Library. The county knows firsthand how the families of our community require modern library facilities that provide equitable access to resources.

[00:35:12] It is more important than ever to have a safe and welcoming shared community space that is available to all. Children need a place to learn early literacy skills with new technologies to prepare them for an ever-changing future.

[00:35:30] Adults need a welcoming community commons to grow, learn, and connect with each other in an increasingly disconnected world. Albemarle County residents reap immense benefits from a strong regional library system, one so strong that it was named the Virginia Library Association's Library of the Year in 2022.

[00:35:53] The Central Library is the hub of that system, and we need to invest in that infrastructure in order to maintain and grow this treasured community resource. I ask you to help preserve one of the most important public buildings in our community and to prepare it to provide the library service our residents expect and deserve for years to come.

[00:36:15] Thank you for your time and consideration. Thank you. Thank you. Frederick Williamson. Yes.

[00:36:31] Good afternoon. I'm Frederick Fred Williamson in the Whitehall area. I came to speak in support of the zoning ordinance for artisan manufacturing. Is that a deed coming up today as consideration? I was told it was.

[00:36:48] It may be discussed at the end of the meeting. It may be discussed at the end of the meeting, sir. Well, I just wanted to express a few words of support. This is the time. Sure, thank you. Okay, yes. Well, I'm a self-employed woodworker, and I moved here in 88 and got a home occupancy class B permit to do my shop at home and as such I speak as also a member of the artisan studio tour very much in support of all the local artisans who make wonderful

[00:37:20] things in our county and I'm as it is right now the furniture company named Funk Brothers has been in town wants to move slightly out of town into the county is finding it difficult to get a zoning permit there because it there's a small overlay that permits it but not to the whole county and I think that to add the term artisan manufacturing as permitted by special use permit will solve that problem I don't no need for me to go in the details there but I know of several places hire two or three people and have

[00:37:57] no impact whatever as far as a rural nature of where they live and I'm sure that this can be worked out to the advantage of the county and the city going forward. And I think also we also support agricultural events like wineries in the same kind of mode.

[00:38:19] So is that enough? All right. Thank you. Thank you. We have no other speakers? That's correct. Thank you. We will move on to item eight, the consent agenda. I'm not aware of any amendments.

[00:38:36] Seeing none, the floor is open to a motion to adopt the consent agenda. So moved. Second. Motion by Supervisor McKeel, second by Supervisor Lupisto-Kirtley. Without objection, if the clerk will

call the roll. Mr. Galloway? Yes. Ms. Lupisto-Kirtley? Aye.

[00:38:51] Ms. Malik? Yes. Ms. McKeel? Yes. Mr. Pruitt? Aye. Mr. Andrews? Yes. Thank you. Court will now move to item number nine. Our first action item, Safe Streets for All Grant Gold Determination. I believe presentation by Mr. Curtis Scarpinato, regional planner of the Thomas Jefferson Planning District Commission. Welcome. Thank you. Good afternoon everyone. My name is Curtis Scarpinato.

[00:39:27] I'm a planner with the Thomas Jefferson Planning District Commission and it is my pleasure to be here with you all today to discuss the comprehensive safety action plan that the TJPDC is developing in partnership with our jurisdictions including Albemarle County. I'm joined this evening by my colleague, Sandy Shackelford. And my goal for this meeting today is to share some brief background about the Safe Streets and Roads for All grant program and to seek a resolution of support from Albemarle County to support efforts to reduce and eliminate deaths and serious injuries

[00:40:03] on the roadway network. So Safe Streets and Roads for All, SS4A, what is that? It is a grant program established by the USDOT with the passage of the bipartisan infrastructure law in 2021 with the purpose of reducing and eliminating deaths and serious injuries on the roadways.

[00:40:25] And SS4A has funding in two pots. There's the planning, and then there's the project implementation funding. And project implementation refers to projects that would actually resolve these problems, and the plan would be the part where we look for those opportunities and we identify those potential implementation actions.

[00:40:44] So to be eligible to receive implementation funding, you need to have an eligible safety action plan, And that is why the TJPDC applied for and was awarded SS4A funding to develop that safety action plan with support from our jurisdictions, including Albemarle County.

[00:41:01] You all dedicated funding towards this grant program as part of the local match. And I want to again highlight something very important here, just that without this plan, without developing a safety action plan, Albemarle County and the region would not be eligible to apply for that project implementation funding.

[00:41:18] So this opens up the opportunity to pursue funding through a new pot of money. And this planning process is being managed regionally by the TJPTC, but we want to ensure that this process also aligns with each jurisdiction's needs and abilities.

[00:41:34] So we will be working closely with your staff to ensure that priority countermeasures coming out of this plan meet your needs. So it's going to be both a regional plan, but hopefully also a locally relevant and even hyperly local relevant plan. And this slide shows some of the overall benefits of developing a comprehensive safety action plan.

[00:42:04] And our goal is to use this planning process to identify implementation projects that will improve roadway safety for all users. Motorized, walking, biking, all of the above. So these can include infrastructure improvements like your traditional engineering projects where you're actually going out into the roadways and changing them.

[00:42:22] But it can also include things like traffic safety enforcement, education, and emergency response changes. And another benefit of this process is we will hopefully develop a pipeline of projects

for you all to pursue additional funding for through various funding mechanisms in addition to SmartScale.

[00:42:40] So this could include those SS4A implementation funds that I mentioned earlier, but it could also include a variety of other funding mechanisms, including some of the ones you see on the screen. This slide shows the required components of the Comprehensive Safety Action Plan.

[00:42:56] So there's a leadership commitment requirement to supporting the reduction of deaths and serious injuries on the roads. in order to meet the eligibility requirements of the safety action plan. And those eligibility requirements are important because if you don't meet them, you aren't able to get that funding later on through the implementation side of SS4A.

[00:43:15] And the plan is also required to be data-driven and incorporate a robust public engagement process with special consideration to inclusivity and representative processes. The TJPDC will use its established transportation programs to provide the ongoing oversight, monitoring and reporting to meet the grant requirements and right now today I'm in front of you all for this first box here the leadership commitment so we're hoping to get a leadership commitment from you all to work with us and to commit to working to reduce deaths and serious

[00:43:54] injuries on the roads in Albemarle County and this is just to provide some additional context this data shows the crash statistics for the most recent eight years of available data for Albemarle County. And I'll highlight that between 2018 and 2022, there were 875 crash-related fatalities and serious injuries in Albemarle County, 875. And I'll also note that you'll see that there's an upward trend in this data here. This is something we're also seeing in the national data. This is not something that is unique to Albemarle County, but it does highlight why there's

[00:44:30] such an emphasis right now on getting funding out nationwide towards resolving this issue. And it's also why there's this requirement for commitment from local leadership towards working to resolve this issue. So specifically, the grant program states that to meet eligibility requirements, the commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries, which may be achieved through establishing an ambitious percentage reduction in deaths and serious injuries by a specific date with the ultimate goal of achieving zero deaths and serious injuries.

[00:45:08] So after discussion with Albemarle County staff, and with the understanding that Albemarle County's roadways are maintained by the state, by the Virginia Department of Transportation, our recommendation is that Albemarle County adopts the same goals as are outlined in the Virginia Statewide Strategic Highway Safety Plan.

[00:45:29] And those goals are a 50% reduction in deaths and serious injuries by 2045, with the goal of one day eliminating deaths and serious injuries. And so we are asking you all to approve the resolution of commitment included in your meeting packets. And with that, we'd be happy to take any questions that you may have.

[00:45:48] Thank you. We will go through our order for questions, Finney. Supervisor Lapista-Curtley. Yes, thank you very much for your presentation. I think we've all been very concerned regarding crashes and fatalities on our roads, urban and rural, both.

[00:46:05] Couple questions. Is your organization or what you're doing, are you all working with VDOT or you were all working with the local police departments? Because I just wanted to let statistics I use when I

spoke before the subcommittee, we've had four fatalities in the last 21, 22, which is the most recent data. We've had four fatalities on two roads, two roads in Albemarle County in my in my district four fatalities and 319 crashes so that's just on

[00:46:38] two roads so I I guess you're looking at are you looking at this in a different way or I know you're going to gather the data first and then with that you're having experts who would look at everything regarding how to make our roads safer?

[00:47:02] Yes. Would that include photo speed cameras? The idea of the SS4A grant program is to take a holistic look at how to resolve these challenges in roadway safety. And so, again, it's not just the engineering side. It's also the traffic safety, emergency response, education. We will be working closely with VDOT and with police departments and with various other partners and Albemarle County staff to do so.

[00:47:25] So it's intended to be a robust effort that incorporates all of those considerations. And would that also involve working with our state legislators to try to get some of these things passed, which as a Dillon rule state, we can't do without their permission on some things?

[00:47:41] I don't think that the plan itself will involve that, but it could be a recommendation that comes out of the plan is to pursue some additional activities at a statewide level. Because I understand there's some changes we would maybe want to make that we can't do without approval from the state. Okay. Those are all the questions I have. Thank you very much.

[00:47:58] Thank you. Supervisor McKeel. Thank you for being here. And I think this is, we really are very supportive of this work. It's really great. My questions were of a similar nature. We're working in a lot of different ways in the, speaking for Albemarle County, but I know our other surrounding counties are doing the same in trying to come at speed and depth and pedestrian and roadway safety from multiple viewpoints, right?

[00:48:25] And so this work will be in combination with what we're doing, and I think that gets at what Bea was asking, too. You know, we're looking at speed cameras of some sort, and certainly working with our police and enforcement and having the number of officers we need so that we can enforce our...

[00:48:49] But I just would like to know, so are we going to get a report back from you with recommendations? I think you alluded to that, but could you just help me a little bit with that and how inclusive that will be with what we're already doing and how we can proceed, perhaps even at the state level, to make some of these happen?

[00:49:08] Sure. So our plan is to eventually actually develop the plan itself and present it all to you all in a draft form and get your approval for that before coming back to you with the final form. And in the process of developing the plan, we will work with your staff and with state level staff to find paths forward and find potential opportunities that meet the requirements of the plan and also hopefully are some innovative options that maybe haven't even been considered before. Okay. And I did see that in the packet it said TJPDC was awarded \$850,000, right,

[00:49:42] about \$858,000, which seems like a lot of money, but when you start spreading it out over many localities. Well, and I will say part of the reason we did that is you get some benefits from tackling at such a wide scale. Like there's some, what's it called, economies of scale in doing so because it would be more expensive if each jurisdiction went through it on their own to apply for their own grant to do the same

thing. So that was part of the reasoning for going through it on a regional level. Great. Thank you very much. Thank you. Supervisor Calloway. Thank you. I have

[00:50:19] no questions and I'll be supportive. Thank you. Supervisor Malek. Thank you. And I want to thank Ned for making sure that we didn't let this get away last year because that was incredibly timely and important. And I absolutely think this is going to be a great way to go about it. I'm excited for it to start because the horror and disgrace of having Albemarle County have three times in the last 10 years, the highest number of road fatalities in the Commonwealth, not based on population, but just period. That's really awful. And so any and all ways that we can start to fix

[00:50:55] that will be appreciated. Thank you. Supervisor Pruitt? I have no questions. Thank you. And I have no questions. I'm grateful that Albemarle County is part of this and look forward to working on a multi-pronged approach to making our roads safer. Yes, Supervisor Lapista. I'm sorry, I just had one another comment to make. I am hoping, because I'm supportive of this, but I am hoping that a report doesn't come back and say, well, you need to increase police by 50%, or you need to

[00:51:28] do things that budget-wise, financially, just were not able to do. So I'm hoping for pragmatic results, actionable things, or it's going to be for not. So that's the practical side of me.

[00:51:47] Thank you. Board, if there are no further questions, this item, understand this, requires a, wants us to prove a resolution of commitment to roadway safety goals in the form of Attachment A, if someone's willing to make that motion.

[00:52:06] I move that the Board of Supervisors adopt the resolution to commit Almar County to reduce roadway-related deaths and serious injuries as presented in Attachment A. Second. We have a motion by Supervisor McKeel and a second by Supervisor Malik.

[00:52:21] Without objection, if the clerk will call the roll. Mr. Galloway? Yes. Ms. Lapisto-Kirtley? Aye. Ms. Malik? Yes. Ms. McKeel? Yes. Mr. Pruitt? Aye. Mr. Andrews? Yes. Thank you. Thank you. Thank you all.

[00:52:42] We're a little bit ahead of schedule, but I hope this is going to be okay. David's coming. Yep. You're here. All right. Ready to go. So, Board, we will next move on to item 10, the Broadway Blueprint Phase 2 Plan Midpoint Update, which Mr. David Benish is leading.

[00:53:03] Thank you, Mr. Chairman. Thank you. I am David Benish, Development Process Manager with the Community Development Department, and I'm the Project Manager for this study in partnership with our Economic Development Office, and I think they will hopefully be here shortly. They're going to be here to help assist with any questions you might have.

[00:53:21] This presentation discussion is to make you aware of the project and to give you a status of our work to date, which, as you said, is at the midpoint, and it's to give you an opportunity to answer or ask us questions, for us to answer your questions, and to give us any direction or comment on the work to date that the consultant has drafted.

[00:53:45] We have two consultants working on the project, 3TP Ventures and Line and Grade Civil Engineering. uh rachel falkenstein of 3tp and daniel hire of line and grade will be taking you through this presentation here in just a moment we've provided you a lot of background information in your packet so the presentation will probably be at a little bit of a high level and overview but we're happy to go into more

depth as needed and we want to maximize the time available i think we have a little extra time than we thought we'd have but to maximize our time to have a discussion and hear

[00:54:19] your input on our work today. So with that, I'm going to turn it over to Rachel. Thank you. Welcome back, Ms. Falkenstein. Thank you. Good afternoon. I'm Rachel Falkenstein. As David said, I'm with 3DP Ventures working with Line and Grade to support the county and the Broadway Blueprint Project. A quick agenda for today's presentation. We'll start with a short project overview, kind of where we are, where we've been, and the bulk of our discussion today will be about observations and opportunities on the four topics of placemaking, land use and development,

[00:54:57] business retention, and connectivity. And then we will have time for your discussion questions at the end. So when we say Broadway, the area we are talking about is shown here in the map. Our study area boundary is outlined in maroon. The Broadway area is to the southeast of the city of Charlottesville and sits west of the convergence of the Rivanna River and Moores Creek.

[00:55:20] And Broadway Street bisects the study area shown on your screen there. I won't read through each of these project goals, but I do want to highlight goal number one as really the purpose of this study is to create a list of implementation projects for the county to use for short, medium, and long-term action within Broadway to support connectivity, placemaking, and economic vitality.

[00:55:48] So I want to highlight this is not a land use study. will not be part of your comprehensive plan but we know that you have a comp plan update going on right now and we can hand off some recommendations to that team that pertain to land use as well as zoning with your zoning update that's ongoing the scope of our project is shown here we have three parts that we are working through but we really are building on the phase one broadway blueprint study that you all completed in february of 2022 the intention from phase one is there on the top of your screen so we're taking that work and building upon it and at the end of

[00:56:26] our study which we anticipate will be in june of this year we hope to have a list of final recommendations and implementation measures that you all can use right now we're about halfway through our work and we've worked through phase one which was really about listening and observing doing some study of the broadway area and here we are today with some high level recommendations we're framing them as opportunities to check in with you all, make sure we're on the right track before we turn that into some implementation steps. We've been doing some community engagement throughout our work so far, and we've tried to provide a variety of opportunities to meet with

[00:57:06] the stakeholders of Broadway. We've done some pop-ups on different locations within the study area. We've had roundtables with the business community and some one-on-one site visits and interviews with some of the property owners in Broadway to get information from them, hear their feedback and thoughts on the future of Broadway. So what we're presenting to you today is really a summation of what we heard from the stakeholders within Broadway and we're formatting in a set of draft goals and then some observations and opportunities and like I said the opportunities are what we want to take and turn into implementation steps but wanted to have this check-in with you

[00:57:45] all to make sure we're on the right track. As David mentioned, I'm not going to go through each and every observation and opportunity. I'll highlight a few that I think were compelling and interesting, but we're here to answer any questions that you all have from the information within your packet. I want to start with the topic of placemaking because this is really at the heart of what we're trying to do within

Broadway. When we say the term placemaking, we're talking about what makes a place interesting and compelling, what makes people want to live there, work there, visit there and within Broadway we think there's some really unique and interesting characteristics

[00:58:20] that fall under the category of placemaking. Often the term placemaking is focused around public planning and design of spaces and there's some of that happening in Broadway especially with the public investment that went into the woolen mills redevelopment but there's also a good bit of grassroots placemaking happening from the organizations and businesses that are there today inviting people into their businesses into their spaces and it's bringing some some vibrancy to the area the other category of placemaking in Broadway centers around the abundant resources of the area with the river

[00:58:56] nearby Morris Creek and all the environmental resources that go with that as well as some cultural and historic resources because of this important location so opportunities related to placemaking really center around bolstering what's there. If you're standing on Broadway Street, you may not know that you're near the Rivanna River and the Rivanna Trail Network. So some wayfinding to kind of direct people to the amenities that are there already. But continuing to build out the Greenway Trail Network within this area and identifying opportunities for additional public spaces could be some opportunities to explore. We heard a good bit about the county's role in placemaking

[00:59:36] within our conversations with the business owners down there. There was not a desire to see heavy handedness from the county coming in and kind of dictating what uses should happen and where trails should go, for instance. But some of that is happening already. We already heard conversations among business owners talking about trails across their property. So the county can kind of be a supporter, be a partner to those businesses and that type of work. We do think the county could take more of an active role when we're talking about placemaking within the street, within the public realm of Broadway Street. And Daniel's going to talk about what that could look like a little

[01:00:12] bit later. Moving on to the topic of land use and development, you can see the draft goal here at the top of the slide. It's really about retaining the industrial nature of the corridor and providing spaces for new creative industries. Your existing use down there is primarily industrial. You have a lot of low intensity single story metal frame buildings that are set in the center of lots so there is opportunity for infill development while retaining what's already there and looking at kind of the policy and regulatory framework of Broadway we saw that that your comp plan and your zoning

[01:00:50] map call for an industrial uh industrial uses here but there is an area of mismatch circled here in blue where the comp plan calls for residential and your zoning map has it zoned for industrial uses so that could be an opportunity to kind of sort through what that area wants to be as you do your AC44 update. So as I said in the draft goal, we really think it makes a lot of sense to retain industrial uses, at least in the near term. But we want to take a kind of clear look at this area and understand that there are market forces happening that are increasing the cost of land

[01:01:25] and might want to push this area to more of a mixed-use future. The city just did a rezoning. the area around the Broadway area within the city is seeing some redevelopment, some higher intensity development, and the cost of land is going up. So understanding that a mixed-use future might make more sense for Broadway and doing the work now to kind of set yourselves up for that, we think could be an opportunity. And then the last topic I'm going to touch on before Daniel talks about connectivity goes

hand-in-hand with the land use. So we're talking about business retention and affordability here. The draft goal is similar. We want to maintain Broadway as an

[01:02:05] affordable place for the businesses, the startups, and the artisans that are there, but also allow opportunities for new creative industries within Broadway. Historically, Broadway has been an affordable place for startups, for industries to locate their businesses, but that is changing. As I mentioned, the cost of land has gone up, and so property owners are seeing their assessments go up, And folks are concerned about being displaced and being displaced and not having anywhere else to go within Albemarle County.

[01:02:35] And we looked at the data and validated what we heard from folks. Your industrial inventory, the vacancy rate of your industrial inventory hovers between 0% and 2%. So if people are displaced, they likely won't be able to find a space to go within Albemarle County and might be forced to go elsewhere.

[01:02:54] We did hear concern that public investment through this project might further exasperate the cost increases that folks are experiencing. So that is out there and I want to make you aware that that is something that folks are concerned about. We heard that from tenants and we heard that from property owners as well. So opportunities related to this topic, there can be some targeted incentives and programs that you could look at to support the businesses that are there. Some of these you're already doing but i want to highlight the first one the arts and cultural district designation

[01:03:28] this could be an opportunity to support some of these users that are that are doing maker you know artisans makers there's some art studios down here if the county the county is enabled to apply an arts and cultural district within its boundaries and if it does that there are a number of incentives that the county could offer to to users who are meeting certain criteria to support arts and cultural uses. So that could be a tool to support some of those makers down in Broadway.

[01:04:00] But zooming out a little bit, as I mentioned, the vacancy rate and the concern about displacement, we think kind of working, doing the work now to set up a future where if costs do displace businesses down here, there's an opportunity for them to stay within the county. So looking county statewide at your industrial land inventory and maybe through the AC44 process or other planning efforts, finding some space where these industrial users can go and stay within Almaro County, should they be displaced in the future. And with that, I'm going to turn it over to Daniel.

[01:04:38] Good afternoon. I'm Daniel with Line and Grade, and I'm going to talk specifically related to a linear connectivity along broadway street itself um i'll start with some general observations and then we'll move through some recommendations that are on a spectrum of um opportunities so the roadway itself is currently a part of the vdot roadway inventory um that said it does not have a functional classification in the vdot inventory so the roadway is kind of um

[01:05:18] you know, waiting for its definition of what it wants to be. Currently, it's a hybrid of almost rural, like no curb or gutter or sidewalk. It has ditches on either side. But then in some places, it's trending toward more suburban with gutter pans, but no sidewalk. So it's kind of an eclectic roadway as it stands. The width varies along the length of the road. Some areas have plantings and trees some areas don't similar to the land use along the roadway you have you know

[01:05:55] some users who require large vehicles for deliveries and others who don't and so it really has an interesting mix of what it wants to be and what it needs to be depending on who is there along the roadway corridor so our work is to consider these things and then come up with implementable projects

that offer the county some opportunities in varying degrees of cost and invasiveness of implementation so the first thing we'll talk through is near-term improvements and this is

[01:06:30] really taking advantage of an opportunity that's kind of being handed to the county by acsa in the months ahead acsa acsa is planning on a water line replacement project down the corridor and as a part of that work when they're finished they will mill and repave the surface of the roadway itself basically handing the county an opportunity to do put some paint down on the ground and stripe the roadway and with a little bit of paint we can start to change the character of the roadway just a little bit we're not saying that we're providing sidewalks or walking paths but by

[01:07:09] striping the roadway and defining the vehicle thoroughfare we're also saying where vehicles shouldn't go and pedestrians could be walking on the shoulders and in at least more of a defined manner than they are currently the other thing this does is it doesn't inhibit any large vehicle movements which is something that we've heard is a concern of some businesses along the corridor especially light industrial businesses who are receiving very large vehicles that have you know interesting maneuvers they need to do to get in and out of these these properties we've spoken to VDOT representatives about this and they're

[01:07:46] generally supportive. In fact, they're trying to help us identify other places where they've done similar projects within the Commonwealth. So if this is of interest, we'll continue to pursue this. It would also require a little bit of additional work and coordination between the contractor doing the waterline replacement and perhaps county staff or ACSA staff to maybe make the margins of the roadway a little more consistent. That's kind of shoulder work. I would classify that. It's not roadway building work it's kind of improving the shoulders a little more to create a little more of a consistent width so we're identifying that as a very near-term low-hanging fruit type

[01:08:25] project that can really bring some change to the corridor with not a whole lot of capital investment from the county the midterm improvement as identified currently is largely inspired by what we were hearing from stakeholders in our conversations with folks and it seems like the corridor, according to some of the folks who use and work along the corridor, that they wanted to kind of, the eclectic nature of the corridor should reflect the eclectic nature of the businesses and

[01:08:59] users of the corridor. We were hearing things like, you know, whether bioswales or pollinator gardens or trying to implement plantings along the corridor that made it feel, I would say, dressed up, but not in a heavy-handed way. Folks were using Ix Art Park as a similar example. That felt very grassroots oriented and improved and yet not in a standard way of say a VDOT roadway project. This though would require the county to step in and have a very specific conversation with VDOT about who is going to continue to own the road into the future. VDOT would probably not be very permissible

[01:09:39] of this type of grassroots oriented improvements because it doesn't really fall in line with VDOT standards. But if the county were to, say, take ownership of this roadway and thus also take responsibility to maintain it in perpetuity, there might be some more opportunities available to the county in terms of these midterm improvements, which are really more integrated, I think, with what Rachel was talking about with placemaking. It may also require the county to make a few other subtle improvements to really define what is pedestrian and not pedestrian on the

[01:10:16] corridor. We can dig into that if you have questions on it. The long-term improvement is really oriented around the idea of a wait and see. Let's see how the years and decades ahead, how the corridor does change, if it changes, what those changes are. Is it becoming a very integral and important link in the

multimodal network of Charlottesville and Albemarle? Is it not? Does it retain its industrial nature or does it turn over? So this greenway type connection which is a long-range plan, is oriented around, let's see how the short-term and mid-term

[01:10:55] projects are or are not received before we identify this as a desired outcome. Maybe there's parts of this that are desired, like lights or curb and gutter. Maybe it's not a shared use path, maybe it is. It's a little difficult at the moment to project if this will be the right solution on this corridor, and that's also taking into account what the city may do over the years and decades ahead we have talked with them and currently it seems like the city is more focused on east market street than they are on carlton which is kind of how the city's feeding into the broadway corridor

[01:11:32] there's not a lot of city energy right now oriented around carlton itself their emphasis like i said is on on east market street so i think we want to be watching these things and um considering them in the days ahead with that i'm going to pass it back to rachel okay um so just want to uh end us with our discussion with the planning commission we had a work session or it's more of a present informational presentation with them

[01:12:09] back in january and they kind of shared some feedback that we wanted to convey to you all first and foremost was just kind of the idea of change that i mentioned they're seeing what's going on in the city and concerned about displacement and market changes but just wanting to be open-eyed about it let's recognize that this is this is a potential future and let's plan for it so along with that there was concern about displacement and kind of thinking about where and how industrial users and startups can go in the county there was some discussion of potential incentives

[01:12:49] of tax rebates for the area, looking at TIFs or a research or innovation district as possible incentives to support businesses within Broadway. There was some concern expressed about the county owning or maintaining Broadway when thinking holistically at all the other streets and road improvement projects that you all have in your queue. Does this really fall at the top of the list for the county to kind of take over ownership was some folks expressed that. They wanted to really emphasize the importance of collaborating with the city and thinking about broader

[01:13:28] connectivity of this area. Sustainability was also a theme we heard from the Planning Commission due to its location near these sensitive resources, wanting to make sure that development doesn't go right up to the riverfront and being intentional about providing sustainable measures such as with the improvements to Broadway maybe vegetated bioswales was brought up and then the last point was the this area is unique and special it's near the river so we want we want to take advantage of that so maybe some additional high-end infill development can provide river views while not

[01:14:04] impairing the land directly adjacent to the river so with that we want to turn it over to you all for your discussion and questions. We're hoping to know if there are any topics or themes that we shared that we should not pursue further.

[01:14:19] You don't think are, if you think they're non-starters, please let us know before we turn these into recommendations. And then is there anything missing that you want us to think about more? And just general observations and discussion is welcome as well. Thank you. Thank you.

[01:14:35] A lot to chew on here, but let's go through our order. Supervisor Lupisto-Curley. Thank you very much for the presentation. I'm actually excited about what could be done in this whole corridor. You

have different things that you brought up regarding light industrial and arts and cultural district, and it really does sound exciting.

[01:15:00] I do have a question on slide 16, because you had mentioned that if it goes to this, which I thought was very nice, but you said doesn't meet VDOT standards, is that because of the pedestrians along the roadway wouldn't be a vdot standard if there was a curb that separated the two would that be better i'm trying to understand why i mean i'm i'm hesitating whether or not the county should take control over this because then that means like you mentioned

[01:15:34] maintaining it in perpetuity and so i have concerns about that i think it i would rather see it as a VDOT road but explain to me why this wouldn't work why VDOT wouldn't doesn't consider this at least in terms of our initial conversations with VDOT and our understanding of of what their expectations are in terms of geometric standards for roadways I think it's really oriented more around what what the definition of a pedestrian path is and there's there's multiple definitions of what this is depending on what guidance you're looking at if we turn to a resource like

[01:16:13] ProWag, for example, and actually drill down on what the definition is, I believe we can meet the definition of what a pedestrian facility is in terms of guarding the county from accessibility, making sure we're providing accessibility in terms of what the standard requires. Whereas the VDOT definition of a pedestrian facility would require more of a traditional sidewalk, curb and gutter pan, things like that. I think we share your hesitancy about wanting the county to own this road. I think VDOT would be eager for the county to own this road. Of course they would. Not only

[01:16:48] from a, you know, a dollar's perspective, but also this is kind of an island of roadway that VDOT has to maintain surrounded entirely by city roads. And so they're driving in through roads that they don't maintain to maintain this singular facility for, you know, less than a mile in essence. So the conversation, go ahead. If you go to slide 17, that's something that VDOT would approved correct this is generally more in accordance with the vdot standards for a pedestrian facility would be okay and knowing that maybe we go from short-term to mid-term to long-term

[01:17:26] improvements along the way that's a possibility also correct exactly if the short-term or the near-term improvements suggest that pedestrians are using this very frequently and more than they The people are using it now, walking along a road with no markings.

[01:17:45] If this becomes more of an important link in the pedestrian and bicycle network, which we think it is, but again, we can't predict demand, maybe Market Street ends up being more preferable, the county would have at its discretion to go straight from near-term to long-term improvements.

[01:18:04] I will say the long-term improvement, it would be a very expensive project because you'd be rebuilding the entire stormwater network as well. Thank you very much. No other questions. Thank you. Supervisor McKeel. And I'm sorry, but I missed what you just said at the very end.

[01:18:20] I just didn't catch it. You were talking about long-term improvements, and you said VDOT, something at the very end. I'm sorry. I think I might have forgotten also, but what I think I said was that the long-term improvement project would be a very expensive project.

[01:18:36] And you said something about VDOT, but that's okay. It's all right. I might have to go back and watch the video and email you. It's okay. I'm sorry. I just missed it. My hearing missed it. Thank you for the

great presentation, and I really appreciate the visuals. They're great. Certainly, this is an area that we have to be very cautious about and work very carefully.

[01:19:02] I think many of us have been concerned about the lack of light industrial. Certainly, I've been in our community. We need to protect the light industrial because we don't have hardly any of it.

[01:19:19] and a lot of it has been taken for, you know, used for other purposes. I'm a little hesitant at this point. I fear when we talk about putting in residential, just saying from up here, that seems to me to be the road to gentrification of this area, and I'm very concerned about that and causing to be even more expensive. Just a comment, because I think that's what you want

[01:19:52] to hear today are just kind of big takeaways. Yeah. I would really love to support an arts and cultural district. We've been talking about that in the county for several years or for wanting that in the county. This would be a great place, it seems like to me. Having said that, my knowledge of an arts and cultural district is about that deep. So I'm not sure exactly what the ramifications would be I'd love to know more about that, but it would seem like to me that it could very well

[01:20:25] support this area. I'm looking at my notes, I'm sorry. I agree that taking over this roadway would certainly concern me, at least in the near term, maybe. I think eventually Albemarle County, we may have more of a public utilities department than we have now, but certainly we're not prepared, I don't think, to do this now. I am interested, though, in some of the,

[01:21:04] certainly we should take advantage, I would think, of the service authority and what they're doing. And I know that on Garth Road, VDOT has, as they've paved Garth Road, they have extended the sides and paved those as far out as they could. Of course, on Garth, you have those steep shoulders. It makes it almost impossible to do some, but they have been willing to extend the paving as far out as they could, which would be, I think that's what you're addressing here,

[01:21:43] which would be very helpful. I think part of VDOT's requirements to bring up to VDOT standards are the depth of the pavement and stormwater is what you were saying in some of those.

[01:22:02] So those would certainly be not the short term but long term because that's not going to happen with the service authority. This is just a repaving, yeah, okay. Very concerned, though, like I think you all have heard about displacement.

[01:22:24] We've actually had several, I'll go back to the displacement, we've had several of the business owners and the artists come to us before over the years and speak about how they're being priced out. My experience with putting in sidewalks or pedestrian-friendly options does not, and at least in my district, it's not created so much gentrification, which is a good thing,

[01:23:00] as opposed in my head to neighborhoods and big apartments and expensive units. I will say that I am always hopeful that the VDOT will come into the 21st century because there are other dots around the country that we can all go to and point out that are doing much more progressive work around the arts and what is allowed on roadways in the way of paintings.

[01:23:39] I mean, I just think, I think we need, I guess what I'm saying is I'd love to keep pushing VDOT to look at what's happening on the other dots around the country. Because I can pull them up all the time and just feel very, a little frustrated that our dot is not allowing us to do things as simple as even wrapping utility boxes with art, which is kind of a no-brainer in my opinion.

[01:24:11] But that's just one example, right? So I would suggest that let's keep pushing them long-term to look out of their box to what their comrades are doing in other states. And that's just kind of a separate comment.

[01:24:29] I think for right now, I'm good, and I'd like to hear one. Oh, one other thing I was concerned about. I noticed in the report that it said that the folks, the business owners, are concerned at this point about petty crime.

[01:24:46] That was highlighted, and I don't think you all mentioned that. Rachel, yeah. That's right. Yeah, we didn't include everything just for the amount of time, but that came up. They've been having catalytic converters stolen from their vehicles that are left out overnight, and they didn't feel like there's been much enforcement in the area.

[01:25:07] So that's something that could easily be taken care of, I would think. I'm just pointing that out because I circled it and noticed it on the report. And with that, I will yield to another supervisor. Supervisor Galloway. Thank you. Daniel, you're a much taller in person than the Zoom meetings from the road corridor.

[01:25:26] Much shorter on the screen. Good to see you, Rachel. I think for some of the things that you're looking for, which way or the other, to me the residential takes a back seat to the light industrial here for me completely so i'm not saying no to residential but it has to be in support of the light industrial elements and a lot of times when we do a development it'll have where the industry portion helps justify the expense or to help make it affordable to do a development i'd almost want the reverse to happen here in support of any of the light industrial type of pieces.

[01:26:05] I don't, I'm certainly supportive of an arts, distarts, and cultural district, but it has to marry with that light industrial. We can't call it an arts and cultural district, and then people go to the arts and cultural district, and they find nothing but light industry. So then they're going to be like, well, this isn't much of an arts and cultural district.

[01:26:23] So how do we marry those two elements? I think could happen here, but it definitely has to be well thought and planned. I don't want it to be one or the other. I think it could be both, but how could that work? I noticed the public venue for community gathering, especially if we go in an arts and cultural place, that community space would be important to be able to do the things that could support artists, like fairs and things like that where the artists can go out and actually sell their items without necessarily just being in the place where they're making the items.

[01:27:00] Same could be said depending on the light industry that exists there. The naming it in an employment district was in there somewhere. I think in one of the opportunities, like the recommendations to clarify it in the comp plan, you know, to tidy up whether or not you're interested in mixed use or not, residential or not.

[01:27:23] I would certainly be in favor of that employment district designation or designation, at least to learn more about what that exactly means. And perhaps that could play out in our comp plan discussions. But I would be in favor of, yeah, cleaning up any zoning comp plan mismatches that are in there, as you pointed out, to help support the idea that this is a light industrial area.

[01:27:47] And then anything that could be done to help that arch and cultural piece. If there was a way for height to be achieved, I'd want that height to be in help of the light industrial, not putting things over

the light industrial. because I'm just worried that the residential there really pushes the values in a way that's going to make it problematic for those. But if we contain the light industrial in this area and there's no expansion in any other parts of the county, then we have to start thinking about is there expansion opportunity for the industry there? And that means if it's all spread, the only other way you can go is up. So I don't know if that's, you know, we can have those conversations

[01:28:26] at a different point um but otherwise i thought this was i didn't um i mean i'm open to i'm open to considering the different things with the roadway i would imagine that you know i have a section in my district where vdot has to drive through the city to get to maintain for snow and plowing and things like that um that that's can be said of our police department too because these little islands off it's kind of you're not like driving by and driving through you actually have to think, oh, we have to drive through the city to get there to police it.

[01:28:58] So, I mean, that's just something that I get it. But I'm still open to all items on the road. I guess I lean to just I don't want to be in the road owning business that it should be done. And we might as well just accept that and handle the cost and get it done.

[01:29:16] That's where I'm at. But I'm not close to the idea of maybe having the flexibility if we own it and what that could mean. The only other piece, has there been talk of, or how it would connect in your connectivity piece, the pedestrian bridge that would link over to Pantops is not dead.

[01:29:36] Where we're at, we're going to be requesting a raise grant on that to try to figure out the engineering costs. So having that connection from Pantops, from a bike ped standpoint, it was specifically the location of that bridge was designed to empty into this area.

[01:29:54] I just don't want that to be lost as we're considering this, that that could be a future connectivity piece as we talk about getting around that we want to be planning for that. Because, I mean, I don't think it's going to happen in the next five years, but I think that bridge will come to be at some point as both because it's still alive and well.

[01:30:15] It's just now trying to figure out how to get it funded and what the best way to do it is. Thank you. Thank you. Supervisor Malek. Thank you very much. Great to see you both. So, really exciting to read, and I take great comfort in many things, and a lot of them I'm most comfortable, I want to emphasize to you, and there are some concerns.

[01:30:35] So, similar to what has been said in some cases with others. Regarding the low, starting at what's most recent here, from the VDOT work and what ACSA is doing is not going to jeopardize in any way the VDOT care.

[01:30:52] It's just going to resurface and make, so that first run of striping sounds wonderful because that will at least provide the illusion of a safety zone for pedestrians, not a real one, but at least a place where hopefully they'll be able to move around more safety, safe-wise.

[01:31:11] The Arts and Cultural District is something which other parts of the county have also been very interested in, and especially, and I'm making this up because I don't think it's real, but if it came along with a land-use property tax program to help to control the cost and therefore prevent the gentrification from happening, that would be spectacular, but that's something the legislature would have to help us with.

[01:31:36] But there are lots of industrial artisans. I mean, there's a metal crafter in there who could not operate in a normal studio. This person could not work at McGuffey or in a private place because they need very high ceilings and very big places and concrete floors and where steel stuff can crash to the ground and not cause the problem.

[01:31:56] So it's a delightful mixture of, I mean, the scientist who makes the concrete ponds that are made for making reefs, and those kinds of uses just can't go other places. So I very much appreciate the work that the longtime family owners of many of those buildings there have been carrying on on their own, and it's really important for the county's exuberance to make things better to not take over and because these folks really have been doing the placemaking building themselves for years and so my question when we got to when Rachel started with placemaking

[01:32:35] is placemaking for whom you know it's for the people to in my opinion I would prioritize the people who they are not trying to import hordes of tourists to come and do something on that level To me, the woolen mills, the willow tree effort was almost separate in my mind from what happens on the rest of Broadway because the uses are so different.

[01:32:59] And so I want to make sure we respect that. I have also heard to myself of, you know, please don't help us too much because they're very worried about the consequences of that. Just as many are worried about the consequences of a VDOT curb and gutter road that's going to cut down every tree that's in this picture.

[01:33:17] If you're going to go to 40 feet carbon gutter and sidewalks and all that stuff that will really take away so much of the uniqueness and the sort of small village approach. The complementary uses, I think Rachel mentioned primacy of creative and industrial uses, absolutely all caps, 100%.

[01:33:41] Complementary uses tend to take over very quickly. And using the term market values, if this is going to happen anyway, so we may as well give up now, I will build barricades. you know, against that mindset at all possible times because we can't give up.

[01:33:58] We have to, I appreciate that we're going to think about acting now before things happen that are out of our control. Removing residential was, my note from doing the homework was remove the residential from the comp plan because that will take over.

[01:34:14] As we've seen every other time, every other light industrial property that's come under attack in the last 15 years has been let's get the quick money grab and let's put apartments there. And sometimes the boards in place have actually said, no, we're not going to do that. And I hope that we will continue to be protective in that way because we can't then come back and say, well, we need more place for businesses to go if we've just given it away to somebody who wanted to turn it over, flip it and turn it over.

[01:34:45] Let me run down here. I have a few more things. There is sort of a small town feel in this neighborhood that I think the people who live there really or work there really value all the different kinds of businesses who are there and work together on so many things. So similar to what happens in you know small towns or villages in my district they're becoming overrun and that original flavor is getting smaller and smaller and people long-time residents and newcomers who came to town because of those values are concerned at

[01:35:23] what's being lost so we have a chance to keep those things you know I just talked for years about context sensitive roadways and I think if we start to raise that again it's new stuff there now since five

years ago and so i think we need to use that as a good push it's their own words they say they're doing this but i would like to see them doing it a lot more and not getting in the way on this, and avoiding intensification of the zoning use. And to me, the extra height

[01:36:00] set off alarm bells, because that means what could suffice fine for people sharing an undeveloped roadway now becomes overrun with delivery trucks or personal vehicles zooming up and down. So that's a concern, and I think I have gotten to the end of my list. Thank you all very much.

[01:36:20] - Thank you. Supervisor Pruitt. - Thank you. Like the other folks here on the dais, I also adore this community. I find myself walking through it frequently. I'm a runner, so I'm often on the Havana trails and just pop out there and just walk around for a while.

[01:36:37] So it's a wonderful community, and I share my colleagues' desire to preserve the special character that makes it that. I would like to have, I have a few actual questions here. So I know from prior discussions that there's some amount of frustration of uses currently, namely around the existing residential properties, which I believe are mostly those triplexes on the northern end and the nearby water treatment facility.

[01:37:11] I'm curious if there are additional frustrations of uses. You know, we talk about zoning as designed to mitigate frustrations of uses, and we also have highlighted several times what an eclectic mixture of uses are currently there. So in your observations, I would like to know if there's any existing friction points that we might accidentally exacerbate. I didn't hear any come up that are happening today. The concern about if additional residential comes, that there would

[01:37:47] be friction. We talked to one of the brewers down there and they were just talking about how you know people like living near breweries because they like going there but the act of brewing is intensive it does make noise there are odors associated with it so that was brought up though I don't I didn't hear that from any of the residents that we talked to of things going on today one concern from someone in a neighboring community I think was noise like if there's going to be a lot of events happening they were just questioning like are there are there going to be additional tasting rooms? Are there going to be events and weddings and things down here?

[01:38:27] So noise was brought up, but I don't know that it came from a concern of things happening now. In this presentation, I know that the arts, thank you. In this presentation, I know the idea of an arts and cultural district was broached in the context of possible tools to mitigate rising rents because of improved amenities. It's not immediately clear to me how those link through, unless it's, as Supervisor Malik suggested, possibly some kind of land use. If you were

[01:39:01] engaged in some kind of productive artistic activity, there is a reduced tax burden. Is that the rough concept, or am I off base here? There are a lot of different things, different ways the county could approach an arts and cultural district. I'm not an expert on them, though we We plan to dig in a little bit more, but I know tax rebates is an opportunity that the county could explore.

[01:39:27] So if there are certain criteria that a property owner is meeting to support arts and cultural uses, there is some amount of tax abatement that you can do. I don't know the specifics right now, but we're going to do more research if that's something you all are interested in. I, thinking about that as a concept off the top of my head, one concern I might just highlight is that the more and more intentional

art spaces become through the assistance and creation of government, the more and more that they become places that are being captured by the most entreprenuring artists,

[01:40:07] maybe the most business savvy and well-educated, but not necessarily the artists of the community, right? It becomes an increasingly intentional space and art isn't necessarily intentional in that way, if I'm making my point clear.

[01:40:23] So that would be something I'm mildly concerned about, but not overwhelmingly. I am not clear. If VDOT retains control of this road, it is not clear to me that we actually have any tools or levers to drive the improvements that we're talking about, right?

[01:40:43] Like our relationship with VDOT is mostly through filing smart scale projects and hoping that they get selected. Outside of that, as a toolkit, I'm not sure if we're even talking about even the near-term improvements. I'm unclear how we reliably get there on any kind of meaningful time frame without taking over the road.

[01:41:05] This would probably be more of like a revenue sharing kind of project. I would think so, not a smart scale. It's more of a small, it's how you get some of the smaller ones done. I mean, smaller, like the Perkmar to Airport Road is going to be a revenue sharing type of project, even though that's not small.

[01:41:24] This one, who knows what the VDOT cost would be, but I would imagine that would be kind of the avenue for us to do that. Not to jump in, I just... Thank you. Our partnership, PPP. I did have one additional note. We've talked several times about the tension between residential and its ability to price out the very things we're concerned about.

[01:41:47] We've also all talked about the idea in various ways and from various angles of supporting artistic activity and a possible arts and cultural district. I know something that we see in other localities, normally places that have significant legacy buildings, are the idea of live-work artist lofts.

[01:42:06] The idea that this is something that is zoned specifically for people who are engaging in artistic production, but they are also permitted to sleep there. there are communities that do rely on this to create kind of an organic and affordable place that people both live and produce art. I am not sure if that would be feasible without the kind of legacy infrastructure, because these are normally in large warehouses. I'd be interested if that is something that is workable in this space, because it does seem to potentially tackle

[01:42:39] a number of the concerns we have simultaneously. That's more submitted as just something to chew on. I don't know if my peers on the board would support that, but that's something I see as potentially an opportunity if it is realistically feasible. I don't know if this is something a developer would bite on, but it seems intriguing. Also, I would just like at some point data on the existing rents of the current residences. There's not many of them. I believe it's literally just the three triplexes on that one street. If I'm mistaken, please correct me, but that seems like

[01:43:14] it. We talk a lot about displacement. I'm not sure how realistic that is. I don't know realistically what the going rents in that neighborhood or the adjoining. I mean, the immediately adjacent neighborhoods are almost entirely very affluent single-family neighborhoods, the ones that are in Charlottesville. I know the ones that we have here in the county, I believe, are rentals and are slightly more modest, but I don't know actually what kind of neighborhood texture we're looking for for the actual residential folks there. I know what it looks like, but I don't know what they're paying. That's all I have. Thank you so much for this presentation. Thank you. I'm going

[01:43:52] to try to interweave comments and sort of some sense of coherence to what we've got here. I think I'm hearing that this idea of obviously using the ACSA's improvements as an opportunity to get some clarity on this road is definitely of interest. But taking over the road, I'm hearing a lot of trepidation about taking a road over from VDOT, even though I recognize that we're looking for as much flexibility as VDOT might offer so that if we can put in some sort of pedestrian way, we don't

[01:44:28] lose the ability for large trucks to make their way up and down this road and to turn into the different areas. So that's going to be a tough way to go to negotiate. And I see Ms. Shepard's here, So I can continue this discussion, but just I'm not sure what the rules will be as far as that goes.

[01:44:47] But I definitely hear the sense that this is a VDOT road, but we want some flexibility in how this would work. Also, I'm hearing a lot about gentrification and a concern that it's a light industrial area. But before going sort of there, I want to make sure everybody's sort of in agreement somewhat, if we are.

[01:45:09] Is there a slide that shows the current zoning and the comprehensive plan again together? I know it's in there. Okay. So I'm just trying to understand better here. This comprehensive plan actually showed the area just to the northeast as closer to the river as a neighborhood density.

[01:45:30] Is that right? The comprehensive plan on the left has a mix of neighborhood density, which is yellow, and then green space, parks and green space, parks and green systems, actually, I think it's called. That's because there's some floodplain and slopes there.

[01:45:46] But, yes, that's what the yellow is on the map on the left. Okay. But that's currently light industrial? It's currently zoned for light industrial, though those yellow parcels on the right are R2 residential. So some of it is residential. That was the green space. That's right. And then, if you would, the use of the word mixed use, I guess this is all basically the community mixed use and the mixed use is the Woolen Mills site, so that's kind of developed.

[01:46:14] That's right. Okay, great. You know, I agree with what I've heard that I'm concerned about losing light industrial space and recognizing that this is also a great place for possible connection to artisans community. I also recognize, though, that we're near the river and that offers a little higher value, I guess, in some respects for people to live and to live near work.

[01:46:41] So I agree that I'd like to hear more about what an employment district is and whether that actually has any bearing on the live-work ideas that Supervisor Pruitt was bringing up. I recognized that, you know, the light industrial uses should, I agree, dominate this.

[01:47:06] The Planning Commission talked about possible economic incentives for this area, but I haven't actually heard anything about the Economic Development Authority or Office of Economic Development being involved in any of this so far.

[01:47:22] I don't know if you can speak to that. Yeah, they're actually the leaders of this study. their office is paying for it um so we've been working very closely with them um you know they have limited staff and they they've been coming out to the meetings when they can but kind of leaning on us to take a lead and can be out there in the community but we frequently check in with them and they've been informing um our work okay thank you um i've looked to the board for additional comments supervisor galloway well i'm just a piggyback on that because i i did forget to make

[01:48:00] that comment the local business incentives is one of your opportunities on your business retention and I would think that seeing the JT and barrier here as we approach you know the the refreshing of project enable just in much the same way that later this month we're going to be talking about how we incentivize affordable housing like the displacement consideration here was the rising values for the business and them getting concerned about how that could move them out we would have to help incentivize that. I think we're at that point in our economic development growth in the

[01:48:37] county where we have to start thinking about Albemarle Economic Development is not just putting you in the direction or connecting you to those that could help you get grants and things like that, but we start putting actual things in place that we have to pay for to help incentivize keeping business where it's at in much the same way that we're considering it for housing and residential. So I think the place for that could be in the discussion when Project Enable gets refreshed and to say, well, what are these actual incentives? Do we have to come up with a budget for that? And not maybe just have it be tax rebates. There are other things that we could do

[01:49:13] to help. So that's something that I wouldn't anticipate you guys wrestling with that and figuring out what those things are. But the economic development team and the rest of us, obviously, when we do project-enable, refresh, and maybe that's in comp plan discussions as well.

[01:49:32] I don't know. And it's certainly in budget every year. We'd have to start thinking about that. So, thank you. Supervisor Mellon. Yes, just to follow up, looking at this image on the right, these yellow parcels in the circle, are those in the city or the county? Because I thought the city was both sides of East Market Street. Those ones are in the county.

[01:49:53] What was that? That's a surprise. they are in the county and there are their neighborhood density right now and that's over the crest of the hill basically i guess where the blue and the yellow come together is the height of land and then it slows down does that make sense or not i'll go down and visit i've hung around a lot down there so i was not matching my memory the image on the right if you drive down east market street all the way to the end and you start seeing signs that say turn around do not

[01:50:26] it's a Broadway this way you're in the county yeah oh that last block oh yes okay yes now because that's the differential so there's two or three lots then okay thank you um and that's helpful thank you yeah the only just i want to remind people that we are in a earlier light industrial rezoning matrix development thing some number of years ago there was the addition of residential in support of the light industrial and this was brought to the idea was brought forward by the

[01:50:58] research business sector who said we often have to have staff on hand 24 hours a day and so this would be possible just within the last year there's been some entrepreneur applicant person who said well see it says residential here so we want to go residential and forget the light industrial and that is a real concern to me so there needs to be a pretty ironclad link if we're going to do anything like that and not leave it open to interpretation thank you thank you are any further comments from the board sure they feel like yeah i'm going in that's my next comment

[01:51:36] the question is uh mr bennish mr richardson uh almost do you have what you need at this point i hope i guess one thing i'm seeing this slide here reminded me when i was doing my homework i thought We need to recognize Morse Creek is going to be there.

[01:51:55] That's not something that's negotiable. So I know it's come up about all the various existing whatevers, but I don't see that going anywhere. Thank you. Yep, we're done. Thank you very much for your input.

[01:52:11] We'll be going to meet with the city soon just to kind of check in with them based on the comments we hear from the commission and you. Get them working to wrap up a final document and bring that to you by the end of the fiscal year. Thank you. It's not intended to be adopted as part of the comprehensive plan, as the consultant said.

[01:52:28] It's going to continue to be a study document, but the input for it will be very useful for the comp plan, zoning ordinance, project enable in the future. It'll be used in that way, but it will not be an amendment to our comprehensive plan. All right. Thank you. Thank you very much.

[01:52:43] Great to see you both. Board, we are actually scheduled at this point to take a 15-minute recess. And I think that we were slightly ahead of schedule, so that's great. But 15 minutes, people are here for the next part, so thank you.

[02:09:06] Our next item is the Transportation Planning Quarterly Report from Principal Planner, Ms. Jessica Hirsch-Ballering. Welcome. Thank you, Chair Andrews, and good afternoon, members of the Board of Supervisors. Jessica Hirsch-Ballering, Principal Planner for Admiral County Community Development.

[02:09:24] Today, I'm going to be presenting the highlights of our Transportation Planning Quarterly Report, covering the months of October through December of last year. Before I really get started, I want to introduce our newest staff member, Tanya Swartzen-Druber. She comes to us from Austin, Texas, where she has over a decade of planning experience in both the public and private sector.

[02:09:43] She is going to be serving as our long-range and transportation planning manager. So we're really excited to have her, and I hope you can talk to her soon. All right, so in our previous quarterly report we wrapped up smart scale 2022 and with this report we began discussions of smart scale 2024. as a reminder the smart scale grant program is the primary method for funding large scale transportation projects in virginia smart scale doesn't require any local match however local funds can be committed to any project to improve the cost benefit analysis and the likelihood that the project will be funded so admiral county the thomas jefferson planning district commission

[02:10:22] and the charlottesville admiral mpo can each submit up to four project applications per round pre-applications for this round are due april 1st final applications are due august 1st and before that date we will be coming back to the board of supervisors requesting resolutions of support for all of the projects that would take place in admiral county lastly to remind everyone of the long timelines associated with transportation projects for projects that are submitted with this round and receive funding in this round, that funding is not guaranteed to be available until summer of 2029. Sometimes projects are fast-tracked, so it's possible that work could

[02:11:00] be done sooner, but summer 2029 is when the funding would be programmed to be available. Okay, so Admiral County relies heavily on technical assistance from our VDOT colleagues to prepare our smart scale applications. So we've been discussing potential projects with them over the last few months. The seven projects listed here are our highest priority, and we think that they're likely to be competitive

given the recent smart scale policy and scoring changes. We haven't yet determined which projects Admiral County will apply for versus the projects that the PDC or the

[02:11:33] MPO will apply for on our behalf, but this is the comprehensive list. So each project will appear on the map on the right as we discuss it with its number. So first, we have number one there. One is Rio Road and the Hillsdale-Northfield-Old Brook intersection improvements. So there are two intersections very close together. We have the Rio and Old Brook intersection really close to the Rio-Northfield-Hillsdale intersection. This project would construct a double roundabout at the intersections to improve safety and efficiency, basically creating one big intersection. This

[02:12:09] would also add shared use path on the north side of the project area. There's existing sidewalk on the south side of the project area, and there would also be pedestrian crossings for all legs added. This project was identified in the Rio Road corridor study. Next, we have project two down at the bottom of the map. This is our US-29 and Plank Road intersection improvements. This project would construct a restricted crossing U-turn or R-cut so that all vehicles coming from Plank Road would need to turn right onto 29. If they had wanted to make a left onto 29, they would need to make a U-turn at a dedicated median opening a little bit downstream and then continue the way they wanted

[02:12:47] to go. This project was identified by a VDOT safety study. Next, we have Project 3 out on the west side of the map. This is the Old Trail Drive and US 250 West intersection improvements. So this project would construct a roundabout at the intersection of Old Trail Drive and 250. This includes the entrance to Western Admiral High School. This would be a resubmission of an application that was submitted in Smart Scale 22, but was not funded. Next, we have Project 4, as you can see on the screen. This is the 5th Street and I-64 interchange improvements.

[02:13:26] So this project is a big one. It would reconstruct the existing unsignalized diamond interchange as a diverging diamond interchange or some other improvement. This project would include a shared use path and pedestrian crossings within the project limits. Next, we have Project 5, the Barracks Road Improvements Package. So this would be a package of improvements to address safety and efficiency concerns on the Barracks Road corridor between Georgetown Road and Emmett Street. The exact improvements are currently being determined as part of the Barracks Road

[02:14:00] Project Pipeline Study, which we're going to discuss later in this presentation. We have Project Six, the Ivy Road Improvements Package. So this project would also be a package of improvements to address safety and efficiency concerns this time on the Ivy Road corridor between Ednum Drive and Emmett Street. The exact improvements are also currently being determined as part of the Ivy Road project pipeline study which we will also discuss later. And lastly we have project seven the Pantops improvements package. So this project would be a resubmission of two projects that had

[02:14:36] been submitted separately in the previous round of SmartScale. So the projects are the U.S. 250 and Rolkin Road pedestrian improvements and the U.S. 250 and Peter Jefferson Parkway intersection improvements and park and ride. So those two projects were the result of an earlier VDOT project pipeline study. And in the last round of SmartScale, the Rolkin Road project was not awarded funding, but it had scored pretty well. And the Peter Jefferson Parkway project was initially awarded funding in the staff recommended scenario, but was ultimately removed from the final consensus funding scenario and replaced with the District Avenue roundabout. So neither of those

[02:15:13] were funded last round. They both scored pretty well, and we think this package of projects will be competitive in this round. So now I'd like to move on to revenue sharing. So VDOT's revenue sharing grant program typically funds small and medium-sized transportation projects, especially compared to the larger projects, typically funded by SmartScale. This program accepts applications every other year, alternating with smart scale applications. There's also a 50-50 match. So for every dollar we request, we have to have that much in local match. So in October of last year, Admiral County submitted three final applications for revenue sharing with a total request of about

[02:15:52] \$7 million. Those three projects were the Berkmar Drive extension to Airport Road, Commonwealth pedestrian improvements, and Berkmar Drive bicycle and pedestrian improvements. So there are brief descriptions of these projects in your written quarterly report. You've heard me describe them before.

[02:16:08] I'll save you the time, and I won't describe them right now. All three projects have previously received revenue-sharing funding. However, because of cost increases or because the project was only partially funded initially, additional funding was requested to complete these three projects.

[02:16:23] We should know in the next few months whether these projects will receive funding. All right, moving on to the Virginia Highway Safety Improvement Program, or VHSIP. So VHSIP uses state and federal funds to advance highway safety improvement projects that have the greatest potential to reduce the state's roadway fatalities and serious injuries.

[02:16:44] So Admiral Cunney doesn't apply for VHSIP funds directly. Rather, we collaborate with our colleagues at the local VDOT office to discuss potential projects, and then VDOT applies for those projects on our behalf. This round, we applied for the five projects listed here.

[02:17:00] Again, brief descriptions of these are in your written report. We don't know which projects have been funded yet, but we should actually know that in just the next couple of weeks. All right, so this slide is a not-so-quick overview of some of the other planning efforts that we're juggling right now.

[02:17:17] So first, we have the Three-Notch Trail Shared Use Path Master Plan. So back in 2022, Emerald County was awarded a \$2 million planning grant through the Very Competitive RAISE program to develop a master plan for a shared use path that would extend from the Emmett-Ivy intersection in the city of Charlottesville across western Albemarle County through the Crozet area and into Nelson County where it would eventually meet up with the popular Blue Ridge Tunnel Trail.

[02:17:47] So we now have a final grant agreement that, yes please clap, it was a lot of work. We now have a final grant agreement that is in the process of being signed by both the county and FHWA. So community development staff have also worked out a schedule with the procurement office, and we're currently planning to release the RFP looking for a consulting team for this project in the first week of April. With that timeline, we would expect work to begin on the project in earnest in August. So Freebridge Lane. Following direction from the board at their March 1st meeting, community development staff have been working with parks and recreation staff

[02:18:24] to develop a pilot program for this this promenade. Community development and parks leadership have received a memo outlining three potential options for implementing the pilot program and their associated costs. The simplest option includes only the minimum improvements and modifications needed to implement the pilot program and it would cost in a range of about \$50,000 to

\$80,000. We would also need to ask VDOT to discontinue the roadway which would have no immediate cost associated with it other than administrative staff time. We're still working to identify where the funding would come from to implement that pilot program. Move Safely Blue

[02:19:04] Ridge is the TJPDC-led planning process to develop a regional safety action plan. It's being funded partially through the federal Safe Streets for All grant program with Admiral County and the other jurisdictions in the PDC area providing the local match. You heard from Curtis earlier this meeting about the benefits of a safety action plan and voted to support the resolution of commitment to roadway safety. So far in this planning process, community development staff have attended the first working group meeting for this project in December, the regional safety summit in early January, and we will attend another working group meeting in late February. So work is going. Next, the Fontaine

[02:19:43] Avenue interchange smart scale project. So this project was funded in a previous round of smart scale. This project would replace the existing unsignalized diamond interchange at the Fontaine and 29 Bypass with what we're calling a partial DDI, a partial diverging diamond intersection.

[02:20:01] Recently, stakeholders have voiced concerns that the design doesn't meet the long-term needs of the corridor, among other concerns. So VDOT staff have looked into these concerns and they've developed some potential alternatives to the funded design. A bit more background on this project, The MPO actually submitted the application for this project, so any decisions regarding moving forward with either the previously funded design or choosing an alternative will need to be officially made by the MPO Policy Board.

[02:20:30] Just a reminder that that membership includes two Admiral County supervisors. So the MPO Policy Board received a presentation from VDOT at their January meeting, and they will be asked to vote on how to move forward at their meeting on February 28th. However, since the project is in Admiral County, staff will return to this board on February 21st to discuss county interests in how to move forward with the project.

[02:20:57] All right, next, Plank Road through truck restriction. So following interest from local residents, the board voted at your September 6th meeting to request VDOT investigate a potential through truck restriction on Plank Road between US 29 and 250. The local VDOT office has completed their investigation and have recommended the through truck restriction, but I want to emphasize that that doesn't mean the truck restriction is in place yet.

[02:21:23] So the next step is for VDOT's central office to complete their review of the potential restriction, and they are also currently taking comments from the public and the trucking industry. If they agree that the through truck restriction is warranted, the VDOT commissioner will ultimately sign off on the through truck restriction.

[02:21:38] So we'll just keep you updated as we know more. Secondary six-year plan and the rural rustic program. So the secondary six-year plan funds our rural rustic program, which is how the county paves unpaved rural roads. In order to qualify for the rural rustic program, the road must meet specific requirements, and two-thirds of the residents must agree to paving the roadway. Community development staff have sent letters notifying residents on Glendower, Burton Lane, Burton Road, Blair Park Road, Starlight, and Henderson Lane, that their roads could be paved. And we're awaiting comments to determine if they

[02:22:16] want to move forward. Staff will discuss this with the board in more detail at a work session on April 3rd. Transportation priorities. So staff continue to work on an update to the transportation priorities list and expect to return to the board of supervisors in late spring or early summer with more information. And lastly, the comprehensive plan. So transportation planning staff continue to work with the long-range planning staff to update the transportation, or sorry, to work on the transportation elements of the comprehensive plan update and the multimodal plan. So this board will receive a presentation and have the opportunity to offer feedback on the draft goals and objectives

[02:22:56] for both rural area and development area land use and transportation chapters at your March 20th meeting. Getting close to the end. So lastly, let's talk about VDOT's project pipeline program and the two ongoing studies in Amarillo County. So the VEDA Project Pipeline Program is designed to develop a pipeline of high-priority projects that address identified V-Trans needs and may be considered for implementation through smart scale, revenue sharing, or other funding opportunities.

[02:23:24] Like I said, there's two projects currently ongoing in Amarillo County. First, we have the Barracks Road Study, which is intended to identify improvement projects to address transportation concerns along Barracks Road between Georgetown and Emmett Street. In our previous quarterly report, we noted that a site visit with county, city, UVA, and VDOT staff had been completed, and an online public engagement survey was underway, and staff had discussed potential improvements for the corridor with the consulting team and other stakeholders.

[02:23:54] Since then, staff has received more detailed information on feasibility of potential improvements and offered feedback on county interest in those improvements. Next steps include additional public engagement, either in person or online, and another stakeholder meeting before the consultant's recommendations are finalized. The expectation is that the county staff will receive those final recommendations in time to apply for funding for all or a subset of those improvement projects in this round of SmartScale. And the second project pipeline study is the U.S. 29250 Ivy Road study. This study is intended to identify a suite of projects to address

[02:24:33] a variety of transportation concerns along the U.S. 250 Ivy Road corridor from Ednum Drive on the west to Emmett Street, as well as the adjacent Old Ivy Corridor and the 29-250 interchange. In our previous quarterly report, we noted that this Ivy Road study, similar to the Barrick study, had completed a site visit, had online engagement survey going, and staff had discussed potential improvements for the corridor. But unique to the Ivy Road study is the addition of a corridor focus group, which is a group of key stakeholders and leaders living or working along the corridor. This group was added just because of significant public interest in the

[02:25:10] project. This group met once in August and again in late October. Staff has received more detailed information on the feasibility of these potential improvements and again offered feedback on county interest. Next steps again include additional information sharing and stakeholder discussion as well as additional public engagement before the consultant's recommendations are finalized.

[02:25:34] One difference between this and the Barracks Road Study is that this is a really complicated project and it's just moving at a slower pace than expected. So it's unlikely that county staff will receive all of the final recommendations in time to apply for funding for these with this round of SmartScale. We may be able to apply for a subset of those recommendations.

[02:25:52] And if not that, we will be very well prepared to apply in the next round of SmartScale in 2026. And that completes the presentation. Thank you. Thank you. I'm sure there are questions and comments. So we'll go through our order. supervisor lapista wow thank you very much really appreciate the in-depth discussion i did want to ask about the uh secondary six-year plan you said that if if everyone doesn't agree not not the board

[02:26:27] but if if the people who are who are asked do you want these roads paid paid or not or because i understand it has to be two-thirds approval by the residents who live along the affected area because I've gone through that if they don't agree that then those monies would be put maybe towards something else um the money would be used to pave other roads where people want them paved yes all right and I did want to ask about the uh two the pantops improvement package that looks

[02:27:01] like it's we've been waiting going forward I keep telling people it's coming it's coming and I keep saying it's delayed, it's delayed. So just wanting to know if that is moving forward. So it's moving forward as one of our potential applications for this round of smart scale. Unfortunately, neither project was funded in the last round. So this will be our next opportunity. Right.

[02:27:26] And Kevin wants to. Sorry, Kevin McDermott, the Deputy Director of Plain. I just wanted to confirm it sounded to me, Supervisor Pisto Curly, you may have been referring to a previously funded project on in Pantop's corridor, the one that improves the Route 20-250 intersection, and the access management throughout the length of that.

[02:27:49] Is that what you were asking about? Right, from Rolken Road to 20. Yes, exactly. Okay, so there are two separate projects. Jessica was previously speaking about a future application that we're going to make for one further east on the corridor.

[02:28:05] The one, the 251, the corridor and Route 20 intersection improvements is still moving forward. I think that I don't have the exact date for that. I think it's supposed to begin in 27. But we are getting close to a public hearing on that.

[02:28:21] So I just wanted to clarify about the two different projects. Okay, so the one that Jessica was referring to is for Broken Road going east. Yes. So for the, that's correct, from Rolken Road East is the new application that we're looking to submit.

[02:28:39] Rolken Road West was previously funded. The public hearing is expected later this year for that funded project. And according to VDOT, construction is expected to begin sometime in fall of 2027, is their estimate on that one.

[02:28:57] And the last question I have was regarding Freebridge Lane. You said it would be about \$50,000 to do the minimum, along with asking VDOT to give us abandon the road. Discontinue.

[02:29:13] Pardon? Discontinue. Discontinue the road, give that to us, and the minimum would be to be able to get gates or bollards up there, which would then provide for people to be able to ride, bike, walk safely. Okay. I think that would... And then later on, we can slowly start doing improvements and such.

[02:29:34] Is that correct? That's correct. Those are all my questions. Thank you. Thank you. Supervisor McKeel. Yes. Great presentation. Thank you very much. Lots of information, but really good presentation. I just have a couple of questions. The Commonwealth Drive, Dominion Drive, pedestrian improvements. Can you update us on that particular i see the the report here in the on page three but just seems like we've

been working on that for such a long time and staff has done such a lot of work on those that so just give me

[02:30:10] a couple of where do we stand with that as far as yes this is one that we chose exactly okay so so just a quick reminder for anyone who needs it the commonwealth pedestrian improvements would construct sidewalk segments on Commonwealth from Hydraulic Drive to Peyton Drive, as well as on Dominion Drive from Commonwealth to 29. And the goal of this project was to really, in addition to pedestrian improvements, really highlight transit connectivity. So this project has, you're right, staff have been working on this for a really long time. We are so grateful to our colleagues

[02:30:44] in Fez for all the hard work they've done on this project. It's still coming up a tiny bit short in terms of meeting the budget so what we did is we submitted this revenue sharing application we're just requesting the tiniest amount of money um and we're very hopeful that it will be it's a priority one project we're very hopeful it will be funded and once we have that additional funding we can move forward and finish it up so when you say the tiny amount that's the 637 i think it ended up only being about two hundred thousand dollars oh of that yeah okay so that even less than that that's great yeah okay thank you very much for that my cac will be very interested

[02:31:23] i can get you the exact numbers um by email yeah that would be lovely because we have a meeting uh next week yeah and i can update that's great and the other one is of course the lambs lane campus loop road which is new and i understand that and it's a little bit i don't want to maybe confusing is not the word but it's a collaboration between the school division and county government based on the road on hydraulic and then the loop road on the campus.

[02:31:51] Could you sort of update us on where we are on that project? Yeah, so I cannot remember exactly what happened over the summer and fall, but I know that we have a meeting coming up in the next week or two that's being planned where we're going to determine the best alignment for that loop road.

[02:32:13] I think I saw Mike Stumbaugh in the audience if he wanted to pop up here and offer any additional background on that project. Or Kevin, I see Kevin's sitting there maybe. So there is a meeting that's being planned. That's great to know because I know that had been requested.

[02:32:30] And Kevin? Yeah, thanks. So we are still working. We are under contract with the consultants. They had provided some initial design of that, which we did share with the schools and the public as well.

[02:32:47] And at this point, we put a small pause on that to wait until we figured out where schools wanted to go with their high school center to. So we were trying to figure out where they were going to locate that, which was very close to the potential alignment of the corridor or of the new loop road.

[02:33:06] Now that we know that, schools has come back to us and let us know where they want to place high school center to. And so we're able to kind of finalize that alignment study and also the recommended intersection improvements where the new Lambs Lane Loop Road would meet hydraulic.

[02:33:24] We are sitting down with the consultants and our team with Fez in the next week or two to go through that. Then we'll have that final document that we're going to use that we can start moving forward if we wanted to look for additional funding for the loop road or the intersection improvements.

[02:33:41] That's great. And I was thinking that the final draft of the consultant's recommendations was out, but you said the final is not. Correct. We've seen a draft of some of their alternatives that they looked at. That was not the final version. Like I said, we're just waiting for the confirmation from schools before we finalized all the details on it. We expect to see that shortly. Okay, great.

[02:34:05] That clarifies it. Thank you very much. Those are all the questions I have. Supervisor Galloway. Thank you, Jessica. The Hillsdale meeting Rio Road, the dual, the bean, the peanut barbell.

[02:34:22] My question here is that, and understood, that's in the corridor study, but is it still on the priorities list, the realignment of Hillsdale to Putt-Putt Lane? This is my conundrum with, I want to get this intersection fixed, but if at some point we're going to realign Hillsdale to Rio, Is this still the best treatment for this intersection if all the volume on Hillsdale is getting rerouted to a different part of Rio?

[02:34:49] We will make sure that VDOT considers any other options for how that realignment might impact what we're proposing at the current intersection of Hillsdale and Rio. but at this time we don't have a way forward with the future Hillsdale realignment we're still you know there's still a lot going on it could be a ways down the road whereas this intersection is a high safety priority for us we have a significant number of serious crashes and crashes there and

[02:35:25] it also addresses a lot of the pedestrian concerns so I think at this time we're looking to move forward with this and in the future deal with the Hillsdale. There'd still be, just forgetting the realignment project, there'd still be a road coming up to Rio where Hillsdale currently empties. It just wouldn't be the main connector. But everybody driving from south who are going to Belvedere and Dunlora and Rio Road East would all be still going that old road to take it right there.

[02:35:55] Yeah, absolutely. That proposed Hillsdale realignment that came out of the Rio 29 study, that would remove some of the traffic from that intersection, but not all of it. That'll still be a major intersection. Well, I was happy to see that. I mean, obviously this intersection is for the reasons you stated. I'm glad that that is there. The town center, oh, before I leave, the smart scale options do you at the mpo sandy stone just in case i need head nods but i think

[02:36:31] it's been determined which ones can and cannot be under the new rules submitted so i think on this list of seven only two i think are possible for the mpo to submit um yes uh well the fifth street i-64 one is a potential submittal for them um maybe barracks road and then possibly barracks road or some specific elements of barracks road and ivy road or some specific elements of that yes exactly or because these are pipeline studies the the ctb actually voted that if vdot leads a

[02:37:08] pipeline study and we're making an application for that the results of that then the pdc can or the mpo is able to apply for that as well i think that's a new piece sorry this is sandy Aquifer, Director of Planning and Transportation at the TJPDC. The MPO or the PDC would be eligible to submit all of the improvements recommended in the pipeline study, but they would have to submit all of them as a bundle if they don't otherwise meet one of those criteria like being an interchange improvement. Gotcha. All right. Well, that's good. I didn't know that. And then the Pantops

[02:37:45] one, I want to point out, that would be another one that they would be eligible for because that was a previous pipeline study that had been done. I got it. I guess I'm presuming you guys are in, because some were like, well, there's a timing issue of whether or not they'll be ready in time, etc. So I just want to make sure the board's clear that of these seven, it's not like, oh, well, they get four, the TGPDC gets four,

and we get four, that we've got more than, we only get seven here. It ain't going to pan out that way in the math, that we'll get 12 projects in.

[02:38:17] We have to, I mean, right? Am I, is that a factual statement? Yes, that's absolutely factual.

[02:38:24] All right. Thank you for that. The Town Center Community Street, that was under the, was that under the VDOT safety ones? I forget where that one was at. Right there. Yes. I'm thrilled that this is in here. So basically this is leaving Harris Teeter and the Starbucks, take a right, hit the roundabout to get back to 29. Now it says extend the median to discourage left turns. So you could still make left turns out of there if we do that? I haven't seen any drawings. I'll have to get back to you on that. You can. It's the worst.

[02:38:58] The left turn, that might be the worst left turn in the whole time. I thought they'd been blocked off. I've been going around the block all this time. Okay, good. But if they could still make a left, I guess during non-peak times, that wouldn't be a terrible thing. But, I mean, that's really a bad left turn.

[02:39:14] So, I mean, I'm glad that's on here. So, when you get, maybe that'll be on the next update or something like that. You'll have more details on that. This, I'll probably wait until it carries up about the Hillsdale Greenbrier. I was happy that that's being included, but I think that's on VDOT's report.

[02:39:34] The signal optimization between Angus and Airport Road. Is this something that just has to be updated from time to time? You're referring to as part of the HSIP program? I think so. The Route 29. Yeah, there it is. The Route 29. That's from Angus up to Airport.

[02:39:50] Yes. Because we've done this one other time, right? But now it's just, I guess, you have to cycle it on a certain time frame and it's time to, because of other changes that we've made. I'm just trying to understand that. Great question. These improvements would be focused on improving safety.

[02:40:07] I'll let, maybe Carrie can explain that in greater detail. I think it's more a technical explanation. Gotcha. But that's the goal. Cool. Barracks. So the Lamb's Lane loop road, the green tea, got all that.

[02:40:26] will there my understanding was the study also considered potential improvements to the actual hydraulic road lambs lane whitewood road intersection but i'm not necessarily seeing that in the language that's listed here so is this project going to be the loop road the green tea and improvements to that intersection or is that intersection just going to stay as it is there were some small improvements recommended for the intersection you're describing um what how this breaks down depends on what funding sources we're seeking for each part i mean i guess if there's just going to be pieces of it it would be pedestrian

[02:41:02] elements i would assume because there's a lot of pedestrian activity going back and forth through that intersection so i'd hate to have i mean obviously i'm supportive of the land the loop road and the green tea sounds like that's a good idea the but to not to just not do anything at that main intersection, especially pedestrian-related, would be a lost opportunity as part of that project.

[02:41:26] Yes, exactly. So, I mean, I guess that's going to be an ongoing conversation as we continue to talk about it. All right. I think that's all. Thank you. Supervisor Malek? Thank you very much.

[02:41:41] Let me run back to the top to get my yellow stuff. Okay, here we go. Regarding the things that you're going to discuss on the 21st, update all the presentation that Vida made at the last NPO meeting.

[02:41:59] So as soon as is reasonable, please share all the materials with board members so that they can have a chance to digest things. Because I know that it's been around a few times and it'll be really

important. There were some great alternatives that were discussed at great length at the last meeting that I don't want any of that to be lost because the board needs to give direction about our priority for which one of these things goes forward.

[02:42:25] This is not just something that I get to choose. So we need to be ready for that on the 21st. So that's important. I did understand from the MPO meeting, but maybe I was wrong, that with these pipeline studies, the MPO can apply for the whole bundle, but if there were parts of it, the county could do that.

[02:42:50] That's great. That is right. Okay, good. So that leaves a little more flexibility depending on what comes in. Really exciting news about the Three Knots Trail. Thank you so much for that. People will be excited. I'm still hopeful that we'll figure out a way to be able to use rails and trails, which the previous governor gave away, but we have to try to get it back in order to be able to use that rail right-of-way all the way in.

[02:43:16] I'm still hoping for work. We'll support Mr. Kirtley here on Freebridge Lane, hoping for the phase one, put up a gate and get on with it thing rather than the Cadillac version sometime way in the future because I know that there are really great ways to do this very simple start C.

[02:43:37] The reason why I'm so supportive of that is that the users will show the direction that it really needs to go. Whereas if our planners or consultants tell everybody what should be done without having that knowledge, we may be spending a whole lot of money on something that isn't going to be used.

[02:43:58] So that's why I was thinking two gates and let people out there and we'll see what happens because it is a great place, wonderful place to walk. Okay, we did that. Blair Park Road, Rural Rustic. Is that beyond the railroad tracks, I hope, because the part between Jarman's Gap and the railroad tracks is the only part that I think has ever been dealt with, and the folks on the other side can't even get mail or any kind of address because VDOT won't take it, but I don't know if that's been solved or not. Thank you.

[02:44:31] I'll let Elberic answer that. Okay, super. Elberic Karina Plon, Planner for Community Development. I have to double-check the location of the tracks, but there is a part of the road that wears an end-state maintenance sign, so obviously VDOT won't go past that. I can double-check the location to see if it goes past the tracks, and I'll update you on that.

[02:44:50] Yeah, no, I mean, unfortunately, if they haven't moved the maintenance sign, then I'm cooked. Okay. Yeah, I did instruct in the letters that the paving does go through. It would go from Jarman's Gap to the end-of-state maintenance sign. Okay. Thank you very much for that. I will report, and I have some information to share with everyone who's watching the legislature.

[02:45:11] Loudoun County and others have put in bills to actually direct VDOT, with VDOT support, to use gravel road money for maintenance and engineering repair in order to not have to be paving stuff at huge expense when lots more roads could be improved with the same dollars that we're spending on one short length of paving for places. Lots of other counties are similar to many residents in Albemarle who do not want to give up their rural roads and are actually becoming magnets for gravel road bike riders and things like that. So there are so many different points of view on everything that we do, but that is something that I hope that will pass. We'll just have to see.

[02:45:52] Okay, did that. The Ivy Road Corridor, was the brewery moving into the old tractor place already on the radar for this because that's going to bring so much traffic and it was just announced recently in the recent um abc reports so i probably threw that away but i think one of the staff person who

responds is carolyn or somebody can fish that out for you out of the trash and send it over because i think this um salvage is going to open either a branch or moving

[02:46:24] from wool factory out there so look out um and i always roll my eyes when i read about signal optimization because it's worked great for years up to hydraulic and then bang so if it's making it a tenth of a mile down the road this time that's great but every morning I come into town I can get all the lights green all the way so we don't want to have anything happen to that in order to do something for the last tenth of a mile thank you thank you supervisor Pruitt thank you I was hoping

[02:47:00] you could talk a little bit more about the plans for the the possible diverging diamond possible something else on fifth street station something that really leaps out to me very familiar with the area is that it's has a component of a planned shared use pedestrian path within the area but if i'm recalling upstream when you're looking past stagecoach i i don't know that there's any kind of pedestrian or shared use infrastructure to support that that's where the actual residential activity that would be using that is. So I guess I'm asking could you help me get a little bit more

[02:47:37] texture on what this project's going to look like and also I am not aware of any plans to other than you know vague language in the comprehensive plan right now to to improve a shared use path upstream down down that road. Is there additional work this is planned to tie into or is this going to be an isolated pedestrian improvement? So it sounds like your question is mostly focused on the shared use path and pedestrian improvements. So I'll speak mostly to that. So the reason you see on the screen Starbucks to stagecoach is because that's where we already have shared use path

[02:48:11] planned for. Speaking of the north side, that Starbucks area is where we'll have one of the trailheads for the Fifth Street trail and hubs, hub and trails. And that would obviously be on the east side. I think we're talking about the west side for this shared use path. So there'd need to be some sort of crossing there as well. We don't have any sketches right now, but we will have sketches being provided to us by VDOT as we prepare this application, and you guys will for sure see those as those are available. Just to share maybe more with my board, my concern with

[02:48:48] this is that you do have several very high-density residential properties that I think we forget about right like um um eagles landing jefferson ridge uh cavalier crossing there's a tremendously large amount of people who live there and are incredibly isolated and i there's an element of me that is maybe slightly frustrated by the notion of putting in solid pedestrian infrastructure and connection to a trail hub to the to the future northern end of the biscuit run greenway without additional downstream plans to support that and actually help the people who live in that community connect to it.

[02:49:27] So that's just kind of what I'm trying to tease out with what I see with this project, which I otherwise am very excited about, very excited. I did have, I was hoping you could help me understand a little bit about what the timeline for next steps looks like with the Plank Road restriction.

[02:49:44] This is, I don't believe in my district, but I certainly get calls about it. So I see you've got a great kind of step timeline, but I'm not really clear what the actual like win on the calendar can we expect different elements of that to be occurring and what does that final enforcement action look like great so you're talking about the plan growth through truck restriction um i will have to follow up with you on exact timeline um i don't think it's we're not talking a year but i would need to get back to you on specifics sure this could come up in the

[02:50:19] next segment with that's all i am okay thank you um so one thing i get a little confused about and i understand that we've got these seven projects we have to figure out which ones are going to go forward with which sponsors if you will and there's a reference of course in the seven to the ivy road improvement package but in the discussion of the pipeline program project it's a ivy road and old ivy road study and so i just really am losing track of whether old ivy

[02:50:55] road improvements are considered part of this uh as well as ivy road so as part of the project pipeline study yes old ivy uh improvements were considered um so we have not seen their final recommendations of course um initial recommendations showed that uh any improvements along the old ivy corridor in particular were going to be very expensive and very difficult to implement it doesn't mean that they're off the table but it just means that they're they're difficult to

[02:51:26] implement okay sorry space oh yeah no I recognize that it's a very difficult corridor to deal with with the two bridges but I just was trying to understand whether the the smart scale efforts in that regard then don't really mention old ivy but I also understand that that's delayed and that makes it a little bit more problematic for how it would be submitted perhaps in parts if we have any parts ready, then I hope that something can be done because it's a two-year wait to go at it

[02:52:03] again. So I'll just make that comment. I want to second Supervisor Pruitt's concerns about connectivity to the area south of I-64 on the diverging diamond. I'm still not sure how the diverging diamonds... It's very different to do it over a bridge versus below a bridge, which is what went on at 250, but I'm still excited about the project.

[02:52:31] I also am at some point interested in seeing how the Plank Road R-Cut is going to work. It seems logical when I look south of Plank Road where it's wide open, but I go north of Plank Road and it gets very dicey really quickly with the topography at that location and the site distances.

[02:52:52] So I hope to hear a little bit more about that eventually. And those were my comments at this point. I really appreciate the report. It's always heartening to hear how many projects we're trying to juggle.

[02:53:09] Thank you. Supervisor of the Peace Department. Thank you. I have a couple questions regarding Plank Road. Even though it's not in my district, it peripherally can affect me, my district. The Plank Road intersection improvements, they are cut.

[02:53:27] I've been getting letter or emails from people that are still worried about the RCUT at Phrase Mill and Burnley Station Road. I don't know if Supervisor Malik has, but I've been getting emails saying, we hear this is going through.

[02:53:44] Is that not, that's not being considered anymore, is it? It is not being considered as part of our smart scale process right now. Uh-oh. But? I'm only saying that because I can't think of any other ways in which we are trying to move forward with that project, but I can, yeah. Okay. So I've been responding that no, this is not something, okay, that's good. And the truck restriction on Plank Road, is that going to be based on size or?

[02:54:13] Through the truck restriction. Pardon? A through truck restriction. A through truck, right. Even a through truck restriction, will it be based on the size of the truck or will smaller trucks be allowed? I'm going to pass that off to Carrie when she comes up.

[02:54:28] I was going to ask her that. Okay. And I'm asking for a definite reason. Carrie may know why. Okay. Thank you very much. Thank you. I think you go. Supervisor Malek. One quick follow-up question regarding the old IV improvements and the sort of disclaimer, because there was a very large zoning decision recently where I may not have been the only one who felt reassured by very strident comments from VTOT saying, we're on this, folks.

[02:54:56] We can solve this, folks. So I'm very worried about backpedaling on that part. And maybe I just don't have the right information, and that would be good. Thank you. Thank you. Supervisor Calloway. What was that connection to? What was that project? The 500-unit residential there.

[02:55:14] Oh, wow. Supervisor Malik mentioned this board with the Fontaine Avenue. Sean mentioned that he would have data that he was bringing back to the NPO about the median being closed versus the median being open.

[02:55:33] Will that information, do you think, be available when you come to the board on the 21st? I do not know. We're working with VDOT to get as much info as we can. VDOT. Well, I mean, that's got to be on your radar because we can't really make the decision without that information.

[02:55:49] Correct. so i'm telling staff there so that you know don't i don't know how we make the decision without that information can't take no for an answer on that one yep thank you thank you do you have what you need i do thank you very much okay thank you jessica thank you thank you very much thank you it was great thank you and uh next up uh we will bring up miss shepherd from vdot for our VDOT quarterly report. Welcome. I'm always happy that you're here for the previous report

[02:56:27] because you know what's coming. Okay. Good afternoon, Mr. Chairman, members of the board.

[02:56:44] I'm Carrie Shepard. I'm the VDOT Charlottesville resident engineer, and I'm going to be providing the quarterly update this afternoon. Carrie, can you put the mic over closer? You're so quiet. How is that? Good. All right. Thank you. So to start off our preliminary engineering slide, A couple things to point out on this slide is the Exit 107 Park and Ride.

[02:57:03] We did have our public hearing that was held in January. So the next step is going to be to combine all the comments that we received, put that together in a transcript, address those comments, and then we will move forward with the final design approval. Also, we held a public hearing for our Fifth Street Hub and Trails project.

[02:57:21] That public hearing was held in December. We received comments. I believe the comment period is over at this time. however we will always accept comments at any time that transcript is being finalized and then of course next step would be the design approval. Another important project to note on this slide is the Route 601 Old Ivy Road bridge replacement project. That's coming up soon. The add date is May 2024 and construction is expected to, once it begins, which should be sometime later in the summer or early fall, construction is expected to end in April of 2026. I just want to put that on

[02:57:58] on your radar. Next slide is our design build bundles. So the hydraulic package is off and running. Construction has started, which is very exciting. So you should start seeing some work being done out there. Number two, or I should say the second bundle, the Albemarle bundle, that one is almost finished. The last piece, just like last time, is that truck arrester system, which is being installed on 250 heading down Afton Mountain. There's been a lot of runaway trucks. We saw that during construction. So

this is going to be a good improvement. That was added in late, which is why the final completion is a little bit later than expected.

[02:58:36] And then last, we have Albemarle Bundle number two, which is the five roundabouts. That one, public hearings are complete and requests for proposals have been issued to shortlisted offerors. So that one is also moving along quite well. Next, I'll just touch on our rural rustics.

[02:58:56] So upcoming this season, what we're ready to just go ahead and start construction on are the top three. You have Old Dominion Road, Arrowhead Valley Road, and Blenheim Road. will be our first. And then I just like to note that Blair Park Road and Henderson Lane should be next. Those were fully funded last July. However, we have not received resolutions at this time, so we cannot start construction. And then Sutherland Road, resolution was received last year. However, it's not fully funded until this summer. Next for our construction activities, we still have ongoing the Red Hill Road Bridge Replacement Project. We've been able to optimize

[02:59:33] that signal cycle to hopefully eliminate as much as possible some of the delays that we were experiencing at the beginning of the project. So far, from what I understand, that's running smoothly and expected to have that tempering signal in place through December. We also have the Frays Mill Road Bridge Replacement Project that is expected to be complete this December as well. And another item that I neglected to put on my presentation, we do have a, I'll add it under the road projects. We do have a project that we're working on right now. We had received

[03:00:06] complaints of some ponding water on 29 North in the vicinity of North Garden Lane. So we've been, there is a crash history there. There's ponding water due to some uneven grades. So we did some surveying and we had to look at the cross sections, do some analysis, but we have a plan in place now.

[03:00:26] So we're ready as soon as the weather breaks to get our contractor out there to fix that location it's it's a lengthy location but it's going to be it's going to fix all the different irregularities that are in the pavement they're causing the ponding water traffic engineering is last but not least so we've gotten a lot of work orders that we're trying to catch up on which is what these top three are they're really just sign requests the first two are curve warning signs those are complete their views complete the signs are installed that's on Jefferson Mill Road and Secretaries Road we also had an intersection review request for Warren

[03:01:02] Ferry Road and James River Road. After that review, we installed intersection warning signs. And then under review, as we've discussed already, the through truck restriction on Plank Road. Public comment period is open at this time. It is expected to close the 20th. I'm receiving comments, so just pass that along if anybody asks that comments can be directed to my office.

[03:01:25] And then we mentioned the Greenbrier Drive and Hillsdale Drive H-SIPP submission, which is for a modular roundabout. We'll be hearing about that soon, whether that's funded or not. Speed study requested by Supervisor Lapisto currently on Route 22. That one's a little bit of a delay because the counter's malfunctioned, but we're still working on that. Expect that to be complete by mid-month. And then we have two from Scottsville. One is some stop bars at a four-way stop. Planning to install those when the weather breaks and our sign crew's back open and running, and then we have a guardrail assessment as you're heading south on the right-hand side

[03:02:04] for a drop-off, and that is still under review right now as well. And that concludes the formal presentation, so I will open up the floor to any questions that you have. Thank you. We will go to our order. Supervisor, please talk quickly. Yes, so discussing the plank road truck through restrictions, is that based on, I know it's for through trucks, they won't allow them, but the size of the truck or any trucks the resolution that was passed by the county is for all trucks

[03:02:40] all all trucks um all all trucks except uh for box panel trucks and i think trucks there's a weight limit like 7 500 i think is what tips the truck uh the truck limit i can give you the specifics on that though but it is it is all three trucks unless the truck has business on the road okay all right so that could if this goes through this could also influence maybe other areas where illegal trucks are going through a new resolution would have to be passed and go through the exact same process pardon a resolution would have to be passed and it would have to go through the exact

[03:03:17] same process got it yes understood thank you no more questions supervisor mckill yes i want to just pick up on our discussion about the pipeline study for ivy road and old ivy road um old ivy road you remember that what we think about is that little triangle that was part of our understanding it was part of the pipeline study um and i'm hopeful because folks this is what we

[03:03:52] talked about am i hearing that that area has been taken out of the pipeline study i mean i just need to understand what's really happening now with that old Ivy Road, Ivy Road Pipeline study. Do you mean that triangle portion in particular?

[03:04:09] That triangle where all the congestion is and where the, right. Same ends. Same, you know, that triangle. And at one point you all were suggesting a roundabout, using it as a roundabout. And it was pushed back from the community.

[03:04:26] And then the pipeline study was announced. And our understanding was that that area was included in that pipeline study. Yes. I would hate to think it's been taken out. I have not heard anything about it being taken out of the study. That's very reassuring because certainly I find it hard to believe you could solve the problem without including that area in the backup onto the bypass.

[03:04:48] Yes. As part of the, great, good to know. Okay. I have a question about the lights. years ago we had a promise from the city when we saw we were sinking all of our lights right so that from hydraulic all the way up to make them work together the city was supposed to to sink their lights from the intersection there at oh at ivy road right in emmet all the way up to

[03:05:22] where hydraulic is so that we had one continuous have they ever done that gary i mean what where does that project stand um i would suggest double checking with the city but i do believe that project has been pulled they pulled that project i believe so that was five years ago at least well i mean i i just was assuming it was coming it was coming so they the city actually pulled that project even though that was part of the deal i believe so and so that i guess what that says to me is that they were paying for that portion of the project themselves which i understand

[03:05:59] I mean, but, okay, I don't know how much it costs, but that's very disappointing, especially given all the construction in that area now.

[03:06:16] I wonder if there's a way to go back to that, given what the university is doing in that corridor. I don't know if it would be you guys or us. Just asking. I'm sure you want to jump right in the middle.

[03:06:34] I'm just saying, but I mean, I guess it would, because it was part of the 29, it was wrapped up in the 29 solutions package. That's a good question. We can take it to MPO. Yeah, let's think about that. Going back to that, given the universities, that's the university's gateway into the community.

[03:06:57] And let's put that back on the drawing board for some discussions. And I don't know if I'm looking at Kevin or who I'm looking at. Well, I think he had a good point. That could go to the NPO for some discussion. Yeah, because Julia's there. Oh, did you want to ask the... Oh, hello, Jody.

[03:07:15] I'm on. Good afternoon, board. Jody Falarido, community development director. A couple quick things. One, on the old Ivy Road question, I've been active in the whole conversation and on the working group for that project.

[03:07:34] the old ivy road portion of is still included in that project so it goes from all the way from um ednam road all the way through on old ivy but then does consider the old ivy road connection into all of that right so there are an array of different solutions that have been considered in the entire pipeline um of and in the entire area but old ivy is a part of it it's just called the ivy road pipeline study because that's the name by which vdot recognizes that area so i can confirm

[03:08:14] it's still there um the second thing is relative to the concerns you have about 29 and the syncing up of lights um i if possible it might be useful for me to chat with you after this meeting we have a lupec meeting coming up on the 16th and on a quarterly basis we have vdot coming and this happens to be a vdot meeting coming up on the 16th of february so i'd like to understand more about that and i'd be happy to raise that for conversation at the meeting to to just bring that forward um

[03:08:52] for point of awareness to the team thank you that would be great us old timers remember that i'm looking at Ann about that promise and that was part of it so we'll talk thank you that's great and I'm sorry I referred to you as an old-timer I refer to myself as an old-timer I am proud to be an old-timer okay then um thanks so old ivy road I am really thank you very much for the clarification about the old ivy road because oh and one quick maybe it's back to Jody again but my understanding was that that ivy old ivy road pipeline project goes to the city limits which

[03:09:29] Which includes the exit for the St. Ann's Belfield Upper School, and you're nodding your head yes? Yes. Good. Okay. That's what it's supposed to, so thank you. Hydraulic, the package of construction projects at Hydraulic right now. I'm looking forward to them. They're going to be wonderful, but I'm already seeing a lot of backups because of the construction, even though we really haven't. I mean, it's just a small amount of construction right now, Carrie.

[03:10:01] is there a way to better advertise just think about letting people know ahead of time before they get stuck in that intersection and all of a sudden you're sitting there for 30 minutes trying to get through uh if somebody could just take a look at that and see if we're warning people at the right points so that they can go another way okay because there are other ways you we you can go yeah yeah okay would be great i don't think they're getting enough warning ahead of time

[03:10:30] and um oh and one more i almost hate to bring up puppy paws but at hydraulic and georgetown where you you kindly put in the puppy paws for me to delineate if you're coming down georgetown you're making a left because you know that sloped incorrectly anyway that intersection sloped towards um and when they repaved there are only just a few of the puppy paws left is there a way you could go back in. I know we're having a lot of work on barracks, but in the meantime it would

[03:11:07] be nice to get those paws completely around that intersection as you turn left. So barracks in Georgetown? It's barracks in Georgetown. Because you know people are constantly, they're making that turn and it's graded incorrectly right now and they tend to move towards the right and And the puppy paws did help, not for everybody, but they did help some.

[03:11:32] Okay. Yeah, that'd be great. And that's all I have. Thank you. Puppy tracks are little white plops and paint on the road that makes them. Puppy paw tracks, that's right. Like a dotted line, yeah. And they guide you as to where you go, yeah. And they actually are very helpful, yeah.

[03:11:48] So thank you very much. Supervisor Callis. Carrie, thank you. I know that Judy thanked you to get the through truck up on from Belvedere into Dunlora, the 10th through truck sign. So that is up. And I like that they put it up at the end, or you know what I mean, right on the, because before it was actually down in there.

[03:12:06] So a truck could actually turn and be on its way before it encountered the sign. So I think the sign placements are actually in better spots this time. Thrilled about the Hillsdale Greenbrier. I'm sure there'll be some folks that'll, I mean, I'm a fan of roundabouts, this modular roundabout.

[03:12:22] i know we talked before so yeah if there's a place where i can kind of get a look at one of those just to understand what a modular roundabout is because i'm sure that'll be coming up you know with folks that live along there to go what is this um but i mean i said to somebody a week or so ago we're gonna put size they were like why are you putting so many roundabouts and i said well maybe if it gets you dizzy enough you won't speed through all the roads if we just got you going in circles all the time um but they do slow down too the whole point right as a roundabout will get people in in there and slow down and speeding is obviously one of the big ones and Hillsdale has a speeding

[03:12:56] issue just past the intersection so I'm thrilled that there's some treatment there so I appreciate your effort on that. All right so the signal optimization is just a time that they kind of it sounds like it's just a cycle or a timing thing you have to go back and reconsider.

[03:13:14] Yeah they're going to tie those signals into the signal plan that's to the north so that they will be all um optimized together so that it will be green if you're driving from because we just did airport up to green so now we're optimizing to that correct ah got it that makes sense um the i looked up so the the we talked earlier about the tunnels maybe under carsbrook being if those are in fact vdot so where it looks if you go if you're coming from 29 and

[03:13:49] you're traveling on Carsbrook, you go past Marlboro Port, which is on the left, and then you kind of go down, and then there's like an interesting loop curve that takes you back up. It seems to be that the lake that the citizen emailed me about is at the bottom of that loop. So the resident that emailed me about it was on Dover Road, just to give you kind of an idea. But if you look at like a Google map, you'll see the two big lakes on the, I guess that would be the north side of carsbrook drive and one does feed right up to carsbrook drive so i'm assuming that's where the

[03:14:25] pipes are but that's the kind of general area um and i guess if they're not vdot related for whatever reason i we'd want to know that because this is um i've tied this into a bigger stormwater issue with mr richardson that this little segment of it would be um helpful to know so any any assistance on that would be greatly appreciated but otherwise thank you thank you supervisor I think. Oh, wait a minute. There was one. Oh, shoot. Okay. Hold on. I was so enamored of thinking

[03:15:02] I would ask all my questions that I think. Well, she's looking for that. I was just going to say the Sean Nelson, the data. You heard us talking to staff about that. But that median open, median closed data for the Fontaine avenues is going to be critical for us to be able to, I mean, I know he's doing it. I would imagine it'll be close enough to the NPO meeting. He'll probably have it done by then anyway but if you could just pass that note along that'd be great thank you i did realize uh this is in i um rio district but on burkmar south of the timberwood right around about for several years especially in the winter there's a drainage issue that is not the water's

[03:15:41] not getting off the road and they're every time it's icy especially in the morning commute there'll be a big icy triangle that goes all the way across the road and the water's not quite making it to the drop inlet, I guess. But anyway, somebody can look at that on a very cold morning after it's rained and find out. I know that some work was done on this a couple of years ago, but it's back.

[03:16:03] Okay, thank you. Supervisor Pruitt. Yes, thank you so much for the presentation. I did just want to briefly have a question about kind of how the process looks for the design builds, specifically the set of five roundabouts, six roundabouts we're building over the next coming years.

[03:16:22] We recently got a, the whole board did, it's from one of my constituents and a friend of mine, a question about kind of what the speed assessment process looks like during this. She's specifically concerned of, we know that there is an inherent traffic calming effect when you install a roundabout, as opposed to a green light, right?

[03:16:44] But it is not clear to her, and it's also frankly not clear to me, because I have never asked the question. After the completion of one of these projects, are there additional speed assessments that are done to evaluate their effect and to see if additional traffic calming measures or speed mitigations or changes to speed limits might be needed?

[03:17:01] I guess the question is, when during this process do we assess traffic speeds and if additional measures are needed? The design of the roundabout. The design of the roundabout will dictate what kind of speed that will be set going into the roundabout and through the roundabout.

[03:17:21] Does that answer the question? I think so. I just want to clarify that means that there is not a post hoc assessment on efficacy actually in use. Is that accurate? I don't think so unless there's a problem that arises.

[03:17:41] I can double check on how that works, but the designs are set just based on that speed. It's using different geometry for that. So sometimes, I mean, for some speeds, it's almost impossible to do unless you're going to just drive straight through the thing.

[03:17:57] So they're designed that way. But I can double check just to see how that works after construction. I know we monitor the projects after construction, but I'm not sure that we actually take speed data unless there's a problem. I think that was actually my only question. Thank you so much.

[03:18:14] Supervisor Lopiso, Kirby? just a quick question regarding the sign on i-64 heading east at shadwell exit 124 saying trucks over 65 feet can't go this way is that going to be moved off or when will that be moved uh further west we're still working on that right now we're doing tree clearing we had to we had to find a good spot good place for it because it's a very big sign it's a big sign very expensive actually so we're we had to find a good spot for it for site distance purposes and we had to do some tree clearing that tree clearing is complete so right now we're just waiting on the materials

[03:18:51] and then we can go ahead and schedule to get it installed so it's it's very soon okay i thank you very much thank you thank you i thank you also for this presentation i'm particularly interested it's you know in uh improvements along monica trail and uh look forward to hearing about the Fontaine plan. I'd like to see the arc cut just to understand it a little bit better for North Garden and appreciate the attention to the ponding of water on 29th. Board, are there any other

[03:19:20] questions or comments? I will follow up with one. The roundabout at 53 and 20. Yes. Do you know off the top of your head what the design speed for that is going to be? I hope it's like 15 miles an hour because it has to be so small because there isn't much room anyway like the one at the airport is 50 miles an hour design so that's just we know that works really well but i don't know what this one is especially since it's a very pedestrian encouraging um there's a strong

[03:19:53] curvy road coming into it etc so it's not 15 i can tell you that um it's i 25 or 35 i'll have to double check with the design builder i don't even know if that's been determined yet to be honest with you. 25 or 30. I would imagine they're 25 to be honest, but I can check to see if we have that information. Thank you. Thank you. Thank you again for coming and the presentation and staff as well for the previous presentation on transportation. Look forward to it. Board at this time, I think we're ready to move on to item 13. If we have a motion to go into closed meeting

[03:20:32] from Supervisor Pruitt. Yes, of course. Let me just pull it up. Thank you. I would like to move that the Board of Supervisors convene a closed meeting pursuant to Section 2.2, TAC 3711A of the Code of Virginia under Subsection 1 to discuss and consider appointments to various boards and commissions, including, without limitation, 5th and Avon Community Advisory Committee, Albemarle Conservation Easement Authority, Natural Heritage Committee, Pantop's Community Advisory Committee, Places 29, Perrin's Hydraulic Community Advisory Committee, Places 29, Perrin's North Community Advisory Committee,

[03:21:07] Piedmont Family YMCA Board of Directors. We have a motion. Second. Second from Supervisor Malik. Without objection, if the clerk can call a roll. Mr. Galloway. Yes. Ms. Lapista-Kirtley. Aye. Ms. Malik. Yes. Ms. McKeel. Yes. Mr. Pruitt. Aye. Mr. Andrews. Yes. Okay. We're meeting.

[05:00:05] All right. Welcome back. We are coming out of a closed meeting. I believe Supervisor Pruitt, do a motion? Yes. I move that the Board of Supervisors certify by a recorded vote that to the best of each supervisor's knowledge, only public business matters lawfully exempted from the open meeting requirements of the Virginia Freedom of Information Act and identified in the motion authorizing the closed meeting were heard, discussed, or considered in the closed meeting. Do a motion? Second. Second from Supervisor Malik. Without objection, if the clerk will call the roll. Mr. Galloway? Yes. Ms. Lapisto-Kirtley? Aye. Ms. Malik? Yes. Ms. McKeel?

[05:00:45] - Yes. - Mr. Pruitt? - Aye. - Mr. Andrews? - Yes, thank you. And do we have any motions coming out of our closed meeting? - We do, I'm going to, excuse me, read a motion to approve the following people to our boards and commissions.

[05:01:04] For the fifth, I'm sorry about my throat. To the 5th and Avon Community Advisory Committee, Karine de Cardenas, Albemarle Conservation Easement Authority, Annie Izzard, Natural Heritage Committee, Caleb Natari and Rob McGinnis, Pantops Community Advisory Committee, Megan Nadostrup, Piedmont Family YMCA Board of Directors, Andrew Salins, Places 29 Hydraulic Committee, Community Advisory Committee, Jane Fogelman, and Region 10 Community Services

[05:01:43] Board, Mary Catherine King. Second. We have a motion from Supervisor McKeel and a second by Supervisor Malek, without objection, if the clerk will call the roll. Mr. Galloway? Yes. Ms. LaPista-Kirtley? Aye. Ms. Malek? Yes. Ms. McKeel? Yes. Mr. Pruitt?

[05:01:59] Aye. Mr. Andrews? Yes. Thank you. Moving on to number 16 from the county executive. Do we have a report this evening? No, sir. Not this evening. Thank you very much. Thank you. Which takes us to item 17 from the public. Matters on the agenda, but not listed for public hearing or on matters previously considered by the board or matters that are pending before the board. I believe we have some people signed up to speak. It's bringing the sheet over. In person only. In person only. So Vice Chair McKeel will read the rules and introduce our speakers. Thank you. In person only. All right. And I'm

[05:02:39] sorry. During the time set aside for matters on the agenda but not listed for public hearing, individuals may address the board of supervisors concerning matters previously considered by the board or matters that are pending before the board, other than items listed on the agenda for public hearing. Individuals are allowed one opportunity of up to three minutes to speak at each board meeting during matters from the public. A sign-up sheet is managed by the clerk's office. Timekeeping is conducted through a timer and light system at the podium. The green light will go on when you begin speaking, which begins your allotted time. The yellow light indicates you have one minute to

[05:03:18] finished speaking. The red light indicates your time has expired and you will be asked to end your comments. To give all speakers equal treatment and courtesy, the board requests that speakers adhere to the following guidelines. When addressing the board, state your name and if you live in Albemarle County, your magisterial district. Address comments directly to the board as a whole.

[05:03:39] Any written statements or other supporting materials may be given to the clerk. If representing a group or organization, you may ask others present to raise their hands in recognition. Speakers may not share any unused time with another speaker. Back and forth debate is not permitted. Do not speak from your seat or out of turn. All comments are live streamed, recorded, and published on the Elmar County website. And tonight we have, looks like we have seven folks that are signed up to speak, and the first speaker will be Connor O'Donnell.

[05:04:18] just make sure you adjust adjust the microphone so that you can be heard okay thank you thank you i think i've met or spoken with all of you um connor i'm in the jack jewett district with funk brothers furniture uh we are here about two months ago and since then uh i think the majority of you have been able to come by our shop and see what we do um and again we're just trying to push this artisan manufacturing definition that's in the zoning code and and bring that out to the rural areas under special use. So we're here with just a few different members. This kind of started as

[05:04:55] an us issue and then after talking to some friends and colleagues who are also in the crafts industry we've just gotten some more support and are trying to make this a little bit more of an economic issue not just just an us issue arguing that the county should embrace artisan manufacturing these traditional industries that have been here for a very very long time. So we'll be very quick but our goal is just to hopefully have you, by the end of the night, kick this towards the next step, kick it towards community development, and have them work on whatever you all need

[05:05:28] to move this down the line further. So, thank you. Thank you. Our next speaker is John Castine. Good evening. My name is John Castine. I've lived in Earliestville for about 25 years and in Charlottesville

and Albemarle County most of my life. Thank you very much for this opportunity to speak in support of a text amendment to the county zoning ordinance that would allow artisanal or

[05:06:03] craft shops to operate in rural zoned areas. For many years I was a part of a community of artisans operating small local businesses in this county and for two years I ran the statewide studio tour hosted by the Association of Virginia Artisans here each fall. I came to know the artisans, their studios, their businesses, and their customers very well. Many of these shops operate under special use permits, as mine did, and as my next door neighbor in Earliestown still does.

[05:06:33] In 25 years of association with small artisanal local businesses like these, I have never heard of a neighbor conflict regarding noise, traffic, environmental concerns, or anything else that would harm the rural character of the county. To the contrary, artisanal studios like these preserve that character. The people who staff them are good neighbors who provide quality goods, skilled local jobs, and sustainable business models.

[05:06:58] There's a significant qualitative difference between these artisanal studios and anything that might be understood as industry or manufacturing. In addition to the years that I worked in small shops in Albemarle, what's now being considered as artisanal manufacturing, I also worked at a larger industrial facility building furniture in Waynesboro.

[05:07:17] I'm very familiar with the variety of shops that operate or might operate in our rural areas, And also with the industrial scale companies whose traffic, noise, and environmental issues would be completely incompatible with rural life in our county. There's almost no similarity between a large-scale industrial manufacturing facility and an artisanal studio.

[05:07:39] Our zoning ordinances should address that significant difference and make room for local people here to use their property in responsible and productive ways. Small craft operations like the ones that are consideration provide skilled jobs to local people. They provide disproportionate numbers of opportunities for young people to learn and engage with craft, whether in woodworking, textiles, ceramics, leather, printmaking, or other fine and skilled vocations.

[05:08:04] They draw on local resources for their materials, local people for their services and customer base, and add to the community, both economically and culturally. The county zoning ordinance and allowing for uses that let local businesses and artisans thrive can help the arts and commerce of these craft studios add significantly to the diversity and strength of our community.

[05:08:26] Thank you very much for your consideration, and please count mine among the voices in favor of amending the tax of the zoning ordinance for rural areas to allow these artisanal manufacturing uses by local craftspeople. Thank you. Thanks, John. Thank you. Thank you. Dave Heller. And the next speaker will be Ed Brown, if you'd like to come down as well and perhaps have a seat in the front.

[05:08:52] And then Daniel Funk. Sort of gets you lined up a little bit here. Hi there. My name is Dave Heller. I'm a furniture maker in Charlottesville, so I'm in the city. I've been here, I guess, 10 or 11 years. I did consider moving to the county a couple of years ago, and I honestly didn't even consider the fact that what I do could be illegal out there.

[05:09:19] Or I guess it's zoning, which is not quite the same. Making stuff handmade, it's a tough business. All the economies of scale are going the other way. And so having a couple of employees makes the business stronger.

[05:09:36] It allows them to make more versatile stuff and maybe put their kids through college too. And I'm truly surprised that it's not allowed in most of the county. So in a traditional, like if we, so handmade manufacturing is almost pre-industrial.

[05:10:01] And if you look back at the pre-industrial model, there was a master. there were three or four journeymen and a couple of apprentices and that's kind of a traditional woodworking shop and it's um that's still a successful model if i if this weren't my retirement career that would be the model i would be aiming for but because i'm already retired once there's just me and i have no economies of scale um so uh i i would you know noise traffic deliveries um john talked about that much better than i could um those are important things and i've got to say

[05:10:37] that the rooster behind my house makes more noise than my woodworking shop and we're in the city so i can't do anything about it um i just i encourage you to consider um an art an artisan manufacturing uh opportunity for the for the rural parts of the county i think it would help it out It would certainly help out people who want to be craftsmen.

[05:10:59] And anyways, thank you very much. Thank you. Ed Brown. Hi, how are you all doing? I'm Ed Brown. I'm Frontrunner Science in Charlottesville, Virginia. We do artistic style work.

[05:11:17] It's not handcraft. We will do handcrafted work, but it's not all that. But it is very similar, and it runs along the lines of single crafted pieces or unique items. We have looked at properties in the county in the past to possibly move to the county to do our work.

[05:11:36] First off, it's very limited in the county for where you can actually get industrial space or light industrial is what I like to call it. What we do is definitely nowhere near a heavy industrial where we're using big machines and huge equipment to make a lot of noise and do a lot of things at once.

[05:11:54] We do small quantities of things. My wife also is a metalsmith, and we've looked for the same things. A smaller space that's, you know, under 5,000 square feet that isn't, you know, 100 years old that's going to be torn down and turned into apartments or something like that anyway.

[05:12:13] So I definitely support something that would bring this artisan manufacturing to the county to allow more space for smaller businesses or smaller people to, or smaller businesses to basically work in the county.

[05:12:29] So I support that. I appreciate your time. Thank you. Daniel Funk. Hi, everyone. I'm Daniel Funk. I'm in the Scottsville District. And I'm just here to kind of help push the momentum of my neighbors who are also interested in this text amendment that we're trying to get through.

[05:12:52] And I just would like to underscore the importance of the cultural aspect of what we do. And there are people like me, young people who are coming up and they're entering the workforce and they don't know where they fit in.

[05:13:16] And they have these skills and there's no way to exploit them. And places like mine and my friends' businesses are those kind of places. And I think it's important to make that available to people who don't necessarily want to work in an office or, you know, that kind of thing.

[05:13:41] And, yeah, I mean, I just would like everyone to push this along and see how far we can get. That's all I have. Thanks. Thank you. Thank you. Marcos, is it Sepulveda? Sepulveda. Sorry, and I was, okay, I was seeing the F and I wasn't sure whether.

[05:14:01] Oh, it's just not a habit, sorry. My name is Marcos Felipe Sepulveda. I'm an artist. I do paintings, sculptures, photography. I live out in Keswick, just kind of maybe 10 minutes down the road from the place that is trying to get stretched out open to.

[05:14:20] And I'm just here to show some support and hope that we can change a little bit because i would love to see the possibility to have a little bit more possibilities and creativity get a little farther out than than just the city thank you thank you mike funk everybody's been talking about how it would benefit us and artisans to make a text amendment i've been thinking a lot about how it would help the county and a couple of the the things that i have come up with is we

[05:14:56] generate a lot of interest. No one ever comes into our shop and is bored. When people make things, it generates a lot of interest. And we get travelers and tourists who are interested in what we do. And they spend money in our shop. So I think that's important from a county perspective to generate interest in the county and the cultural aspects of the county. The other thing i've been thinking about is the economy we um we contribute as a whole as a group of artisans we

[05:15:30] contribute an integral part to the economy we we tend to hold the line even when times are bad because we tend to be people that because we work for ourselves or in small shops we don't give up so we become kind of an economic buffer so that's what i have i i hope it's meaningful and thanks for your time thank you that's it okay we have no other speakers signed up than i have here okay uh then we can move on to our public hearings for the evening

[05:16:07] um i think we'll wait to read the rules when we get to that part so okay so we'll start this evening with number 18 ZMA 2022-00004-1906 Avon Street Extended. And I believe this is being kicked off by Andy Reidelbach, our senior planner, too. Good evening, Mr. Reidelbach.

[05:16:31] Good evening, members of the Board of Supervisors. My name is Andy Reidelbach, and we are here this evening for a public hearing for zoning map amendment 2022-4, known as 1906 Avon Street Extended. To provide some geographic context for the site of this requested rezoning, I've provided the following, or the aerial view that is shown on the screen.

[05:16:52] It includes three parcels along the west side of Avon Street, south of the Mill Creek subdivision, directly north of Avon Park, into the west across Avon Street from Spring Hill Village. The zoning of these three parcels is currently R1 residential, which allows one unit per acre, and at 3.643 acres, the property owner could, by right, build three residential units on this property. The overlay zoning districts include managed steep slopes and the entrance corridor.

[05:17:23] And then surrounding zoning districts include PRD in the Mill Creek area, R6 of Avon Park, Spring Hill Village across the street is neighborhood model district, and then there are a couple parcels to the north of the site that are also R1, and they are the location of a church. The comprehensive plan designation for these three parcels, these three parcels are within the southern and western urban neighborhoods master plan and all three parcels are designated neighborhood density residential which recommends three to six residential units per acre along with some small-scale supporting uses.

[05:17:59] The neighborhood density residential is identified in yellow on the map to the right and that is similar to what the other residential properties are on the west side of Avon Street. And then you have a mix of land use designations on the east side, including office R&D flex light industrial, community mixed use, and urban density residential.

[05:18:22] The applicant's proposal for this rezoning request, as I've mentioned, all three parcels are zoned R1 currently, and they total about 3.643 acres. The existing use on these three parcels includes two single-family detached houses, as well as some accessory structures.

[05:18:38] The applicant is looking to rezone these three properties to R10 residential, which would allow 10 units per acre however the applicant is providing proffers limiting the density to just six units per acre the proffers include a maximum of 21 units to be constructed on this property and that would be at the six units per acre maximum that is being proffered the housing types would be a mix of single-family detached single-family attached and multi-family housing and then in line with the county's current policy the applicant is proffering 15 affordable housing in this development.

[05:19:16] Since the Planning Commission public hearing, in response to some of the comments in the discussion that occurred at that public hearing, the applicant did make several revisions to their concept plan. These include separating the building envelopes that are shown on the concept plan to allow and support a break between the building masses of some of the residential structures, as well as adding a 20-foot screening buffer between the parking area for this proposed new development in the existing Avon Park neighborhood.

[05:19:46] This slide shows a screenshot of the concept plan from the applicant's proffered plan, showing so Avon Street is down at the bottom of the screen, Avon Park is to the left, Hathaway Street is the main street in Avon Park and that would be extended into this development providing the main source of access for this development.

[05:20:09] And then you can see the various areas for the building envelopes around this property. And then one of the two existing single-family detached houses that are currently on the property is proposed to remain. And that is the white kind of rectangular shape that you can see in the kind of bottom left of the property.

[05:20:31] This slide shows an illustrative exhibit of the property. You have five single-family detached houses in the bottom right. one remaining single family detached house, and then three single family attached townhouse units on the left side adjacent to Avon Park. And then you have the two multifamily structures up on the top part of the screen. As I mentioned, the applicant has proffered several elements with this development. They are proffering the concept plan, including major elements that are

[05:21:08] identified in the proffer statement that the applicant would have to comply with at the site planning stage if this rezoning were approved. Those major elements include the internal street network of the Hathaway Street extension and the alleyways, pedestrian connections including sidewalks and a pedestrian connection from the cul-de-sac of Hathaway Street down to Avon Street where there is a recently constructed sidewalk along the frontage of Avon Street. The building envelopes would be a major element, the setbacks that are identified in the concept plan, a

[05:21:43] maximum building height of 40 feet, and then as I mentioned, they are proffering a total number of residential units not to exceed 21, which is six units per acre. Again, the proffers, there are three proffers in the proffer statement. One is the concept plan, including the major elements and a maximum of 21 units. The second proffer is for affordable housing at 15% of the total residential units constructed. And then the third proffer is in regard to the construction entrance for this new development, and it would restrict the construction entrance from connecting to the existing Hathaway Street. So the new construction entrance would be

[05:22:22] coming straight from Avon Street and not going through the existing Avon Park neighborhood. Staff identified several positive aspects in our analysis of this application, including that it is consistent with the recommended primary land use of housing in the master plan.

[05:22:39] It is consistent with the density recommended in the master plan of three to six units per acre. It is consistent or mostly consistent with the applicable neighborhood model principles, and the proposal does provide at least 15% affordable housing. The only concern that staff identified was the lack of interparcel connections to the adjacent properties, other than, of course, Hathaway Street being the primary access through Alon Park.

[05:23:06] At the public hearing that was conducted with the Planning Commission on Tuesday, November the 28th of 2023, the Commission did vote 7-0 to recommend approval of this zoning map amendment. And I'm available for any questions either now or after the public comment period.

[05:23:22] Thank you. Thank you. We will go through our order for questions. Supervisor LaPiestro Cridley? I'm going to wait until after the public hearing. Thank you. Supervisor McKeel. I'm just a little confused as to where the affordable housing is. Is it scattered throughout? Or maybe that's a better question for the applicant. The applicant has not identified in the concept plan which units would be the affordable housing, so they may be able to provide more information on that. I'll ask Labor then. Thank you very much. I'm fine.

[05:23:57] Supervisor Galloway. Andy, the concern that staff listed, the interconnected parcel, can you help me understand what staff, like where, you've got the Hathaway Street connection, where else were you thinking this was going to connect to, or staff, I mean?

[05:24:21] I think the main idea was a consideration of at least providing for a potential future inter-parcel connection to the right of the screen, which is to the north with the church property. However, staff does recognize that the applicant has reached out to the church previously, and apparently the church is not interested in now or in the future providing for any sort of connection there.

[05:24:49] So that is something that had been discussed throughout the review of this proposal. Thank you. Supervisor Malek. Thank you very much. So over the many years we've heard as this area has grown, the folks in Avon Park are continually beset with construction vehicles.

[05:25:11] And you mentioned, I think, that the construction vehicles would all come off of Avon. Is there some reason why the rest of the life there couldn't come straight off of Avon? instead of running all this extra traffic, 250 cars a day or whatever, through an existing neighborhood?

[05:25:30] So my understanding is that it comes down to the grading requirements for a public street versus a construction access entrance, that when you construct a public street, there are requirements of the county and of VDOT that the grade of that street cannot exceed a certain percentage.

[05:25:50] However, for a construction entrance, that does not have those same requirements, and so it can be much steeper. And so the construction entrance would be able to go up the hill that is on this property, whereas constructing a public street would not be able to be constructed with those same grade limitations.

[05:26:14] So they'd have to design to go across the hill, which is the way it's done. All right, so what special provisions are there to control erosion coming down this very steep construction entrance all over

Avon Street? There are no special provisions in the rezoning.

[05:26:33] However, they would have to meet all requirements of the county's stormwater management and construction ordinance. So they would have to, with the review of the site plan and the water protection ordinance plans, meet all of our engineering requirements. Okay. Because even on the slope for Arden, having been there in the rain and seeing the river running down there, that was pretty harsh. I'll stop there. Thank you very much.

[05:26:58] Supervisor Pruitt. Thank you. I have a few questions for the applicant when we get there, but I do think this is probably well suited for your expertise. I know the main reason we're looking at R10 zoning here is for the height requirement and allows them to make the vaulted ceilings.

[05:27:16] And they are then binding themselves by proffer to basically the density that would be consistent with if they were doing R6 zoning. So I'm curious, is there any actual functional difference? Is there any reason that they could not just as easily have done R6 zoning with a special exemption instead of doing R10 with a proffer?

[05:27:38] is there a difference between r10 with a proffer and r6 with an exemption um there are not they would not be able to do special exception for the height and building lot that they're looking at doing there aren't um that's not permitted in our ordinance in this case to do those special exceptions for that so that's why they're doing the rezoning with the density limitation that is helpful i do want to just point out what i'm sure everyone else on the dais is thinking which is i i have not been here very long, and this is the second time I've seen that we're doing something over the density that we're actually wanting because we have bound our own abilities

[05:28:16] of what we're able to authorize via special exception, which seems like, I don't know, bad coordinates writing. I'm not sure what it is. I'm not sure why we would bind our own hands in such a way that creates so much additional hassle for ourselves. I also do have a quick question kind of on a similar subject.

[05:28:35] This is also not the first time I've seen a master plan that specifies a neighborhood density level that is then discordant with the underlying zoning map. And my initial thought was, oh, maybe this is intentional because it lets us extract proffers.

[05:28:53] I've since been told that's probably too optimistic and it's probably not intentional. It's just actual discordance. Is there any actual reason that we would continue to have these kind of incongruities between our own comprehensive plan and our actual stated objectives and what we are saying we're legally allowed to do with our own zoning map it seems like we if we're looking at the same map twice it should say the same things twice um so i think the uh r1 zoning that is currently there is more of a legacy zoning and with the adoption of the southern and western urban neighborhoods master

[05:29:30] plan there was an interest in increasing the density along avon street and so the the zoning that's currently there just does not match with what has been recommended in the more recently adopted master plan thank you just again to think out loud it seems like maybe it might be prudent to update our zoning maps underneath master plan areas as we update the master plans to ensure that there is a internal consistency but that is beyond the scope of what we're doing today and i have no additional questions until we're talking to the applicant thank you so much thank

[05:30:10] you just to follow up briefly on his first question i understand that we can't do the R6 and do this but is there anything that the R10 is also providing a possibility for under that zoning other than the additional height since the proffer is to limit to R6 in terms of the number.

[05:30:34] Are there any other setbacks or any other aspects to R10 that are now being allowed? It would be the design and massing of the construction. So in addition to height, it would be like lot sizes. Lot sizes can be smaller in the R10 district than in the R6 district so sometimes that's helpful when it comes to the townhouse units that are often on the smaller lots but they're they're not actually happening in this case or they are um the height

[05:31:08] of the ceiling is the only reason why this needs to be our tennis i am not sure on the lot size an applicant may be able to provide more information on exactly what they're planning for the lot sizes but they did want some of the flexibility when it came to the design requirements of putting this development in. Thank you. My other question is, again, following up on the question about the construction entrance, and I understand that it cannot be an entrance that is a permanent entrance, but can it be an emergency entrance? Is there any thought to an emergency entrance off of Avon?

[05:31:48] there may be the possibility for that i'm not sure of what the uh grade requirements are for emergency entrances i would have to ask the fire rescue department on that however in their review the fire rescue department did not indicate that they needed another emergency access easement for this development that the one entrance from Hathaway street as well as access just directly from Avon street was sufficient for this proposed new development okay thank you um are there any

[05:32:22] other questions at this time if not we will open the public hearing before open the public hearing i'd like to remind the public that if you desire to speak on this matter there's a sign-up sheet to my left uh i guess it's one's coming up to us right now uh okay great um and uh to open the the public hearing i believe that supervisor Mckeel will read the rules procedure rules you don't do that just read the rules yeah but i was just those of all people that signed up for the

[05:32:57] oh that was the confusion they signed up for the wrong sheet i got you everything was marked out and i was confused all right we don't have anyone online currently we do not we do not okay the following rules apply to all public hearings this evening these rules are also included on the published agenda for the meeting, which can be found online and on the sign-up table to the audience's right. During public hearings, the board will acknowledge speakers addressing the item listed for public hearing. Speakers are limited to one appearance of three minutes per

[05:33:32] public hearing item. Timekeeping is conducted through a timer and a light system at the podium. The green light will go on when you begin speaking, which begins your allotted time. The yellow light indicates you have one minute to finish speaking. The red light indicates your time has expired and you'll be asked to end your comments.

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[05:34:11] if representing a group or organization you may ask others present to raise their hands in recognition speakers may not share any unused time with another speaker back and forth debate is not

permitted and do not speak from your seat or out of turn all comments are live streamed recorded and published on the almar county website if no one has signed up sorry thank you uh and i believe the uh miss kelsey schlein is here to present on behalf of the applicant uh i have 10 minutes to

[05:34:41] present. And I believe the applicant may be here as well. So good evening. Good evening. Just pull up my slides here. Excellent. Good evening, Chair Andrews, members of the board. My name is Kelsey

[05:35:17] Schlein. I'm a planner with Schimp Engineering. I'm here tonight representing Jeanette Smith, who is the property owner of these three properties. And here with me tonight is her husband, Don Smith, as well as Justin Schimp, who's the civil engineer on the project. So all available for any questions that may come up after the presentation. I'm going to start off with a little bit of a timeline of where we've been with this project and kind of the many, many iterations that have taken place to bring you the concept that's before you this evening. So back in 2021,

[05:35:54] we began concept planning with our client. We had our first pre-application meeting with the county in March. Speaking to the one concern that was raised in the staff report about interconnectivity, that was initially kind of brought, discussed at the pre-app, and it was initially kind of our main concern as we approached this project. Obviously, Avon Park has had to deal with a lot of construction over the past few years, especially with Avon Park 2, and Avon Park 2 utilizing Arden Drive and Hathaway to connect to their development as well. We kind of paused to work with the church

[05:36:34] next door to see if we could obtain an easement from them to connect, to ultimately realize a connection through to Avon Street. We kind of went through several iterations with them to see if something could be realized. I'm going to go into much more technical information in my presentation about why we can't achieve that entrance to Avon, as well as why we haven't proposed an interconnectivity to the church property. But I just wanted to bring up that that has, the entrance item has been one of the, if not the main consideration to this project throughout the

[05:37:13] entirety of its lifetime. We also previously had a much more intense proposal on this site for kind of almost double the units that are before you tonight, and largely the justification for that was looking at the density along Avon Corridor in its entirety and how many of the developments, Avenity, Avenity, Phase 2, Spring Hill Village, have all developed at about a third to half of what the highest density recommendation was for those properties in the comprehensive plan.

[05:37:49] So we thought maybe additional density could be appropriate on this site, but ultimately after a public hearing and some feedback from the planning commission, we heard that the mixture of unit types was welcome, but that the density should be consistent with R6. So that is the proposal that is before you this evening. So here you can, this is just a visual, the side by side, the planning commission got to see this project twice. However, this is the first time it is before you. So on the left side of your screen there, you can see the much more intense development to 38

[05:38:21] units. On the right is the project that is before you tonight. So the reason that we are requesting R-10 specifically is for five extra feet in height. We have proffered a limitation of 40 feet max, And that is specifically for what is known as, or what is identified as block one in our concept plan.

[05:38:44] So the pink outline is block one. Everything outside of that is block two. That is all limited to 35 feet, which is the, you know, by right height in R6. The reason that we're looking for those five additional

feet is for some higher ceilings, in specifically in the multifamily units in block one. As was mentioned in the questions earlier, there are some smaller lot sizes available in R10 opposed to R6. However, R6, you can entirely

[05:39:23] remove the minimum lot size if you pursue a cluster subdivision or you pursue a bonus cluster subdivision. So although there are smaller by, I would say, you know, just kind of by right lot sizes, there are abilities, and we often use these in subdivisions by setting aside additional open space, et cetera, which would be the case here, by which you can eliminate the minimum lot size in R6. So as far as, I guess, to the comparison between R6, R10, it's really the

[05:39:59] additional height that we're proposing here. And I also just wanted to bring up with our R10 justification, the intent of the R6 district and the intent of the R10 district, which are word for word, exactly the same. Other than just the, they're at the bottom, maybe printed with community and urban land area locations within, those are kind of archaic terms to the comprehensive plan, which no longer live on in our comprehensive plan today. Now I'm going to pivot to talking

[05:40:34] about the road a little bit. So Hathaway Street was constructed as a public road. It was stubbed out to both properties on the east and the west, our properties on the west. So Hathaway Street was always designed with the intention of being extended. It was also designed to VDOT standards to handle up to 2,000 vehicle trips per day.

[05:40:57] I think there was some concern initially, especially from the neighbors that we heard, not so much from VDOT, but maybe about the adequacy of Hathaway Street to serve additional traffic. It meets a VDOT standard for up to 2,000 trips per day. Currently, with Avon Park 1, Avon Park 2, and if this development were to move forward, we'd be looking at about 725 vehicle trips per day on the road, So not even half of the capacity that Hathaway Street was originally designed for.

[05:41:27] And then kind of looking at the existing conditions of Hathaway Street and why it was basically impossible for us to make a tie-in to Avon Street. So Hathaway Street coming into our property was designed and constructed at an increasing grade.

[05:41:49] So it's approaching our property at a 1% increasing grade at an elevation of 684 feet. The point where we would want to tie in to meet entrance spacing requirements and also just to even have a chance of picking up enough grade to tie back into Avon Street Extended is nearly 44 feet below where Hathaway Street currently stubs out.

[05:42:15] the increasing grade is incredibly important because as the road goes up we can't immediately take it back down we have to take it up have a landing and then grade back down so as it's increasing coming on to our site we would then need to level the road out before taking it back down to meet all vdot road design requirements we just simply don't have enough space to do that If we were to do that, design a road meeting VDOT requirements, what I'm showing you here is where that connection point to Avon Street would take place.

[05:42:52] And so you can see that here, this is Faith Temple Church. This is their parking area. This is their property line right here. And so to meet VDOT standards, to continue the design of Hathaway Street as it was stubbed out per its current construction this is ultimately the profile and design where it would come back down and tie back in to avon street and since that's off our property that is not part of our proposal this evening and then another item uh for consideration just to kind of continue down the

[05:43:30] the technical path of road design um the reason that we did not end up stubbing it out to faith temple so they could, you know, eventually make a connection through their property is because VDOT, secondary street acceptance requirement, regulation requirements offer waivers when potential interparcel connectivity just doesn't make sense or, you know, might be infeasible or difficult due to existing conditions. So in this case, because I will say it is not only a county

[05:44:07] neighborhood model principle to have interconnectivity with roads, it is a VDOT requirement to have interconnectivity. And you are only able to receive kind of a waiver of that requirement if you meet certain criteria outlined in their regulations. And so we meet two of those criteria, being that the existing grade coming down to Avon exceeds 15% for a certain run, and then also that the adjoining property is completely built out, whereas redevelopment in 20 years is

[05:44:43] unlikely. So that is the reason why there's the road design that is before you in our concept plan. A lot of work and coordination with VDOT went into that. And just kind of in some closing remarks, the concept plan, just we had a great conversation with the planning commission. Two items that came up that we revised was just previously the building envelope was shown as one large building envelope it was never kind of the intent for it to be this huge massive structure um and so we just wanted to clarify that there will be space between those um and a screening buffer as well thank you very much i'm happy to answer any questions that you have yeah there'll

[05:45:21] be time for questions here so uh we'll go through our order supervisor lupisto currently so the one that's before us now is the one you're suggesting is that correct yes yeah this this this design i really wanted to kind of provide the background of three years of coordination with VDOT and the county on what this ultimate road design was going to be because the main concern we heard from the community was not having a second point of access. Okay, because we saw another one where it showed R10 and then it showed a different configuration. Correct. That's not on the table. That's not on

[05:45:59] the table. This is one that's on the table. Yep. Okay. And I understand now why we can't have because VDOT likes two entrances, ingress, ingress, egress, but you can't have that because of Avon and the height difference in the slopes, correct? Correct. Yeah, the existing conditions don't really support that design. And yet VDOT is okay with the roundabout and the emergency services are good with the roundabout. Okay, no other questions. Thank you. Thank you.

[05:46:34] Supervisor McHugh. Thank you. That was your explanation about the road. I think I followed it. It was helpful, and I appreciate it. Just a question about it I asked earlier. We always prefer the affordable housing, and we appreciate affordable housing, but we like it scattered throughout.

[05:46:56] I'm just trying, and I'm looking at these big blocks, right? Just trying to, so can you help me a little bit with? Yeah, certainly. So I will say, so on the affordable housing piece, I think one unit that we definitively know will be affordable and actually will remain affordable is the existing house that we're proposing to incorporate into the development.

[05:47:16] That currently rents out for a very affordable rate, about below 60% AMI. So that is going to remain as one of the affordable units. Other than that, I think we haven't designated anything in particular.

[05:47:33] I think we'd imagine probably the three townhomes either, you know, being maybe a land trust or, you know, potential for sale, fee simple, affordable unit. But no, we have not specified anything in

particular.

[05:47:49] I think what I would, it is a relatively small site, but I mean, your point on scattering them throughout is well taken for sure. Yeah. And I just have a question then. Sure. So are you doing any work? are you planning for work on that house or is that house going to stay just as it is maybe it was in them and i just didn't see it but no um probably do just some i mean ultimately um you know there probably will be some construction impacts especially uh once we kind of figure out the final grading um so i think ideally try to keep it intact as much as possible but maybe

[05:48:25] some just aesthetic renovations will probably take place and i guess one more quick question so the construction entrance clarify that for me just briefly yeah sure um so the construction entrance is was actually a a proffer that we put forward after um having a meet a meeting with uh some representatives of the avon park one hoa um and so i think that was a really good recommendation and basically it was just that they would like to avoid having construction traffic on on their street and we have considerable frontage where we could have construction traffic come in elsewhere

[05:49:05] um and so that's the the proffer is is to ensure that the construction entrance is not off of hathaway street that is off of avon street so you really haven't determined exactly where that will be yet no i mean it's most i mean the most feasible is kind of right where the existing drive there's you can kind of see in the contours here existing driveway that's that's really like the most feasible location where it's going to come in. I agree with the residents in that construction through your neighborhood, if it can be avoided. Yes, you know it well as well. Yes.

[05:49:37] Thank you very much. Yeah. Supervisor Kelly. Thank you, Kelsey. The, so the three, those are three townhomes and then the bottom ones are the single family detached. What are the other two blocks? Yeah, the, the two others are, are multifamily. And so they're kind of two units per floor, six units per building, three floors. That's how those have been designed and imagined to take place on this site. So the affordable though might just be the townhomes. It wouldn't

[05:50:12] be the single family detached for probably apparent reasons, but nothing would be in those blocks then for one unit there, two townhomes, something like that, or is that a possibility? Well, I will say So there's flexibility in the zoning that these can take shape as multifamily or townhomes.

[05:50:31] I think the hope and intent and really kind of a main reason Jenny kind of brought this project to us in the first place was looking for a place kind of for nearing retirement, past retirement, where it's like easy, one-level living.

[05:50:52] that's a nice nice place but maybe not downtown charlottesville um it that's just a different where you i would say would typically find that type of unit just something out in in the county and so um that was kind of the main driver that's what we're hoping will happen there but there is flexibility those could end up being townhomes ultimately the existing house i just does it i presume the driveway there just stays. Yes. So nothing really changes with it. Does it have the

[05:51:27] acts like I can see the walkways for the other buildings like it is it I guess I can't imagine seeing it with all the new development around it how this odd house not that the house is odd but this house is sitting out inside this layout here. Right well and I think maybe a really robust landscaping plan would help to kind of visualize and kind of paint that picture of you know just defining the spaces um but yeah i

mean i think that ultimately um just grade it or it comes maybe like thoughtful kind of terrorist retaining walls in certain places or uh landscaping will kind of

[05:52:05] define that space much better but i you know the concept doesn't fully convey that to you how it can take shape that house to be seem like it's part of that small neighborhood or separate from that neighborhood well given the orientation of it i will say you know the front of that house is really Avon, kind of the front of the other houses, will be on the internal streets. So, you know, I think obviously they'll have access to the amenities being part of the community. I just think it's maybe the construction type that might feel a little disintegrated in a sense. But

[05:52:44] I mean, otherwise, I think with thoughtful design, especially with really thoughtful landscaping, I think we can, you know, have a good product here. thank you supervisor mallock thank you uh so in this image here there's a gray loop on the lower left is that what is that that is the existing driveway for so it's managing the slope because it does go across the side of the hill as i was referring to before and that couldn't just be

[05:53:17] curled back around to the north and brought in above the existing house as an entrance to to be able to have these 21 200 cars a day or whatever going out there instead of going through the neighboring neighborhood i mean you've already you're halfway there already with the existing driveway and i'm not an engineer but i'm saying well okay bring it back the other way so no totally i mean i see it's it's really it comes down to the standards of a driveway has a very different standard than a road um and and how many vehicles that we can have on a driveway and what a driveway

[05:53:55] is designed to serve and what a what a private road is designed to serve i'm talking about the location not the i'm existing gravel driveway or whatever it is so anyway yeah um very good that's all i have right now thank you supervisor prude um thank you and i do just want to say how appreciative i am of the of the efforts that have obviously gone into trying to make this as amenable as possible to the avon park community i do appreciate that um i am i do still share a lot their concerns about the the existing Hathaway Street and how it is I know you

[05:54:34] have proffered that is not going to be able to be accessed during construction I've also spoken with residents who will tell me how yes we have heard this before during previous iterations of construction and a promise by the developer by the capital interest does not necessarily affect much the individual guy who happens to be driving his truck that day things that do are things like temporary physical barriers. I'm curious, I don't see anything in the text of what you've submitted that would suggest the implementation of a temporary physical barrier,

[05:55:09] so I'm curious if that is considered, if that has been considered, and why it isn't actually in what we're seeing today. Sure, I mean the temporary barrier, that's kind of the, I would say that's the first time that I'm, I guess, hearing that a temporary barrier might or should be considered as an option um i mean i i don't really see an issue with it during construction but i think the issue kind of comes when the first house gets its certificate of occupancy and just as far as like emergency access and vehicles um getting getting to it but are you specifically

[05:55:45] just talking about a temporary barrier during i would be thinking during construction of course i know once you have a certificate of occupancy hathaway street has to be open right that's now how they have to lose access yeah except for of course the the one outstanding unit very strange I just want to say I've never heard of such a development pattern of just leaving one guy there tangent though

um I am sorry that this is the first time you're hearing about it it's something that I've heard suggested from some other residents I know we have several people here today if this is something that they think would be prudent I would invite them to to note

[05:56:21] that and do with that what you will. That is certainly something I have heard several times and think would be very, very welcome from the residents based on my understanding. I would say I don't see why it would be problematic to have any type of temporary barrier there. I appreciate you saying. I do, like a lot of my colleagues, I am also still interested about the location and the way that you're moving, the way that you're planning to move forward with affordability. I understand that one of your three is probably going to be met by the existing structure and it

[05:56:56] sounds like you're looking at the things that to a casual eye kind of leap out as possible affordable options in the future these three smaller units up here and I'm also going to betray a bit of my own ignorance about our existing kind of inclusionary zoning rules our 15% rule but I am familiar with like federal programs right like Hope 6 neighborhoods you could not set those as because you can't have things that are that radically unlike in type and location set aside as affordable.

[05:57:26] It's seen as creating an inherently kind of fractious neighborhood. So I guess this is as much a question to you as it is to our county attorney, Mr. Rosenberg, if that is actually permissible under our current draft of our current inclusionary zoning ordinance that we allow such radically unlike affordable units.

[05:57:50] so and i'd welcome i guess anybody else to to to weigh in as well um but i'm at the moment the the county's um 15 at 80 ami is is a policy um and uh you know there is you know kind of standard language that has been accepted as is part of that and most of that language is is represented in in the proffers um as far as a standard operating procedure something that you know is that parallels what what the city had in place before they adopted their inclusionary zoning

[05:58:30] um i'm not sure if there's a like a standard operating procedure that that exists it's it's historically all been covered in in a very standardized uh kind of proffer commitment to the affordability i guess i just want to this is all about me pointing out things and bringing them up for further discussion today but something that leaps off the page for me today as we're preparing to discuss our we're calling it developer incentives but our inclusionary zoning policy as we're preparing to discuss our inclusionary zoning policy something that occurs to me is it seems like we don't have anything that governs the the type of units and that allows for very

[05:59:08] fractious neighborhoods to be constructed under our current policy and I just want to point that out because it leaps off the map to me I'm not saying that you've done anything wrong with that you've developed a site plan consistent with what our existing policy is but that's something that gives me immediate concern as someone who cares a lot about fair housing um and i wonder if there is space for us to do something about it um that is all i have for now thank you so much thank you uh so my questions kind of dovetail with some of the others uh and i'm still also a little puzzled

[05:59:45] at the 1920 location there. And my question, though, is more about the layout in terms of maintenance and availability. 1920 looks like a current single-family residence.

[06:00:01] It's got sort of its own lot. Will all of the other lots then have the ability to use the space right up around it? How is this divided out? Is it as if it's just one of the units and people could go up to it like they

could go up to any of the other units uh it strikes me as there's a yard there is that maintained how are the how are the grounds to be maintained for all of the units are they allocated to the different units or is there one central sort of HOA maintaining the property yeah sure I mean I think it kind of will depend on ultimately the

[06:00:39] the final uh distribution of of fee simple versus um you know kind of more condo lots if those if those come online and so um you know i think the single family homes you know fee simple everybody's going to be in charge of their own yard and everything um as far as our our open space i mean i think most of the central kind of community open space is going to be in in this area here

[06:01:05] Depending on where our final connection to Hathaway Street comes down, you know, that might, depending on final layout, come kind of in this area down to Avon Street.

[06:01:20] But, you know, I think for all of those details, I think are going to be kind of worked out once we have a final layout of what units are going to be fee simple and then what might be kind of more of a condo structure. But, you know, the HOA, there will be common areas for the entirety of the development that would be commonly owned.

[06:01:45] Okay. I mean, I understand what you're saying with respect to the five units. I look at the area around 1920, and I can't really tell whether it's a common area or if it's a big land area around 1920 because there's a little dotted line around the three attached single-family residences.

[06:02:05] So I really would appreciate some clarification on this. Another question I have, of course, then, is that the driveway is going to remain. Construction entrance will probably come in from the other side. I understand that once you have a CO, you have to let the people who are living there use Pathway Street.

[06:02:28] Will construction traffic continue to use the construction entrance even after the first CO is issued? Well, as long as the construction entrance is in place, yes. Yeah, so the entirety of the construction entrance, yes, that's the intent.

[06:02:44] Any type of, you know, builder traffic, et cetera, you know, should be using that construction entrance for the entire time. What determines how long the construction entrance will be in place? I mean, it's basically kind of the release of the bonds and, you know, closing out the stormwater management.

[06:03:04] And, well, not closing out the stormwater management, but closing out the erosion and sediment control measures. So, but, you know, for instance, yeah, if the construction entrance is over here, there will, you know, have to be some type of,

[06:03:21] If there is, you know, builder traffic coming in, so not heavy equipment, not dirt moving machines, and this construction entrance is, you know, or this lot is sold, there might have to be a smaller contractor truck, not any type of heavy equipment or anything like that.

[06:03:45] but a contractor truck coming through Hathaway Street, if this lot, I would say, is maybe not the last lot to be constructed. Kind of as you see, I mean, I would say in like a neighborhood where there's just a house being constructed, there would at some point be smaller contractor traffic coming down Hathaway Street.

[06:04:10] But the construction entrance, all heavy equipment, all dirt moving machinery, everything like that, But that is, you know, exclusively going to be through the construction entrance. Okay. Are there other questions at this point?

[06:04:26] Okay. Then, oh, Supervisor Mel. Thank you. I may have missed where you were pointing to the construction entrance. I thought you were doing where this driveway, the elevation lines have a big lump in them right there. Okay. So once that house is under construction, all the lumber, delivery trucks, drywall trucks, everything else will have to come in through the neighborhood.

[06:04:49] Because it's not possible to build a house without all those great big vehicles. Yes, that's correct. Dozens of them. Okay. Just wanted to make sure I understood that the construction entrance is really for a little while, but not throughout the whole project at all. Well, not, yes.

[06:05:04] I mean, not throughout the entirety of, you know, the last CO, depending on, you know, when that comes online. Is there going to be more information available about how one will sort of write that down?

[06:05:21] Because there's a lot of uncertainty all of a sudden, and based on what you just said about how this is going to go, that could be the first lot that is sold if somebody really wants that spot, and then everything that we have counted on goes. But if there's still any type of dirt moving, earthwork, anything like that, we cannot close that construction entrance.

[06:05:43] And I'll let you weigh in if you would like to add to that. I just want to clarify. I'm sorry for this confusion over this. The proverb that says all construction traffic. Yeah. Well, yes, I think we'll have to revise our, yes, I think actually, so I have had experience with this implementing it during construction before, and I actually think the construction is going to have to come in 1920 and circle around between, because you can't, it'll be a zoning violation if any construction views the neighborhood.

[06:06:14] So I think we'll have to, as it's worded, we will have to, until the last bit of construction is finished, the county staff is going to require us to maintain a construction entrance not going to the neighborhood the way it's worded and there is no exception to well we can't take it out we i think that perhaps other projects maybe that's come up but i think the way we worded it that's not an option so now again at some point you have to open up the road and the people live there but in theory a neighbor sees a painting truck go by on that road through the entrance

[06:06:51] they can report that to zoning and the developer should be fined basically and the developer would then be incentivized to make sure all that traffic goes as it should but that road will have the construction entrance would have to be open until the last house had a co is how this would have to go i think we'd have to come in around 1920 and up the side so that no construct no home interfered with the path of that i think that would be enforced by the county erosion control like the whole county process will see that because the proffer and enforce that through the end is my my expectation. If I didn't introduce myself, apologies. Justin Schimp, the engineer for the

[06:07:30] project. Thank you. Additional questions? Yes, Supervisor McHugh. Justin, would you help me? I'm still confused, and I'm sorry if everybody else understands completely, but can you just show me with the cursor? So there's this existing drive that's going to remain up to the 1920 house, and so I think, as was mentioned earlier, this is nowhere close to the standard for a public road that could serve the development

it is pretty close to a standard for construction we'll have to install the proper stone we have to install sediment trapping measures along that many things

[06:08:04] but i believe that we would use this come in and then turn up to the site to get in we'll have to build a temporary road basically to get in this construction traffic would use during construction that's helpful thank you very much i appreciate that thank you um at this point i think we will turn to our comments from the public. Sure. We have two folks signed up. The first speaker is Debbie Smith. Welcome. Thank you. Please adjust the microphone as you see fit. Thank you. Good

[06:08:42] evening. Also, I just want to state I'm from Albemarle County and the Scottsville District. My name is Debbie Smith. I'm here this evening representing Avon Park Home Association on february 14th of 23 we came before the planning commission on moss to share our concerns about the proposed 1906 avon development in september of 23 our board chair and vice chair met with 1906 property owners jenny and don smith along with kelsey schlein of shimp engineering

[06:09:20] our meeting was cordial and productive and we appreciate the proposal modifications mutually agreed upon. On November 28th of 23, these modifications were presented to the Planning Commission. Tonight, we would like to focus our comments on two of the most critical issues that remain, density and access. We appreciate the revisions made to the density request from R15 to R10, and while this is improvement, it is well above the R6 maximum density approved for Avon Park 1 and 2, as well as Mill Creek.

[06:09:57] Chimp Engineering is requesting special dispensation from existing county policies and the approved comprehensive plan. They have indicated our tendency is to allow for cathedral ceilings in what are now being referred to as condos.

[06:10:14] To rezone the property from R1 to R10 remains unprecedented in our area. It is possible to grant the property owners a variance, is it possible, to grant them a variance to allow for cathedral ceilings and at the same time zone the development to R6.

[06:10:35] Rezoning request R6 is more consistent with the character of the already existing neighborhood. Referring to Avenity and Spring Hill, the communities the consultant is using to justify higher density are in a growth area between Avon Street and Highway 10.

[06:10:54] According to the comprehensive plan, this area is specifically intended to have higher density than the area to the west of Avon. Communities to the east of Avon cannot therefore be used to justify increased density on the west side, especially since it would not be comparable to the adjacent Avon Park 1 and 2 communities.

[06:11:17] Avon Street Extended is the corridor future entrance of Biscuit Run State Park. As future developments are built in this region of the county, we have the opportunity to plan a well-thought-out and visibly appealing area leading up to the park.

[06:11:35] Mill Creek South, Avon 1 and 2, Spring Hill Village do not contribute to a feeling of high density as you approach the future entrance. Thank you. If you did not get a chance to finish, you can provide your comments. I think you may have already.

[06:11:50] Right, we have. We're happy to have them. If you could hand them to the clerk and we'll have them. Thank you. Thank you. And the next speaker is Ignacio de Cardenas. Correct me if I mispronounced

your name.

[06:12:08] That was good. Thank you. Hi, my name is Ignacio de Cardenas, and I'm in Scottsville District in Albemarle County. I'm a homeowner at Avon Park Community, and I want to address the issue of access. Yep. access to the to the 1906 community as it's important we've talked about it a lot today already. Arden Drive is a steep curvy road with blind spots at Arden Alley. Hathaway Street runs adjacent to our playground and dog park and increased traffic on these roads poses a direct threat to our residents, children, and pets. Traffic from this new development will exacerbate the

[06:12:44] situation. For the past several years of noise, dust, and increased traffic from construction of Avon Park 2 has plagued the community and disrupted our lives. The builder promised that the construction traffic on Avon Park 2 would use the emergency road from Avon Street. Instead, at all hours, we had large trucks carrying heavy equipment and materials up and down Arden. The builder responded that they could not control the contractors. The gate at Hathaway entrance did not deter construction vehicles from using the entrance because it was left open by the construction crews. For this reason, the community asked there be a permanent entrance to the 1906

[06:13:22] development from Avon Street. The property owners have indicated a separate community is not feasible but agreed to the creation of a construction and emergency access road into the community although we did not see the emergency road codified in the proper. We appreciate this effort but our experience tells us that a more concrete action is needed to ensure that no construction vehicles use Arden Drive and Hathaway Street through the construction phase. We request that the agreed upon construction entrance directly from Avon extended into the development be constructed as a permanent emergency access road and that this will be operable as a construction entrance from the first day of construction through

[06:14:01] the completion and occupation of all the units. We request that the county require all construction related traffic uses construction and emergency access road from Avon Street extended into the 1906 development and that there be no access to the development through Hathaway Street until all the housings are completed. Ideally the connection to Hathaway Street would be constructed after development is completed alternately we request the installation of a barricade or gate that can be locked and managed by Avon Park one community so that the access to the new development remains closed

[06:14:38] from our community during the construction phase we also request a sturdy easy easily readable metal sign indicating that there's no access in 1906 and no through traffic be prominently installed at Avon extended at the entrance of avon park one and visible to traffic traveling both north and south on avon street thank you for your time thank you we have no additional speakers that's it then the applicant has five minutes time for rebuttal uh thank you it's justin chimp back for the applicant i

[06:15:17] clarify two things i think one on the avon park two i was not involved in that but i think the situation was there it was discussed perhaps not proffered so it was not like a zoning mechanism of the county could easily say, hey, you can't do this. What I fully expect here is where the proffer is written, our plan will show a barricade on it. And basically, we'll pull some kind of temporary barriers up at the end of Hathaway Street until we are finishing up site work and connecting that for the first house we built. Because if I'm the developer of this, I think I can be fined, I'm not encouraged to kind of do this, but I think it's like \$5,000 per violation.

[06:15:56] So we would design our plan to discourage that, to protect our client, essentially. So I think maybe this does have some more teeth. And I know people have tried this before, and it's a bit of mixed success. But the way this is written, if the county zoning officials choose to enforce it strictly every time a painting truck rolls through, it's, you know, a fine.

[06:16:15] So I hope that will address, and I do think constructability-wise, this site is going to be site work all done before the first house is built. Because you can't, it's too small to go and grade in sections. Now, there will be, of course, painters, carpenters, framers, deliveries, and so forth. But those would be, this is also probably a one-builder type development, too.

[06:16:36] You don't have three national builders in there. You probably have one local builder, also a little easier to regulate. But I do think the zoning, the proffer, has some pretty good teeth to it. And the county staff will require a means to comply with that as part of the site plans. I hope that answers that. And then, I know it's confusing, the R10 versus the R6.

[06:16:54] But to clarify, the R6, if this was blanket R6, you could actually have more than 21 units because if you have affordable housing under R6, you would get something like six bonus units, which to me is not a bad thing, but it actually is less dense than a straight R6. We would profit it to six units per acre, but R6 could be more than that. And so we do meet the comprehensive plan's recommendation. The R10 really is about the multifamily units have a thought to be kind of a condo, like a one-level flat type construction for folks who want a larger place that's not an apartment that don't want to be downtown.

[06:17:28] And in that, if I have a 10-foot ceiling, for a structure that size, I have about a two-foot floor system. So I have 12, 12, and 12. And that's 36. So if I build a three-story building with 10-foot ceilings, I'm a foot over the R6 limit.

[06:17:45] And that's where it came from. It's just to allow that sort of structure to be built. Then at 35, we have to compromise ceiling height to a more expensive structure, and we can make a more successful product that way. That's the only reason it's the R10. But the numbers are the six units per acre, which is consistent with the comprehensive plan.

[06:18:01] So I hope that answers any items. I'm happy to answer anything else. Okay, we will go through our order again. Supervisor Lupisto-Curley? No, I think you've answered the questions that I have, so thank you very much. I appreciate that. Supervisor McKeon?

[06:18:17] I don't have any more questions. Supervisor Gallagher? This is for staff. If it were possible for the Avon Street connection, they still would have been connecting to Hathaway Street. I mean that would have been the idea entrance off of Avon but still had the Hathaway Street connection yes to provide the interconnection between the current stuff out of Hathaway Street with a full connection down to Avon Street got it thank you supervisor Mallock well that would that what you just said would certainly be better from my perspective and it looks like half the

[06:18:52] work will be done with your construction entrance uh to begin with where will it be you mentioned this is already in the proffers. Attorney Rosenberg, is the proffer describing all of this detail that we've been hearing tonight about who's going to build what when? Is that all written down in the proffer that you would feel like we have enough detail to assure that what they're saying is going to happen? The proffer, Supervisor Malek, the proffer as it's drafted

[06:19:23] simply provides that to limit the impacts of construction traffic on the existing portion of Hathaway Street located within the Avon Park neighborhood, the location of the construction entrance for purposes of developing the property is restricted from connecting to Hathaway Street.

[06:19:47] So it's a general statement. It doesn't go into the implementation with the kind of detail that has been discussed this evening. And does it provide the kind of authority to allow enforcement, as has been described? I think that if we find that there are instances where construction traffic is using Hathaway Street, that would be a violation of the zoning ordinance, as has been suggested, and that those violations could be enforced by community development staff.

[06:20:27] Rather than a court situation, this is just a ticket? they would they would they would they would they would follow their regular protocol or as they do for any other zoning violation so a notice of violation would be issued um i don't know if uh mr i have the hardest time i'm sorry if bart would like to address this issue because i know there's a lot of time that elapses during all those notices and appeals and that's a month probably that bart will correct me i'm sure because i probably got it wrong thank you

[06:21:04] Bart Savota, zoning administrator for the county. So the proffer is, as Mr. Rosenberg stated, very broad. There is not a sundown in there. There is no definition of what construction traffic is. So the debatable part of that would be that it could be the grading or it could be everything down to, as Supervisor Malik has stated, lumber, carpenters, things like that.

[06:21:33] So that's part of the issue with the way that condition is written a little bit. As far as the normal process for violations, we would send an NOV. It would be 30 days to appeal. If an appellant appealed something, then there's a different process that stays what we can do as we're going through things.

[06:21:55] So at a minimum, if the alleged violator was responsive, it may be a week or so to get that to stop. If we were to go through the full process, it could be months to have that straightened out.

[06:22:12] So I think that's kind of the main question. Thank you very much. Supervisor Prude. Yes. I want to thank the presenters for their thorough review of the various issues they've been addressed.

[06:22:31] And I do just want to kind of explicitly walk through the two main issues that were brought to us by the HOA, because I do believe you've adequately addressed each of them. The first one I think we addressed before we even opened the public hearing, and that's the density issue, noting that the R10 zoning is binding with the cap of 21 units that you've already put on it, and it is necessary in order to achieve the height.

[06:22:58] So it is impossible for you to seek more density than is currently being proffered, and what is currently being proffered is also consistent with actually slightly below R6. So I do believe that fully addresses the HOA's first point on density. and I do believe you have also addressed as well as is physically possible for the site all the issues related to access. I hear when I hear you describe the situation that because of the way that the zoning proffer is drafted it is absolutely impossible for you to use Hathaway at any given point in time even when it becomes quite challenging and you're going to have to

[06:23:37] start circumnavigating 1920 in a very awkward way with your construction vehicles to finish up the job. And I also hear that you're thinking it's probably prudent for a CYA kind of mechanism to have some kind of temporary barrier, even if that's not included in the proffer. And also I would just add for any residents listening that it sounds like it would be very easy for us if it is desired to provide a link allowing

for easy reporting if you do feel that there is still a continued concern of improper use. And I would be happy, as your representative, to provide that to the Avon Park

[06:24:17] HOA if that would provide any additional amelioration of that concern. So from my perspective, it does seem like the main outstanding concerns have been addressed. The only other thing, of course, is just the resident traffic once it is opened. And I think you gave a very thorough explanation of why, unfortunately, there's not really anything that can be physically done about that, which does bring me into just one more thing that I want to know, which is, you know, we've received, all of us, quite a lot of communication about this, and a recurrent theme that I picked up is that, in general, the Avon Corridor has been developed in a very piecemeal approach and is increasingly a very dense and almost exclusively residential community.

[06:24:57] I think it's important that we recognize that, and we also recognize that there comes with that an increasingly attendant desire and expectation for more robust multimodal transit that would significantly reduce a lot of the concerns that we're talking about here today. If there was a recurring bus route, if there was a reliable protected bike route, I think you would be a lot less concerned about the amount of through traffic because I think there would be less through traffic. That's a very bike community if it wasn't a death trap, but it is. So that is where I will

[06:25:32] leave that. Thank you so much. Thank you. Thank you. I just want to make sure I understand one last question on this, I think, and that is this sidewalk along Avon, I guess, an easement or right to put a sidewalk. That's what that is there. So that if, I don't know what is there currently along Avon, but for pedestrian traffic, I was looking for the proper one.

[06:25:59] The gray line here and our node of pedestrian access, this node you mean here? Well, that's pedestrian access to the site is expected through there. What about pedestrians just frontage? Well, I think there's already a shared use path. Well, a sidewalk.

[06:26:15] A sidewalk. A shared use path opposite. Sorry, yes. A sidewalk was built a year ago. The county to sidewalk project, actually, before this was submitted, there is a sidewalk that already exists across the front. So what we've said is we'll connect our cul-de-sac, which is kind of where internally we'll be, with the sidewalk down to the sidewalk that already exists.

[06:26:33] So pedestrians will be able to get down to the Avon via a sidewalk. But I also saw, I thought that there might be a retaining wall up against that sidewalk, or? I don't think so. No, there may be some. I can't remember if the county may have built a small wall in places, but we've essentially proffered with this note that we will connect our internal sidewalks to the county-built sidewalk.

[06:26:55] And so I can't tell you exactly how we'll do that today, but we will have to do that. It's kind of a site plan issue. Yeah, right up against the road there. That's all I was worried about. I have no further questions. If I may, Chair Andrews, just this brought up one additional point that I just think really accentuates the last thing I was saying.

[06:27:12] There is currently, in the earlier stages of development, Mr. McCarter is developing the parcel that is across from this, across the street. It also includes a proffered segment of sidewalk immediately on the frontage, if you'll recall. I just want to point out that avon corridor has so heavily had its sidewalk infrastructure developed by individual proffers for individual uh developments in front of it I find that

baffling and absurd there are exceptions of course you know the the newer sidewalk development that has been developed closer to uh closer to 64 access point has i believe been done by the county

[06:27:50] but so much of our sidewalks have been piecemeal individually done by developers as part of proffers I don't think that is the appropriate way of doing a coherent and strategic piece of pedestrian infrastructure, and I just wanted to highlight that, that this is how we're choosing to deploy what I would think of as critical infrastructure to this community.

[06:28:10] Thank you. If there are, yes, Supervisor Malek. So how do we, there was mention of somewhere in a plan, a note saying there was going to be a gate. Where do I find that for this construction entrance, the gate on Hathaway?

[06:28:30] You mentioned there would be a gate that was soon to be shown on the plan that there would be a gate there. Oh, sorry. On the site plan, not the zoning plan. The zoning plan has a proffer that says construction traffic can't go here. But you volunteered that it would be on the site plan, which is to come.

[06:28:46] Correct. I would show that if I'm hired to the site plan. I would show that barrier there if no other reason to protect my client. Because the developer does not want to commit zoning violations. However, contractors will do as they do, right? The best way to prevent them from doing that is to put some kind of barrier. Now, again, at some point, that's harder because people will live there and need to get in and out.

[06:29:04] There's no reason you can't protect yourself from that zoning violation for the first six months or a year of construction by simply not allowing someone to go through there. So that's, we would show that this is more of a matter of like practice, not necessarily a, well, practice in response to the zoning proffer we've made to help implement it.

[06:29:23] I don't know if the county staff would require that per se. They might. I think you could probably consider that with the language, the proffer, they may say you're required to do that. I think thinking about how many phone calls I would get from this green zoning department about potential violations, I would show it on there to say, hey, let's just cut this off now, and to the extent we can, engineer our way into compliance.

[06:29:46] Thank you. If there are no other questions for staff or the applicant, I will close the public hearing, and the matter is back before the board. All right, then we'll go through our order.

[06:30:03] Supervisor Lupe Stoker. After hearing everything and knowing that this presents, gives us an opportunity for some additional affordable housing, I don't have any questions and I'm in favor of this project.

[06:30:20] Supervisor McHale? I too am in favor of the project, appreciate the affordable housing. I also really appreciate the applicant working with the neighbors. That's been really the neighborhood and I know not everything has been perfect.

[06:30:37] This is a challenging site, it seems like to me, and I really appreciate that as well. I guess with that, I'm in favor of the project. Supervisor Galloway. Yeah, the concerns that I've heard, the units being capped, the entrance off of Avon is not possible, and the construction proffer I'm satisfied with, so I'll be supportive.

[06:30:59] Supervisor Malek. I am still very concerned because of the challenges of the site. And I guess hope should never come into something like this. And just like it's not a supervisor's role, it's not my role as a supervisor in the Whitehall District to be enforcing anything.

[06:31:21] That's county staff's role when there are problems with the development. So I just wanted to make that very clear. The construction impacts and the 250 cars a day alone onto Hathaway in the Ajoni neighborhood are not going to be insignificant for those families who live there already.

[06:31:46] So I've always been concerned about adding, adding, adding, adding, and putting the burden on the existing older neighborhoods every time somebody pops out on the back and has access to a whole new greenfield there, which is exactly what this is.

[06:32:05] I do think that there is, it could be done with skilled engineers to have proper access off of Avon Street, and so I'm just, I'm not inclined to vote for it. I'm sorry. Supervisor Prode? I appreciate the forward-leaning approach of both our developers and of the homeowners of Avon Park.

[06:32:29] I think together, working together over quite an extended period of time, you've put together the plan that is probably the best we are going to be able to get for a parcel of this shape size and grade um and i do just want to highlight that this is the challenge of continued infill in the uh increasingly shrinking uh southern development neighborhood and this is something we're going to have to accept as kind of a norm moving forward this is the amount of uh forward leaning and this is the amount of compromise that we need to be prepared to embrace thank you and i also uh you know understand that there are compromises have

[06:33:07] to be made and that the stub out on Hathaway indicated it was always available to possibly develop in that direction and therefore I will be supportive of this as it is with the right deal. But since it is in the Scottsville district, I would like to make a motion to accept.

[06:33:31] I think that staff probably has a form motion. If you could put the motion back up. If we can get that up on the screen. Oh, lovely. Oh, I love reading aloud. There you go. Okay. I move that the Board of Supervisors adopts the ordinance attachment G to approve zoning map amendment 2022, TAC 0004, 1906 Avon Street Extend.

[06:34:00] Second. We have a motion from Supervisor Pruitt and a second from Supervisor McKeel. Inside objection at the clerk, we'll call the roll. Mr. Galloway. Yes. Ms. Lopista-Curtley? Aye. Ms. Malik? No. Ms. McKeel? Yes. Mr. Pruitt? Aye. Mr. Andrews? Yes.

[06:34:18] The motion passes. Thank you all, and I appreciate the presence of people who are interested from the neighborhood and the applicant. We will move on to item number 19, ZMA 2021-0016, North Fork UVA Discovery Park. And this will be presented by Mr. Belfritz, Development Process Manager. Welcome. Hi. Good evening. Thank you. Bill Furtz with the Community

[06:34:49] Development Office. It's up here for you. There we go. So what you have for you tonight is a rezoning of the North Fork Research Park. I think you all know where this is. I've highlighted the property for you. Airport Road there at the southern end of it. Route 29 to the east and the airport to the west. Cruz Green Lake to the northwest. What's being proposed is to take what

[06:35:26] was the original industrial park, plus a small amount of added land, about 7 acres, 7-10 acres of added land. The original zoning for this was done in 1996, and there have been several amendments over

time, some land's been added. But what they're proposing to do is to add some residential areas that will include single-family attached, multi-family, and single-family detached and multifamily. And there will also be opportunities for some commercial

[06:36:02] and office space. The mixture of residential units may be modified during the development, modified during the development of the site plan and during the review process. There's affordable housing that is mixed in with this. 15% is proffered and it will be scattered throughout the development. It includes an entrance on Airport Road opposite Berkmar Drive. It's proposed to have a roundabout located in it. There's the existing entrance on Route 29. There's also a

[06:36:37] small entrance off of Quail Run, which is really a tertiary entrance. And there's an opportunity for an entrance or a connection to an adjacent property. All of these entrance locations or access points have been established since the original rezoning. There's no change in any of that. This application also includes a substantial amount of open space, green space, that'll be within the development, but it also includes significant improvements to the county's trail system. And I've highlighted those for you there along the North Fork and a portion of land that

[06:37:17] doesn't actually about the North Fork or Vanna River. You have a pretty extensive packet, and I'm not going to go through all the things that are in there. I'm happy to answer any questions you might have. This was reviewed for compliance with the Comprehensive Plan, the Neighborhood Model development and prior actions, one of the things that's being done with this particular rezoning that was not done in prior ones is they're showing proposed grading. And the advantage of that is because this is a planned development, by showing a conceptual grading, they can get early grading

[06:37:56] permits, which will help to facilitate the industrial development of the property. As part of that, I've included just one page here. As part of that, there are some minor areas that would be disturbed that are shown as steep slopes, and we've reviewed those, and we're recommending approval of the grading plan or of the application plan, and because of that, it will allow this development to occur. Part of the reason I put this particular page on, Area B5 is one that you've already

[06:38:27] approved the early grading on. The Planning Commission voted 6-0 to recommend approval of this request on October 24th. The Planning Commission did not request any changes, and They made very limited comments during the public hearing.

[06:38:47] Most of those comments dealt with coordinating the location of recreation areas to where multifamily is and the internal paths to how the development progresses. And those would all be things done during the site plan process.

[06:39:04] There was one community member who raised concerns about potential impacts to the property, his property, due to road construction, and it was confirmed that no impacts will occur. There are significant proffers with this. They largely mirror prior proffers. There is a cash proffer that is triggered in three payments, which can be used by the county for transportation improvements as we see fit at the time.

[06:39:30] We decided to do that instead of specifically identifying improvements. Given the fact that this was originally approved in 1996, we don't know when those various things are going to trigger and what the most appropriate improvement may be at the time that the money becomes available.

[06:39:53] That's sort of a summary of what the proposal is, and I'd be happy to answer any specifics about this request. Thank you. We'll go through our order. Supervisor Lupita Kirtland. Thank you very much, Mr. Fritz. I like the proposal, frankly, so I don't have a lot of questions.

[06:40:13] I did want to ask whether or not the schools have asked for anything, if they've asked for a land, or if there's a, has anyone asked for a park, a local park?

[06:40:29] So just to run back here real quick, one of the proffers is for the Dabney Grove Park, which will be, which is proffered to be developed and turned over to the county. The trail system, the easement and land has been made available for that.

[06:40:45] There also will be connections made internally from this development to those trail systems, and there are different triggers for that. In your staff report, and I don't remember the numbers, so I'm going to have to refer to that, we looked at schools and the need for schools in the area, and there's proffered land in the area, so there was no identified need to do it on this particular property.

[06:41:08] Okay, so that wasn't a need. Correct. What was the size, and maybe you said it when you were talking about the Dabney Grove Park parcel. What was the size of that parcel? Let me look that up, the exact acreage. I don't remember what the exact acreage is. Let's see if I have it here in my notes.

[06:41:26] I don't have the exact acreage of that. I'm sorry. In my notes. I can tell you that there is 204 acres in open space and buffer areas within the development. Which is very nice, very commendable.

[06:41:41] Okay, I would like to know the acreage. And maybe someone else, when they come up to speak, will be able to tell me. I see some nodding heads behind you. They probably know the exact acreage. Thank you very much. No other questions? Supervisor McHugh. Bill, thank you.

[06:41:58] I'm not sure I have any questions for Bill. I will have some questions for the applicant. I think they're more appropriate for the applicant. Thank you. Supervisor Galloway. Thank you. Thank you, Bill. Can you explain to me how I read through it, the water and sewer requirements on them?

[06:42:14] I can't remember if that was the previous proffer, the current proffer, mixture of the two, but procedurally, they have some responsibility here to deal with capacity issues with water and sewer. Can you just talk us through that a little bit? So there's some capacity issues there, and the prior proffers and the current proffers both address that.

[06:42:33] There's some updating to that to reflect new information in where we are now. So that will trigger. We worked with the Ravanna Water and Sewer Authority and the Almar County Service Authority, during this whole process to get the appropriate proffers.

[06:42:50] The other and most significant piece there is not necessarily the proffers, but the ability of the county working with the Albemarle County Service Authority to address those issues during the site plan review process because that's when we actually know how much water is going to be consumed, where it's going to be connected, and approvals can be withheld or required at that time.

[06:43:13] - So basically they have to handle that, whatever's discovered, or else you don't proceed with your approvals. Correct. They'll have to pace their development to improvements made in the area, or they'll have to contribute to those improvements if they want to accelerate the development. Thank you. And the triggering or the process for the Lewis and Clark connection to 29, the lanes, because I think that was in the previous proper.

[06:43:37] Yes. So just talk through that again. I didn't quite understand. I would like, I think Kevin McDermott's here. Do you want to answer that one? Is that already, and that's not already been done, correct? That's not the lines that are in there. So the Lewis and Clark improved, there are various improvements that would, that occur to Lewis and Clark internally and at intersections at different points of development.

[06:44:01] Am I answering the question you asked? Yeah, I mean, so what, like, I want to understand how that, what else is going to happen that doesn't exist now and what triggers that to happen? So there are improvements on Route 29 that will occur, and they are triggered at different points.

[06:44:19] I don't have my notes in front of me, so I can't answer the question. The applicant may have those notes in front of them. At different points, there are various improvements that occur on Route 29. Internally, improvements can be made to Lewis and Clark Drive, and then the connection at Airport Road is being coordinated with the improvements to the roundabout.

[06:44:40] I guess what, yeah, go ahead there. Sorry, Kevin McDermott, the Deputy Director of Planning. The improvements that are proffered for the Lewis and Clark and 29 intersection include dual left turn lanes being added both from Lewis and Clark on to 29 and from 29 on to Lewis and Clark.

[06:45:05] Those are the changes that would occur. I don't remember the exact triggers for those, but there's when a certain amount of development occurs in the development, that's when they're required to put those in. I got you. So, I mean, I want to make sure, because I'd asked for the current proffer statement prior to this development being considered, but this was not considered in the prior proffers.

[06:45:31] So the triggering of when things happen changes based on what's being proposed here this evening. so that's the part i want to make sure that our proffers don't just assume they're going to trigger based on the old language but based on the new activity that comes in and in my i'm not saying it's not in there i'm just needing confirmation that that what i just described is is the case that we have different levels of activity now theorized with this what we're considering tonight and that the triggering of things that were already on the table for the applicant the timelines or when those have to come online are different than what they would have been

[06:46:10] if this application did not come forward. I hope I made sense. I think it does make sense and I think we have addressed that in the proffers. So the timing of the proffers is really based on the traffic impact analysis and what we saw how much development could occur before they would need those developments. So they did change the triggers it sounds like is what you're asking.

[06:46:33] and they changed the triggers to address the new development as opposed to what it was before. Got it. Thank you. And just generally speaking, I know the amounts, I didn't write the amounts down, and I always struggle to find this stuff right in front of me, but the cash proffered amounts for transportation.

[06:46:56] I've asked this question in the past, and I'm not remembering the answer, but how do we determine what the numbers are? Like, okay, I don't know if the applicant just says, we'll give a million bucks for this. And we say, okay, but I mean, there's got to be, it's not that, but there's got to be some sort of analysis done that says, okay, that is a suitable contribution for the impacts you're bringing when they, because there are some cash proffers here for transportation elements. So just remind me how those

numbers are arrived at, I guess, is the question. Well, as a reminder, the amount of cash or any of the proffers is really determined

[06:47:36] by the applicant and for these cash proffers for transportation it's through a determination that those proffers will address their impacts typically the idea behind this is that they will look at the existing traffic that is going through an intersection factor in how much new traffic is being added by other developments and then figure out what proportion of their development traffic is going to be impacting that. And then we identify what the cost of an improvement is

[06:48:09] and the percentage of their impact should ostensibly relate to what the percentage is that they're contributing. And staff validates that percentage amount? Yes. Yeah. Thank you. In the previous application we just approved, it's actually stated the affordable units in the proffered statement and this one it's not it's in the code of development correct so can you just like it never occurred to me before that to look at a proffer go well wait a minute why is it

[06:48:48] written in the proffer statement versus just the code of development can you just explain it can be it can be in either one because the proffer statement refers to the code of development so things that are on the code development are part of the proffer gotcha so it probably wouldn't have occurred to me if the one ahead of us was not even you know the fact that they were right after one another I was like wait a minute why is it worded here but not in this one sometimes it's just more efficient to do it the code of development that you sent the link to I mean it's there so I saw where it was stated in there I'd like to point out on the previous question also that in addition to the cash proffer there's also some dedication of land necessary for the for the

[06:49:24] roundabout construction which is a new proffer from the prior ones where the Burke Mar will eventually correct and then if I remember that or got the numbers right in the I'm assuming this is their school impact analysis of the number of school students because this is this would go to baker butler currently and the elementary school student size would be about 17 of those would be the elementary school that would have to go there and that's basically a whole nother class at a school that's there so i guess that do we know what the well i'll ask the applicant on the timing

[06:50:01] for the project thank you bill that's all supervisor malik thank you um what's right at the front of my mind based on what Supervisor Galloway just asked, since we don't know how many units are going to be built or what the sizes are, how do we know anything about how many children are going to be there? The basis for that question is I have an impossible task of wrapping my brain around a range of 200 to 1,500. So that's a major hurdle for me, and it's no surprise to the applicants

[06:50:37] because I've also asked them what to do about that. Thank you. Oh yeah, the 17 was the low end. number. I'll give you a chance to answer the question now. We did the calculations in range. It could be six classrooms if it hits the max. That, yes, plus 15,000 cars a day in an area where we are just beginning to get sufficient transportation amenities after 40 years of trying to improve 29. So speaking only for myself, I would be much more confident if there was a

[06:51:15] number between 200 and 400 or something so that we would actually be able to understand how this is going to work. The layout is lovely. I just don't know what to do with it. That's all there is to it. And the school impact is completely undetermined, really. So others may have answers to all these questions, and that's helpful. There was one other thing I wrote down. Wait one second.

[06:51:45] impacts to dickerson road and quail they go i mean quail run goes right between two major residential blocks so and it's a rural connector rural something around there it's not a connector it's just a rural thing the quail yes yeah it's a very it's for those of us who live in the area we know how dinky it is it can't carry hundreds of cars more so what do we do about that because i didn't hear anything about that in the it was built it was built when when that original industrial area was built. It's always been planned. The development has always been

[06:52:24] planned to go through there and has. That is a tertiary entrance at best. It's not really driving any traffic that way. The transportation impact analysis, which is based on the maximum development, it's not based on the range. It takes what the max would be. It doesn't drive a lot of traffic through quail out to Dickerson and never has. How do we know? Because the primary

[06:53:00] points that people want to go to is going to be Airport Road and Route 29. There is a bit of art, not science, to it. Could people use it? Yes, they could. Is it the most convenient route? No. Lewis and Clark is going to be a more convenient route to get to Airport Road or Route 29. So it's not likely to receive a lot of traffic in addition when development occurs on the adjacent property on

[06:53:35] route 29 there'd be another relief valve on to route 29 further reducing the likelihood of use of dickerson or enough quail where is that i'm sorry that was round thing see if i can get this if i that that arrow right there okay so that's one i don't even know about yet all right it's not built it's it's just provided for so that when the adjacent when the adjacent property develops there can be a connection. Thank you very much. Supervisor Perley? Yes, so we've spent some time,

[06:54:12] thank you for the presentation, we've spent some time discussing the different triggers based on TPD, the trips per day that we're executing, and when that disperses funds to the county, but my understanding is that we also do have an acceleration clause that we can also exercise in lieu of these triggers, and by all accounts, it seems to be the better option, because it lets us control the actual timetable of us as in the county, control the timetable of how and when any kind of transportation improvement projects are actually being implemented. But I do understand

[06:54:49] that requires us to go back to the North Fork developers in order to actually exercise our acceleration right. Could you talk through just a little bit about what that mechanically looks like. So as the development is occurring and as we know what improvements we're doing, we're going to have to be making those kinds of decisions. It is possible that those decisions could be made merely at a staff level because it becomes obvious or it may be something we would want to consult with the board of supervisors to see which, there are two ways of going here, if it's not perfectly

[06:55:28] clear that one is better than the other and we would it's going to it is largely going to be based on the rate of development of this project and the rate of development of county projects in the area to make that determination when which way what to do am i answering the question yes you are and i think maybe the the question i wanted to ask but didn't is when we're if we seek to exercise our acceleration right because we have identified a specific project are there any kind of ministerial

[06:56:04] or bureaucratic roadblocks that could frustrate the disbursement of funds in a timely manner i i don't from the way the proffers are written we don't believe so we we could accommodate whatever needs to be done um and i do just want to confirm my understanding based on what the text of this says, and what we've already discussed, is that as far as affordability, while the project talks about quite ambitious

standards, what is actually contained in the text is nothing more than the absolute minimum of what our current inclusionary zoning standards are, which is 15 and 80,

[06:56:42] and nothing beyond that is binding on the applicant. Correct. Thank you, and I have questions for the applicant, none that I think I'll hit you with right at the moment, so I think we will open the public hearing if I'm right. I'll get your answer. Oh, Supervisor Malek has another question. Mr. Fritz, sorry. So following up on what you said of going back to the developers to carry out an acceleration, is that the UVA Foundation or is that the company that they hire

[06:57:17] to do the development who would have to be paying for this accelerated stuff? The owner of the property. That's who we, and if they sell it to somebody else, they've bought the proffers. thank you all right uh then we will open the public hearing and uh we have no one outside signed up to speak we read the rules previously and i know you were here you understand the rules and uh so i believe that your uh miss valerie long is representing the applicant to start us off

[06:57:51] uh or mr rose okay um welcome good evening thank you mr chairman can you hear me through this um I'm Tim Rose. I'm the CEO of the UVA Foundation. Our sole purpose is to serve the University of Virginia, primarily in real estate. We do some other work, but it's primarily in real estate.

[06:58:15] And first off, to your question about the size, our crack staff member, Megan Nenestrov, took that map and somehow with her computer ran some things around the edge of that and came up 11.6 acres. I'm sure we can come back with a more a better answer than that. But just I thank you for allowing us to come here today. We are the owner of North Fork. We purchased it at UVA's request because it wanted to further the research mission of the university and it wanted to stimulate

[06:58:53] economic development for the community. On that second piece at the time and the last time I came here to talk with you about North Fork was almost exactly 30 years ago in a smaller room but I believe is around 1994 I think someone mentioned was approved in 96 so at that time there were not a lot of businesses in town and the University was trying to get more businesses in town so that there were opportunities for trailing spouses to be hired so that was a the research park

[06:59:30] mission the economic development and the getting more business in town was a part of that purpose as i told the planning commission last fall the research park model at the time was to be a closed off park with separated pods of businesses and that was it the new model for research parks after

[06:59:56] So much learning from urban planners and experiences to have a more integrated park, to have more roads into the park, and also to have housing to support the park and to further the ability to market the facility for future businesses.

[07:00:19] So that's why we're here, to seek your approval of this zoning change to allow for the residential. I appreciate the staff's approval and endorsement as well as the planning commissions.

[07:00:37] It's been a long journey. I think we started this about three years ago. And let me let me speak directly to the one question which I think you were maybe alluding to and it has to do with the affordable housing, whether or not we want to go beyond the county standard.

[07:00:52] We are very much working with the university to provide to help facilitate the creation of affordable housing. We have three -- we've chosen three sites with the university to do that. The first is in the city.

[07:01:09] We have a affordable housing expert that we've hired through competitive process who's working with us there, not really for public consumption, although I'm in a public area. We hope to have between 150 and 200 units on that site.

[07:01:28] The second parcel is actually in the county on Fontaine Avenue. We will need your help to make that happen in terms of the rezoning. And we have another partner. The first is POA, Preservation of Affordable Housing. The second is Piedmont Housing Authority, the local group.

[07:01:47] We hope to do maybe 300 units there. Our third location is North Fork. Let me say this about whether we would, as the owners of North Fork, put a stake in the ground and say, we'll do this percentage or this number.

[07:02:07] As we've learned more and more about this, I'll call it the financial literacy of understanding affordable housing is very complicated to us, and we need a partner to work with us. I would hope that you would see that what we're doing at the other -- I'll give you an example of what we're doing in the city.

[07:02:29] This capital stack that's needed to allow the project to go forward has lots of pieces to it. There's state tax credits, there are federal tax credits, there's what is the municipality going to bring to the table to help make this happen?

[07:02:45] What is the landowner going to bring to the table to help make this happen? And then on top of that, there are a series of additional services that at least in the affordable housing we're doing and you had mentioned bare minimum or standard i i think our project will be better hopefully um not to denigrate others but you know the project that we have in the city the current plans and again i wouldn't normally do this in public because they're still coming together but uh you know we're creating a community it's not just construction

[07:03:19] of units we're creating a community so we hope to have an educational component in our affordable housing for the children that are in it we are providing meeting space uh now i'm speaking to the city but we hope this translates up to the other places and and each place has a different need you know we may not have the same kind of public services or transportation or walkability here that we will have in the city but um so we're going to dedicate space for retail we're going to have meeting space for the community childhood education opportunities a community

[07:03:52] resource center. And in coming up with these things, we're using a, I'll call it a council of ambassadors that involves affordable housing advocates. There's a member of city council on our team. There are people from the neighborhood on our team. And so with the presumption that we get approved here, our next step is to bring in the expert on affordable housing and to create a similar council of advisors, ambassadors, and you may deem it something that you would want to have

[07:04:31] someone from your group here on that group to help advise us. So I think that's the extent that I can speak to this issue, but if it's okay, I'd like to have Valerie Long come up who will walk us through the application. Thank you. Thank you. This is part of the same presentation. Pardon me? It's part of

[07:04:59] the same 10 minutes. Thank you. Yes. I do have a different slide deck if I can. I will skip through everything that I know you have already seen. First, I'll stay for the record, Valerie Long with Williams Mullen representing the UVA Foundation. Thank you. I know you're familiar with it. Just a few images to remind you of the quality of the development that the foundation builds with their amenities. And that image in the lower center is the Dabney Grove Pavilion, which is in that Dabney

[07:05:37] park parcel. Again, you all know the benefits, I think, of residents being in this park. Don't think anyone disagrees. This is a copy of the original 95 rezoning application plan. We wanted to just include this so you could see the continuity with the essential layout of the application plan that's binding the transportation network, the blocks, and the like, and the connections at various at the three locations. This was from the 2005 application plan that was

[07:06:11] actually approved in 2010. That area on the left in yellow was added to the park and then we rezoned that to add it to the park. As has been stated, Lewis and Clark Drive was recently extended when the park was first opened. The orange segment that you see there was built. It was always four lanes to begin with. And just in the last few years, the foundation completed the extension of Lewis and Clark Drive at an \$8 million connection there. Actually, earlier than is required by

[07:06:45] the current proffers. So they recognize the tremendous benefits that would provide both to the park as well as to the broader community in terms of connectivity, access to places like colony town center the airport and perhaps most importantly two things one opening up some of the rest of the park for development the road would be there the infrastructure is there it also substantially increased the acts of response times and convenience for the rest fire and rescue you have the station right there but until that road was connected they couldn't get there very quickly and from the beginning the initial segment had a multi-use path and the new segment also

[07:07:25] does as well. There's a lot of existing amenities there now. I'll skip through them real quick, but they've worked hard to create a high quality of life area. And so these residents will be able to take advantage of the existing amenities as well as the many future amenities that will come with residential. Just a summary again, we're rezoning a portion of the park to neighborhood model development. That's the only district that actually allows mixed use, including residential.

[07:07:56] There's two parcels that the foundation owns on 29 at Lewis and Clark that were never officially part of the park, but we're proposing to add them to it. And then we've updated the proffers to reflect the current proposal. Again, one point of clarification is that the residential units will be additive.

[07:08:20] The 3.7 million square feet of planned development industrial park uses, PDIP uses. Do you mind if I continue just a few minutes? or I can answer questions. We'll ask questions and hope that this allows you the opportunity. So, if you don't mind, we'll go through. Sure. Supervisor Lupita Kirtland. Yes, thank you very much, Ms. Long. Could you please explain bullet number two? Sure. The point is the existing park is permitted to have up to 3.7 million square feet of non-residential uses, primarily the

[07:08:57] planned development industrial park. There's no change in that. The change is that in addition to those 3.7 million square feet, you can now have the residential uses as well. So we just wanted to reiterate that there will not be any backing away from the designation of this area as an important future employment center, innovation center, and the like. So it's not a reduction, it's an increase over what is permitted. And then likewise, the current proffers have always committed to a

[07:09:31] minimum of 200 acres of open space. And that commitment continues as well. And affordable housing. Sorry, I don't want to overstep. No, you may continue. And do you have a slide 10 by any chance? I do. I have a handful more. You could explain that, please. The area in yellow, just for clarification are the two parcels that would be rezoned and added to the park as PDIP. The area in the red is the 175, I believe, acres that we propose to rezone to neighborhood model development

[07:10:07] so that the residential can be permitted there, as well as all of the other uses that are permitted in the PDIP area. And then the areas in blue, those blocks aren't changing in terms of their zoning or uses. They will continue to be planned development industrial park. I'm going to go out on a limb here but my colleagues brought up also the idea of a proffered area for a school maybe not in five years or ten years but I mean is there any room and maybe in the future would

[07:10:45] that be something that could be converted if needed? Certainly there's nothing that would preclude it. We actually had the conversations about this early on as to whether that would be a need because right across the street in the North Point development, they've proffered an elementary school site. And then, as I know you know well, at Brookhill, they have both the high school site and the elementary site. So we were advised that it wasn't a need, but it certainly there would nothing preclude it. Thank you. Those are all the questions I have. Supervisor McHugh.

[07:11:16] yes and i really appreciate the green space and the trail system um just a comment and i know we're not getting down into these details right now but uva in some of their developments and i know this is the foundation but i will say that i have been very impressed with the way that the university has used green space in a natural way and i would hope that native plants would be high

[07:11:51] on the priority list we have enough invasives in this county so i'm just encouraging native plants for as the foundation is moving through this um i did notice and i guess this gets back to the affordable housing piece i wrote wow on my um on my in my packet because between 200 and 1400 and i think a couple of other supervisors referenced that you i noticed when the planning commission notes 200 was the absolute minimum so just talk to us a little bit about that if you don't mind

[07:12:28] sure that that's the minimum number of residential units um obviously the hope is there will be far more units than that. That is the goal is to have up to 1400. Given that the foundation is not a residential developer itself, they were, and that this is new for the park, right? This is a park to spend there a long time, no housing yet. They very much expect there will be a significant amount of interest. They've already had a lot of interest. People call me, when is the pre-zoning going to be ready but until they get the zoning approved and start going through that process that Mr. Rose was

[07:13:07] describing in working with those for-profit and non-profit developers they don't know if they they can't guarantee for sure how many units they will be able to build they believe it will be a lot but until they get it going they're not comfortable guaranteeing that they can do more So we wanted to provide a certain minimum. I guess I would compare it in some respects, just like there's, I don't believe there's a minimum number of square feet of the PDIP uses.

[07:13:39] There's a maximum of the 3.7. They want to get to the max, but they never were able to predict exactly how fast the park would develop, how many square feet they do per year. Similar situation with the residential is they want to obviously have a commitment. That's the entire point of this whole three and a half year process that we've been going through is to be able to provide housing but in order to make a more of a commitment than that they just weren't comfortable that they would absolutely definitely be able to meet that expectation since they won't be the ones building

[07:14:14] those units. So can you speak to the affordable piece of that? Sure. The affordable is like other projects it's 15 percent of the total units committed to for at 80 percent AMI. So it's 15 percent which is what our policy is and um i would anticipate that those affordable units would be spread throughout the

development as best as possible recognizing that there's certain build outs and timing but i mean exactly yes that is certainly the goal and again it'll some of those

[07:14:49] all of those details will come out in that rfp process and like mr rose was describing they're doing with the city. They put out an RFQ and received a huge amount of project applications. They narrowed it down and then, okay, send us now an RFP and really strove and challenged those applicants to provide their very best case for their project. Maximize the affordable housing, maximize quality of life, stay out of these environmentally sensitive areas, that sort of thing and they had a tremendous response and a lot of a very competitive process so the expectation

[07:15:27] is that will happen here but it's a different site right it's not right next to the university like those other sites are they're not as close in so there's a lot of market testing to be done but they're very optimistic that there will be far more than 200 units probably is not going to happen all at once but there's definitely a lot of interest out there but there's a lot of details still to be worked out as well so okay and i just want one point about the schools and then i have one more question i'll be through um it is true that and of course my understanding and i think

[07:16:03] it's true that there is an elementary school proffered at brook hill as well as through the brook hill development right as well as at north point right um the school system has said though that the the proffer for the high school that piece of property is not going to be used for a high school you said there was a proffered piece for a high school and that's the school division has said they will not be building a high school on that property okay just so i'm just i just but it is proffered if that it sounds like the school board decided that right but thank you exactly yes right i have one concern and um i think you're probably the person to help me with this

[07:16:42] I recognize that this development is the UVA Foundation as opposed to the university. Sometimes we have a habit of sort of conflating the two, but this is the University of Virginia Foundation.

[07:17:00] The foundation has more flexibility, I believe, it seems like to me, based on their governance structure. That just seems to be the way it is. I am very concerned that with the timing and the build-out of this development, because we don't know if it's going to be, and I'm just making up numbers, we don't know if it's going to be a year, three years, five years, or six years.

[07:17:27] That proffered money is not going to be worth as much in five years as it is now. we are constantly having to come back and fill in the amounts of money because in three or four years we're finding we can't build what we thought we could build. So I guess my question is, is there a clause that says that that amount is adjusted? Let's say, and I'm just, again,

[07:18:02] grabbing at straws here, inflation adjusted. Because we have 1.5 million. I see that number on page six, right? But 1.5 in four years or three years is not going to get us what 1.5 would give us while we're sitting in this auditorium right now. It's just a question. So is there a way to adjust that for even inflation? Or is that already built in? Maybe it's built in already.

[07:18:35] I don't believe that that's built in, not to the \$1.5 million paragraph. I'll need to look quickly at it here while we're talking, but I can say that with regard to the \$2.5 million for the Berkmaar roundabout, that one is, we know that, well, first of all, that was intentionally, that figure was the funding shortfall that we understand is in place for that very important project.

[07:18:59] So the idea was close that gap with this funding. and I understand that project is otherwise just about ready to go so we structured that one to enable it to be requested within 90 or has to be provided within 90 days once the plans are complete and it's otherwise ready to go and I saw that Valerie but I'm concerned that in three years we're going to be in the same place with some of these other infrastructure problems I'm just asking the proffers do not provide for an adjustment right at this time we could certainly put our

[07:19:38] heads together and figure out how to address that i'm just curious yeah okay thank you very much absolutely supervisor galloway that's pretty good um thinking about this because the burkmar extension is the perfect point to that we we were we were committed this board voted to fund that and by the time it went through the rigmarole of vdot it just because we're back we've already approved the extra and now the extra that has not covered the gap that now exists to connect burkmar to airport road now that roundabout's not going in i'm looking to our staff that roundabout's

[07:20:16] not going in until the burkmar extension is complete right at airport road because you just mentioned that that was going and the roundabout was that that's not i thought that roundabout was part of that. They are, sorry, Kevin McDermott, Deputy Director of Planning. The extension of Berkmar and the Roundabout are all one single project. So is that two and a half million to close the gap for that whole project? Yes, correct. And in addition to the 2.5 million we are going

[07:20:49] to utilize to, is the local match for the revenue sharing grant that we have applied for that was discussed earlier today so we've got a revenue sharing grant the 2.5 million is what we expect to use the local match for that but the gap still exists then uh yes i'm sorry the gap burkmar extension is a revenue sharing piece that is not we don't have all the money for that and what i thought i just heard was the two and a half million closed that gap but now the way you just explained it the two and a half million is going to our match for that but then the whole

[07:21:28] project still has a gap existing in the funding. My understanding is that the 2.5 million plus the money we've requested from revenue sharing will fully fund the Berkmar extension and the roundabout together. And we don't have any more funding gaps for that project. This is probably a different conversation than right now for this application because that's not clear to me still even after you said it clearly based on based on the most recent estimates that we received from vdot that would there would be no more gap in that fund i didn't get that with today's but we'll

[07:22:07] come back to that um but the thought that you're right if trans if things don't adjust you know that comes right back and we've been all our transportation projects are getting hammered and just in a year um all right this you mentioned there was no need in talking about the schools i'm presuming you meant for a site, but how in here are you addressing the impacts?

[07:22:35] This isn't a 21, like we just had the 21 houses, and usually throughout Rio when we have apartments come on, people get a little worried about the amount of apartment units, but apartment units don't typically create as many children as if you have single family detached, which you have some portion in here.

[07:22:51] We don't really know the number yet. But, you know, this is a huge project, and it's got big impacts, and a lot of your proffers go to address those impacts. But how are you addressing the school impact? Because if you build out to maximum and you get to 233 students and half of them are elementary school students, that is a whole grade.

[07:23:10] The school division is only committed to go to about a 500-seat school. They could build bigger. They don't want to build bigger. So I think that becomes problematic. You know, see some of our schools that have got to 600, 700, 800. They get a little, you know, from an educational standpoint, they don't want to build bigger than that, which I don't necessarily disagree with.

[07:23:31] but there's you know when we see projects come forward usually everything is trying to and we've got the water and sewer stuff in there we've got the transportation elements in there but this is a big impact to a place and other places have proffered in their big developments site what is being done to help address the school impact that this development brings forward the benefit here is that it's a true mixed-use project, and the non-residential uses here will generate substantial tax revenue that will help support those additional costs for schools. So can you

[07:24:09] talk a little bit about what that's going to be? I don't have projections, but... No, what kind of things? I know there's a hotel possibility. Oh, sure. Sorry. There's a variety of uses. A hotel is one. There's also commercial space, office, some retail, things like restaurants, but probably the bigger tax generating uses are the true PDIP uses, the research park, the light industrial uses, all of those uses that will generate far more tax revenue, frankly, than I know hotels generate a lot of revenue.

[07:24:41] But that's, I think, where you'll get the bigger bang for your buck in terms of tax revenue that will offset, probably more than offset, I would project the additional impacts from the school resource impacts, recognizing, of course, that schools are a huge component of the county's budget every year and a large percentage. But that's the difference. Unlike a lot of the projects that are just residential, this provides both. And again, the whole point

[07:25:17] of the residential is to enhance the park and liven the park and make the other uses the pdip uses much more desirable and generate much more tenant interest and accelerate the development of the rest of the research park they hear from prospective tenants all all the time we'd like to be here but where would our people live right they want to live nearby and they want to live in an active community they would like to be able to walk and bike to work if they can or just live in a nice community with good open space and amenities and so they see it the residential as an amenity

[07:25:54] to the economic development goals of the park and will hopefully accelerate that's again that's the goal so um so i want to address affordable housing and i'd want to try to do this in a way that is not i've been grumpy about it in the past so to those i've talked to directly about it um so i'm I mean, try not to be grumpy about it tonight.

[07:26:19] That's all right. And Mr. Rose, with all due respect, if you want to be part of the response or the answer, we just have to have the conversation. Sure. Typically, when big projects come forward, the affordable housing component is a selling pitch to us because we want affordable housing.

[07:26:37] Sure. The unique part of this project is it's your own site identified to achieve your affordable housing goal. I understand. I've got the answer. It was restated tonight. So I completely understand that.

[07:26:53] But from a standpoint of wanting and seeing this as a huge partner, the biggest partner we could have in this area to help address this issue, what do we do if you don't go beyond the 15% and the 80% AMI? What do I look to my community to say, this is what we, the impact, the risk of the impacts to the area.

[07:27:15] I could tell folks that I could take those impacts on to achieve affordable housing at certain levels. The supervisors that represent Southwood did it. We've got failing intersections. I don't know how the – I'm not even sure the transportation plans we've got in place that are coming in the future are going to deal with the density that we're putting in.

[07:27:35] But the decision was made, we're going to accept that to achieve the affordable housing numbers that are going to go in there. So the question is simply that. If I have to look my residents in the face, the ones that vote for me, And say, I supported this project because UVA identified it as a place to attack affordable housing.

[07:27:56] But if in the reality we only get 15% at 80% AMI, what do I say at that point? I'll let Ms. Rose obviously address that more directly. And I really am trying to have this conversation as respectfully as I can.

[07:28:12] I don't think it should be combative. I think we both want as many affordable units as we can get. I believe you when you say that. But requests for proposals can go out with minimums that say to developers, you delivered us. We own it. this is what we want. Bring it. So that's, that's the part where I understand, but I just want to know from my standpoint, how we hold somebody you want to achieve more than the minimum. But if the minimum is not achieved, what do I, if the minimum is all that is ends up being achieved, what do I say to my constituents at that point? Does that make sense what I'm asking? I got left alone up

[07:28:51] here on the big one. No, no, no. I'm kidding. She didn't come up with you the first time around. yeah i understand um are you well never since it's interesting when we went back in i guess i was correct in 95 when we came up here same exact on different issue same exact discussion took place which is a little different how can we trust you to do what you said and won't the executive vp be

[07:29:21] gone at some point and you guys withdraw yourselves and we're now four executive vps into the park had four. I hope the current one stays a long time. But we've stayed true to what you said, which is the university made a statement. And if the university makes a statement, they're going to stick by it. And we have great trust with you, and we hope that you will have great trust with our team. And our team is really, I mean, we're a separate foundation, yes, but the president of the university is on our board, the executive vice president,

[07:29:59] Vice President for Advancement, members of the board visitors, and we're here representing them. And I just, again, this understanding of how it all pieces together and what the incentives are and what's the timing on LIHTC funding and did it go to another project that maybe you approved and how does it all work together? It's very complicated. And again, we'd love for you to partner with us and be a part of the team that tries to make this happen. The one thing I will say is I can guarantee that we will exceed your expectations. What's your hope? What's your

[07:30:35] target? You guys have had, if you're willing to share. On the numbers? Yeah. We don't have a hope, but it's, we've done some sensitivity analysis that had, you know, hundreds of units beyond your basic standard expectation. Can we get there? I don't know, but we're going to see what we can do. So if you get 1,400 at 15%, that's 140. That's 210, right? So I mean, are we hoping 300 for, I mean, the numbers we're talking about are more than that. So that's what you're hoping you'll

[07:31:11] get to once you get going with. I need to get the team in here and talk to us. But the, but the expectation, be honest, the discussions at UV are a little bit the same. Why can't you just stick your, why can't you just tell us you're going to do 700 units? I've never done one.

[07:31:31] We now have experts telling us we can put 150 to 190 down at Whirland. We've got another group that, we're not there yet, but they think maybe 300 at Piedmont on Fontaine.

[07:31:46] We're going to come in and see what we can do here. And I think it's going to have to be mutual trust. And would the same be said, not just of the number of units, but with taking the 80% AMI deeper than that for affordability?

[07:32:04] See, now I'm getting in over my head. I can tell you that the other sites, that was certainly an expectation. All right. Thank you. And I do appreciate taking that on. Thank you. I appreciate it.

[07:32:19] Thank you, sir. Yes, sir. I think that's good for right now. Supervisor Malek. Thank you. And thank you, Supervisor Galloway, for teeing that up so beautifully because you did far better than I would have. When this first began to be discussed and I was told that all those gory details were going to be left up to the developer, you could see me cringing because that did not sit well at all.

[07:32:46] So I think what I've heard tonight is that you're going to, there will be in this process you're going to have requirements, strict requirements. You're not just going to turn this over to somebody. And so one question is, are you going to keep owning the land or will it be flipped to somebody who will then own it and flip it to somebody else and we will be chasing people forever?

[07:33:08] I'll ask him to correct me if I'm wrong. I hope this doesn't frustrate you. The answer is they're not sure yet. There is a good chance they will retain the land and ground lease it. They may sell some land. Historically, they have not sold land.

[07:33:25] Right. They are still working through those things. That is yet another example of some of the details that they'll need to work through in order to figure out, you know, it may be that if they're able to donate land, then an affordable housing developer can do, say, 100% affordable units at 60% AMI.

[07:33:46] That might be one of the levers that's adjusted to enable more affordable units at lower affordability levels. It may be that they have a LIHTC developer who could do a large number of units all at once. It might be kind of a range of units.

[07:34:02] They haven't made all those decisions yet. But I can tell you that I was actually involved in two of the, there were teams that were selected for the other two projects Mr. Rose mentioned. We were part of the team with some local civil engineers and architects, and one was an out-of-town affordable housing developer out of Maryland.

[07:34:21] the quality of the proposals that were put forward to me were mind-boggling they were like nothing I'd ever seen and been involved in locally and that one didn't even get selected so and the criteria I don't think I'm violating any confidence is the criteria was very strict these are the things we want you to focus on maximize your affordable housing they didn't have specific specifics you must have this many or this level maximize it but we also want you to stay out of the sensitive areas we want you to think about all these other things as well give

[07:34:59] us your best proposal and it was pretty impressive what just the ones I was involved in so I would certainly expect the standards would be the same I think they've said that they would be the same

and I like he said I think you'll be very pleased and they will exceed your expectations but there's so much detail to come with all of those so in terms of turning it over again correct me if i'm wrong but the other applications were well if we pick you we will then negotiate a ground lease with

[07:35:33] you and work out all the terms so i'm sure they will have terms and conditions of leases that will obligate the ultimate builder to adhere to their standards and guidelines not the least of which would be the affordable housing requirements. Sorry. Has it come up in discussions that a primary focus of the residents would be those working at the park or at Ramana Station, for example? I know that it would be an amenity for an employer to have that option, but is that also a goal of the application? Not that I know of specifically, but that's an example of criteria

[07:36:12] they could create as part of that and would be very logical for this area for the reasons you mentioned. You know, tell us how you're going to particularly market this site to employees at the park or current and future employees at Rivanna Station. You know, maybe that's a shuttle bus from one of these areas over to Rivanna Station as an incentive or a child care center to support those working parents. Because one of the great burdens for the non-commission active duty at Vanna Station is lack of anything they can afford to live in. So there is a huge need right there

[07:36:49] among the 2,000 actives there for things that are close by. The houses across the street started out being more affordable, but the ensuing 10 years has taken care of that. So their salaries have certainly not kept up along the way. I thank you. I think I've learned a lot. If those kinds of information sets that you just described had been worked out before tonight, then it would be so easy to go check. So I get it how you wanted to get the rezoning first, but it also makes it very hard for me. Go ahead. Just so you know, the depth to which we've had these discussions, we have had

[07:37:26] conversations about selling the land. That is a, in terms of wealth creation, is something that owners like to have for affordable housing. So that's a part of our conversation. And there was one other piece you asked about, and I'm blanking on it. Oh, thank you, the prioritization. We have to be careful as it relates to the tax incentives for affordable housing. I don't know that we can specify who the customer can be, but for the non-affordable, certainly we would love for people

[07:38:03] to be in the park. I had a question, but it flew away, so thank you very much. I'll stop there. - Supervisor Proop. - Thank you, I appreciate your presentation. And I also have several questions related to the land interest and how that is being retained and or fractioned.

[07:38:27] It does seem to me it is within the realm of contemplated possibility that some of the land interests are donated to developers as part of the development process. Am I not correct in understanding That then means our ability to seek satisfaction under the proffers is also fractioned off.

[07:38:48] Like suddenly I now, if you have donated land to PHA, I now have to ask for 0.2% of my transportation proffer from PHA and involve them in that negotiation. In theory, if the legal documents are not structured as well, in my experience, the way it's worked is when, and for example, across the street at North Point, They recently sold a 10-acre parcel to a local apartment builder who's building a bunch of apartments there. And the agreement between the two, the sales contract, obligated that builder

[07:39:24] to build a certain number of affordable units. And it was very, very clear, the builder says, we want assurances we have no obligation for this proffer, for any of these future proffers that you all owe. So the language is very clear, the developer retains all liability for those expenses.

[07:39:42] So certainly the foundations, you know, they're going to maintain the obligation and that will be clear in their documents. So to the extent the county will always be able to look to the foundation in that respect. And we can handle any deeds as necessary to enforce that.

[07:40:01] And not to be too prickly, but much like with the affordability component, it seems like this is something we are taking on faith, which we do have in the foundation. but the fact that you would retain those obligations rather than allow them to transfer to the buyer is something we are taking on faith.

[07:40:19] Sure. Yes, there's nothing in the proffer specifically that would say commit the foundation to what I just described. However, I will say, and Mr. Rosenberg, please feel free to correct me if I'm wrong, but the proffers remain binding on the developer as well, even if they were to sell off pieces of it if they own anything the county can always come back to the sole developer even if they only own a little bit left foundation's obviously going to own most of it okay and obviously they're going to come back to the party that's going to be

[07:40:55] most able to satisfy the proffers as well um i also know you talked about the the greater possibility that uh you're using ground leases for your developers but i i do know that there's quite a few single family both attached and I think detached in part of B11. I think B11 those are single family detached in yellow. That is what's represented on that illustrative plan.

[07:41:21] Certainly the goal is to have a variety of housing types yes. And I do understand that when I say single family attached or detached I'm assuming these are at least some of them are intended to be for sale rather than for rent. That is the concept at least. Is it being contemplated to retain a ground lease model on sold units which is doable and legal and bad? I don't know that any of those that those details again have not been not yet been identified. Typically or historically

[07:41:55] the foundation has not wanted to sell any land. Early on they sold a few parcels with rights of first refusal and fortunately they got them back when those prior owners sold them. Since then they don't sell land. But I think those are a lot of details to be worked out as to how that would work.

[07:42:13] Are you speaking of like a community land trust where land is retained but then the building sold on top of the land? That is one model. I think in this case because you'd be not acting as a trust for which they are a beneficiary would be better compared to a private land lease model like you might see in a mobile home park. Yeah, it's certainly, I was involved in creating the local land trust when it first started here, so it's certainly something that'll be discussed. We're

[07:42:49] going to discuss all the different options. And just to be abundantly clear, I find ground lease models to be incredibly dangerous and non-desirable, even in the context of the land trust. I think they can be potentially quite dangerous because they create non-extinguishable interests for a property that someone owns and lives in. So that is where this is coming from. It is not something I'm interested in having in the county. We're getting a little in the weeds on this and it's something I know that is not even necessarily strictly contemplated but is within the realm of possibility and I think kind of illustrates the breadth of things that are within the realm

[07:43:29] of possibility. Well and frankly I'm not familiar with the concerns you're alluding to so personally I would love to hear more and understand better exactly what your concerns are so as I'm sure with the foundation so they can be aware of those concerns and try to avoid them with whatever model they come up with but obviously we want to we don't want to do anything that would be negative it's a

niche bugbear got it no i understand you've probably seen or experienced something and once you have you uh don't want to see it repeated again um my understanding from initial conversations i've had with representing representatives of the foundation is that

[07:44:07] generally speaking when we are talking about bringing multiple developers for this plan It would be on a by-neighborhood basis, and I want to clarify if that is the case, vice perhaps what we might see in Southwood, where you have individual neighborhoods that are of mixed developers, right?

[07:44:25] You have Southern Home Development building directly next to PHA to create a very kind of interwoven metric, but I imagine it's also much harder to execute. My understanding is that your current plan is much, it's not that.

[07:44:41] It is individual neighborhoods developed by different developers. Is that an accurate characterization? I don't know that that's been decided. I think that's something that's perhaps contemplated is how it might play out. But, again, I know they haven't precluded any options.

[07:45:00] They want to, again, open up this process with the community engagement and ask people to bring their best proposal forward. So I could see the habitat model at Southwood being very attractive. for all the reasons it's successful there there are economies of scale and efficiencies as you can imagine to do a 250 unit apartment have a single developer but there's also a lot of creativity that is out there and that's again part of the goal is maintain flexibility so that we can see what people come the foundation can see what these developers come up with in order

[07:45:40] further the foundation's goals and the county's goals. And I do also want to just ask about term of years because because the way the affordability component is structured right now is extremely noncommittal and with that comes a very noncommittal term of years. As I see this the only driver that would actually be binding on you all for term of years of affordability would be part of the capital stack if you're getting WITEC dollars through Virginia housing which be probably 30 years of affordability. Are there any other formal mechanisms that would be committing

[07:46:18] y'all to additional terms of year of affordability beyond your good faith? In the proffers, it's committed for 10 years for each of the units would be... But that only is binding on the 15%. Correct, correct. But just for clarification on that. But again, the foundation will have the tools and ability to negotiate specific terms with each of the partners that they work with. So if it is a a LIHTC developer, as you know, there's standards that apply that typically require a 30 or 40 year term. They may work with another developer who will do some number of affordable units and they

[07:46:53] can dictate as part of their negotiations and agreement with that developer, those types of terms. Again, how many of your units will be affordable for how long at what levels? So they'll have that flexibility internally to do that. I believe that is all the questions I have for now, But I do just want to echo what I'm sure is the course that you're very used to, which is it is quite frustrating and in some ways disappointing to not have more data that I can show that the county is being accountable for this.

[07:47:30] And I recognize that there is flexibility that you're achieving through this and that flexibility notionally allows you to achieve more than you might if you had a binding obligation. I recognize that and I keep saying I trust the foundation, But I also want to recognize that situations change, capital situations change.

[07:47:48] The university could decide tomorrow based on some wild expose, like, oh, we need to significantly cut staff, and we need to radically increase scholarship funding. That's going to significantly change our capital demands, and suddenly we need to be drawing much more capital from other projects.

[07:48:04] A wide number of things could happen, and then the only thing we have that is committal is in writing, which is 10 years of 15% affordability. which is not a very satisfying thing to be able to hang my hat on as an elected official.

[07:48:22] And I just want to, again, say that out loud. I guess I'm not clear why we could not have had more thorough conversations with developers in this process, because it does seem it's very much a, when can we have conversations with developers in order to get their input on it?

[07:48:38] And I don't need a response to that. I appreciate your candor. I understand. Thank you. one of the effects of going last is a lot of questions that i would have been answered but i also get to sort of raise some things that i don't think have been really addressed and one of my concerns big picture overriding is that this is a very large development large space large park and i haven't been part of the discussions for a lot of this but i appreciate that i heard mr rose talk about being part of a team to make this happen i'm trying to just wrap

[07:49:17] I had a little bit around the additional obligations that come with this kind of development. So there are proffers for transportation improvements, but I haven't heard anything about transit. And microcat serves this area, but we have a lot of development going on here that's going to put additional burdens on that if we're going to continue it in this area.

[07:49:41] I also recognize that there's a lot in here about the Dabney Grove Recreation Area, which really sounds wonderful. But I'm very unclear as to it's being dedicated to the county for public use, and then is it to be maintained by the county?

[07:49:59] And what about the other open spaces, and how much else is the county committed to as part of this development? I really would appreciate some comments to help me wrap my head around it. Thank you. Good questions. Let me take a couple, and I do have some slides that we'll walk through the proffers a little bit better.

[07:50:18] let me start with one, if I may, Mr. Anders. So there's sort of three sets of transportation properties. Two are about cash. The first one is about the Birkmark extended roundabout. You talked about that. The second one is the 1.5 million in cash to be used for future identified transportation improvements. Again, because early on the foundation proposed specific improvements and a time frame to do them in working with the transportation staff, Mr. McDermott and others, and VDOT, it was decided they didn't really want to commit to a particular improvement

[07:50:55] given the amount of change that's going on in this area. So at the airport road 29 intersection, the cache is specific that it can be used for a future improvement in the area of that congested intersection. It can also be used for, among other things, pedestrian or bicycle improvements or transit. So it was intended to be very flexible to allow the county to apply the funds where it thought they would provide the most benefit to the public. Well, in that regard,

[07:51:33] as the university, you've been considering the regional transit governance that we're undertaking with Charlottesville to look at how your bus system, whether or not it's going to extend out to all these areas as you start to expand and whether the authority, regional transit authority, would be taking

that on in the future. I know that, and I may ask Ms. Van Ursel to come up, she's the manager of the park, but they do have a, you know, a bus program, a trolley system pre-COVID. They had a much more robust one. I know they hope to get back to that, but they have

[07:52:09] been focused on the transit issues and connecting the research park to main grounds and other areas to make it more connected and convenient for others. But the hope is that, and as you alluded, the new microcat service covers this area as well. So we think the future residents of the park will not only benefit from that service, but also support it with their ridership. It seems to me It would be the perfect use of that if I live here and work at Rivanna Station.

[07:52:40] It's a relatively short jump on the bus to use the micro-catch service to get there as opposed to maybe commuting further. Let me let Deborah address that. Ms. Van Ersel, I want your input. Good evening. Deborah Van Ersel with UVA Foundation.

[07:52:57] Several years ago, we had a shuttle bus that we funded, the foundation funded in partnership with Jaunt. And it was Wi-Fi enabled. It had very speedy transportation, and that means no longer than a 30-minute wait between buses.

[07:53:14] It was rarely ridden. We provided it, however, because we thought it was important to reduce this concept of it's too far away and making that connection. We also ran it to Rai Vanna Station for a little while, and no one rode it, and so we eliminated that run.

[07:53:34] The housing in the park is really meant to accelerate the industrial development at North Fork. That's the first intention. And one of the reasons why we needed that residential there was because people don't want to drive that far to get to work.

[07:53:50] So we are hopeful that the residential in the park will help accelerate the absorption of businesses that want to come there. And we won't have maybe so much traffic and the need for bus service. Secondly, we are very anxious for the Birkmar Road to be completed because we can't build the amenities in this park that people want regularly, but it is across the street at Hollymead Town Center.

[07:54:19] And the sooner that road gets in and the sooner the circle gets in, the closer those amenities are to people who work and live in the park so that they're not going to be on Route 29 necessarily going into town to get those services. So the bike path, the road that we've already put in, the housing, those are all really important.

[07:54:41] And the last thing I would say is one of our tenants, Perrone Robotics, is in our park. We have worked with them to provide a circulator bus within the park to get people between their buildings into Foods of All Nation and Success Studios, which are two, and our meeting center, which I know all of you have had the pleasure of being in, to get them in and out during the day rather than getting in their cars, keeping them off the road at the same time, allowing Perone to do research on their wonderful technology and their product.

[07:55:14] Thank you. I guess I still have the question about the Dabney Park and green space maintenance and how that is expected to work. Thank you. Once it's dedicated, donated to the county after the improvements are built, it obviously becomes the county's property.

[07:55:33] And my understanding is they then take on the maintenance. There was a provision in there about coordinating so that the foundation has the use of those amenities as well. Originally, that was one

of the reasons actually the foundation wanted to maintain it was so that they could be in charge of the maintenance and ensure that it was maintained to their standards.

[07:55:54] But the request was for the land to be donated, the improvements to be donated. So that's how it's written now. Yeah, because it does say, I think, dedicated to the county, but then coordinated to permit the use by the public when not in use by the applicant.

[07:56:12] Right. They just want to make sure that they have, they want to have, we want to have a partnership, work out the terms, and they want to just make sure that their residents have the ability to use it as well, and that the foundation could use it for some events for their park tenants and things like that. Is that a fair description?

[07:56:29] Yeah. that Dabney Grove Park Pavilion is right in the center of the development. So we would like, obviously, for our people to be able, our tenants and people who are living there to be able to take advantage of that open space. So I don't know if that answers the question.

[07:56:51] Same thing for the trails. So you're referencing your folks that are living there as opposed to people that might be driving it and using it. Is that what you... Well, if the county, if we proffer to the county, it's not just for the people in the park, correct?

[07:57:11] That's what we're trying to do. Yes. Yeah, I just want to make sure I understand what that is. Oh, yes, absolutely. That's well understood. Yeah, okay. Are there other, yes, Supervisor Lupisto currently. Thank you. I had a question regarding the affordable housing, and I do understand that nothing is guaranteed.

[07:57:32] Even whatever happens to you, we've had projects like RST that were good and went away and nothing is guaranteed, but I do like the project. My question is, the affordable housing units, are these going to be rentals and for sale?

[07:57:53] That is the hope, but again, not yet determined with any certainty. And my concern is regarding purchasing, because usually it's, what, for 10 years. But my real concern for this project and the project before is that right now we're not seeing a lot of people, if it's at 80% AMI, you're talking about, what, \$98,000 to be able to make that, to be able to afford that.

[07:58:24] And my understanding is, at least on the other project, I don't know about this one, is that after 90 days and if no one it goes to market price that the affordable you know the unit after 90 days if no one buys it then it goes to market rate is that if that's true i don't think we have a ready list of people who are ready to i know stacy stacy pethia dr pethia isn't here but we don't have a ready list yet now i realize this also probably won't get completed for another

[07:59:02] five years or so. But could you address that? Sure. Supervisor Lupista-Cartley, that is a challenge that has existed since the county adopted its first affordable housing policy. I can't remember when that was. I want to say it was in roughly 07. It has been a challenge ever since. At the time that policy was adopted, it was discussed or planned, envisioned, that there would be a much more robust Home Buyers Club and a program in the county's housing office to help implement that

[07:59:38] and maintain a list of qualifying families or individuals who met the criteria so that as soon as a developer gave the county notice that one was going to be available in 90 days, that the county housing staff would be able to send the the qualified purchasers over to start hopefully buying it right and

unfortunately the developers would send the notices and nothing would happen and it's so that the 90-day period was intended to provide enough obviously league time but also

[08:00:15] not require a developer to have to keep that house off the market for some indefinite amount of time I believe there's an 180-day period as well that plays in. So it is absolutely a challenge, as you've alluded. And I know that Dr. Pethi and her team and others at the county have been working really hard to try to figure out how do we fix that problem.

[08:00:39] The city's going through the same challenges. To make sure, the worst thing of all is that there's been affordable housing proffered and actually built, but not actually been people to be able to take advantage of it. It's the worst of all worlds, so.

[08:00:55] And I guess that's why I'm bringing up maybe affordable rental for a period of time until things change. Those are, it may well be that that ends up being what the market supports best. It's also very hard to achieve, even with our high AMI levels and 80%, it is hard to make all the pieces fit together with a qualifying family to buy an affordable unit for the builders to be able to build them at the prices that the limits, it's very challenging to do. They end up subsidizing, they subsidize the land and work really hard and it still can

[08:01:34] be challenging. So it may be that rental is the best option, at least in the short term, until that program can be further developed. Right. That's right. Thank you. Okay. Thank you very much. Thank you. Supervisor Galloway. It was, I get, and I want to separate my question here.

[08:01:52] the research elements, like the comment was made by Ms. Bernersel, you know, the residential helps us attract those businesses. And I'm assuming you're meeting that part of the park. And I get that. I believe that. I agree. The commercial elements of this specific project, hotel and some of the other things, you said restaurants and stuff like that. We've had some instances where we've approved some developments and had the commercial and we've been told how important the commercial is to help make it viable. But we've had some come back and ask, they couldn't do it they couldn't fill the commercial now i think you're in a little different spot than some

[08:02:31] of those areas because you've got some developed commercial you got airports or like hotels and all that should should work but as you go out to request for proposal in much the same way of working with the folks for the residential and the affordable housing piece what can you tell us about the approach to get the commercial elements of this specific project up and running so we don't add to our empty storefront that we have in other parts of the county.

[08:03:03] You've hit on a big challenge. From the very beginning of my involvement with this project, the foundation has been working for several years with a national consultant who I think specializes in redevelopment of university research parks. And they've been intimately involved in helping identify, okay, where should the housing go, where should the hotel go, knowing that, and a figure I remember is them saying you need about 700 rooftops to support certain commercial uses. Restaurant, right? There's got to be enough. And so part of that internal

[08:03:39] incentive I mentioned earlier, the foundation hopes there'll be lots of residential units there, not only because they want to provide as much housing as possible, but they want to have enough residents to support those commercial enterprises in the park and those services. There's also the benefit of having lots of other residences nearby but not inside the park so obviously those nearby residences

would have the opportunity to also come say to a restaurant in the research park but that is a challenge of mixed-use development is making that all work so i would

[08:04:17] just say that this plan does not really consider having a lot of commercial retail put it that way It's really mostly residential in the NMD. The hotel, this D1 area is really the limited area where there could be some other kind of use.

[08:04:37] It could be a medical office building, a place where people will come and go. But we're not talking about Chinese restaurants and, you know, any number of other restaurants in there. What we're trying to do is say, make the connection on Berkmar, get the housing here, allow people to go over to Hollymeetown Center where that is very much a deeper set of retailers who need additional also need you know the heads the people to go there and take advantage of those services that are being offered we're not going to ever have a target we're not talking about that people will not come to the center of the park for those they will stay where the retail corridor is

[08:05:15] and we're not thinking about a lot of it there that's helpful because Belvedere is a good example Well, there's more than 1,400 units, and the center is even in there now, but the green berries and the medical office, you're probably experiencing it with your green berries right now, a similar thing.

[08:05:31] It's just the work hours, but there's more than 700 rooftops in that general area, but yet there's no retail going in there, because I would guess that they are allowed to. They're allowed to put it in there, but it may not be viable, so that's actually helpful there. Thank you for that. Supervisor Proob.

[08:05:47] yes i apologize this is a question i wrote down earlier but i went through them out of order so i missed it no problem um i i understand that your capital stacks for these individual projects are unsettled and uh open to change and when i think of a capital stack that is trying to develop a deeply affordable uh section of residential property i think oh what are the normal partners in there where there's why tech there's maybe some additional state monies there's whatever we're able to front including additional like land benefits that i know you have and then there's us

[08:06:24] as a major capital partner is that an expectation that the foundation is moving forward with that we might be a later capital partner in some of these individual developments not to my knowledge but they would take it uh but that is nothing i've ever heard discussed but again lots of details but that is not any expectation as i'm as far as i'm aware of so right and i guess just to kind of fully articulate my concern here we're talking about the foundation's intention to uh

[08:06:59] deliver a much deeper and more affordable version than what is strictly in front of us and it would be quite frustrating if we later get a bill saying, and this is how much it's going to cost in order to deliver a more deeply affordable community than what we have strictly promised you in the legal document. I would find that frustrating, and it is reassuring to hear that that is not how the planned capital stack is currently looking. Thank you. I believe technically you have five minutes of rebuttal time to be offered. I certainly don't need to take it. I'm

[08:07:39] happy to spend that time answering your questions if you prefer. I do have a few slides if it would be helpful that walk through in detail the transportation proffers with some maps as well as the park and recreation proffers if you would like to see that. But everything else you've pretty much seen. So but all right I have five minutes. Okay well these are just illustrative plans in a little bit more detail. One thing I will mention because it came up in the planning commission was

[08:08:13] a comment about the trails over by the river which I'll get to in a moment being relatively far away from where the residences will be and so I did want to point out that again this is an illustrative model but these these blocks will be subject to the code of development in which among other things require a certain percentage of amenities and green space 20 percent of the amenities and so here we've shown some illustrative amenity areas kind of right where the B11 and B10 and our open green space areas, but there's also trails illustrated throughout that area.

[08:08:50] Those are the types of amenities as well, so it's the trails over by the Rivanna River are not going to be the only trails and walking natural spaces that there will be. A question came up at the Planning Commission by a resident of Airport Acres concerned that the 50-foot buffer that's shown here, which has been in place since the original approvals might go away when Lewis and Clark drive if and when it's ever widened to four lanes and so I did want to just reiterate this buffer continues and also when the road was extended even though it's

[08:09:25] just two lanes it was graded so that it will easily be able to be widened a lane on either side if and when that's desired or required but it will not need to won't entail any further clearing or tree removal. That buffer will continue. Also, there's another buffer that's always been in place along the western edge in that location. So just clarifying that.

[08:09:52] And then this is the parks and recreation proffers. You see there in the top left there, the Dabney Grove Park parcel that we talked about earlier. I think we mentioned what the estimated acreage of that area is. There is an existing, sorry, and just for clarification, there'll be recreation field with irrigation, parking lot, restaurant, restrooms in that area that the foundation would build. At the request of the Parks and Rec staff, they asked for a connector trail connecting the Dabney Grove parcel or those amenities to the future Greenway

[08:10:27] trail that the county will build along the river. So the foundation hasn't yet identified which exactly where that will be, but we showed three potential areas and at least one of those three connector trails would be built. Also a new trail here, this is known as Jacob's Run, and the Parks and Rec staff asked for a commitment and a proffer there to construct and then dedicate a trail in that location as well. That will help connect. Get my cursor going up here.

[08:11:00] So the foundation years ago dedicated an easement to the county for the county to build a greenway trail and once that happens and this trail is built it will provide a connection up to eventually to the Chris Green Lake area and then finally this easement area was dedicated like I said many years ago but the current Parks and Rec staff has been out there and done a lot of on-site analysis of where the trail location would be best and have identified a handful of areas that are represented by those smaller ovals where they think that they're asking the foundation to

[08:11:39] in the future expand the boundaries of that easement area a little bit so that they can avoid impacting sensitive areas of the steep banks and things like that so it's a more much more careful thoughtful approach to the future construction of that trail by the county parks and rec staff to identify well over here you know we want it there's a we need to build a bridge across this little creek and if you'll expand the boundaries of the easement area in this location we can do that without, you know, substantially increasing the cost. So those are just some handful of areas

[08:12:16] that parks and rec staff identified, and the foundation has agreed as part of the profferors to have future flexibility there. And then finally, along Route 29, there was a, I believe it was a VDOT plan, not

exactly sure, a future plan that contemplated potential future installation of a shared-use path along 29. And because the foundation owns a lot of the frontage there, we added a proffer that would dedicate an easement along their frontage for the future construction of a shared-use path if and when that ever comes together. So then again, neither

[08:12:54] VDOT nor the county would have to purchase that land or easement from the foundation. And then finally, a public trailhead parking area where that second star is located. Parks and Rec staff identified that it would be a benefit to the public to have an established parking space for those users. Thank you. Thank you. Are there additional questions? Supervisor Malone. Thank you.

[08:13:19] So did I understand you to say that the applicant would be building the Jacobs Run North Extension as part of this development here? Yes. Okay. Because then I thought I heard saying that only after the county had built this very, very long and expensive thing along the river that the Jacobs Run section would be done.

[08:13:44] I can clarify. I guess I'm disappointed that the trail along the river, which was talked about over and over again for many, many months, is now being left to county funding because that's a really important element that a developer would normally be providing is to build the most significant trail in the whole property as part of this.

[08:14:05] So that's a real shock. And I guess I should have found it in the writing, but I didn't. If I may, that was how the proffer was originally written back in 1996, is that the developer, the foundation, would dedicate the easement to the county for the county to build the trail.

[08:14:23] And so that easement was requested and donated, but unfortunately the trail was never built. Right. That could be changed now, for sure. Yes. With 1,500 residents, families coming to the property, that certainly is something that the applicant could offer to do.

[08:14:40] And that's why they're committing, it's really, I think, turning into a good partnership between the foundation and the county parks and rec staff because then that enabled the foundation to build the Jacobs Run trail, commit to that, dedicate it, as well as the additional connector trails, the expansion of the easement to make it less expensive, less environmentally impactful, and then the path along.

[08:15:01] So they really try to work together to provide all of those important trail needs. Thank you. Certainly. Are there any additional questions? Okay.

[08:15:17] Thank you. Thank you. We will close the public hearing then. Thank you. And the matter is back before the board. Supervisor Lupito Kirtley. I don't have any other comments or questions other than I'm supportive of this.

[08:15:35] Supervisor McHugh. Yeah, I don't have any other questions. And in general, I'm supportive of the project, so. Supervisor Calloway. Thank you. I'm supportive of the project. I'd like to explain some reasons why. Take the affordable housing element off based on the conversation here. The area and with the design of what you're trying to achieve with the research park, that element of the property with Rivanna Futures, this is the right spot for development of this size. I recognize

[08:16:09] that I think I did hear from a single resident about the impacts that there will be huge impacts but we have attempted to do just as we have allowed other development in the on both sides of 29 up there the transportation improvements I really think micro cat's going to be the answer for us for the transit

elements so the biggest concern is the impact to the schools because that's going to be down the road so the timing of when this stuff comes online but at least we do have a

[08:16:43] northern elementary school on the on the slate to be able to address the population of students that could come out of here um i you know i think supervisor mckee certainly is on to something with the inflationary adjustment of profits now whether or not we can where that goes with this particular project but it's certainly one that should be should be thought of all the time but I also recognize the fact that, you know, \$8 million was put on a road that goes through the property.

[08:17:13] So, I mean, I recognize that. And I do believe that the commercial activity from the research park, if that gets up and cranking the way that you realize, is going to have a benefit to the county. So, right location, you know, the water and sewer elements seem to be that that will get addressed the way that it's written in.

[08:17:33] I hope when the folks that are living in the affordable units are the same folks that will be recruited from employers that come in, because then they will hopefully have jobs that pay them better to get them out of the affordable need and get them further up the ladder and get some progression.

[08:17:58] So any impact that you all can have on that, I think, is going to be helpful. Now, let's go through my notes real quick. So the last comment then is left for the affordable housing piece in that, I mean, obviously I would like to see as many units go there as possible.

[08:18:23] I think we share that vision. I appreciate your statement, Mr. Rose, about the element of trust that's here and the fact that you've had different, was it EVPs? Is that what you're saying? Executive Vice Presidents? Did I get that right?

[08:18:38] EVPs? Many different EVPs? Although there could be more supervisors by the time that some of this stuff comes online. But the fact that the president of UVA stated the goal and selected this site as a place to achieve that affordable goal, regardless of what the minimum stage, regardless of what the actual zoning states, obviously with the respect that should be a part of the conversation as a partner of UVA, we need to be here holding the vision to account right so whether the supervisors change or not

[08:19:17] you know we'll both be cheerleading that we get as many units as we can but also there to say hey let's get as many units as we as we can so i appreciate the conversation tonight on that and look forward to continued partnership to help help in the ways that the county can in in achieving that particular vision.

[08:19:37] And I'll be thrilled because this one's in my district. There you go. It's good to make the motion. Thank you. Supervisor Malin. Thank you. I think the park has been a huge asset to the community for the decades that it has been there.

[08:19:55] I remember the original reselling where everybody was apoplectic because of the 600,000 gallons of water per day that were going to be needed, and the county didn't have it. Bravanna didn't have it. So the fact that it's taken all this time to grow organically has allowed all those other things to happen.

[08:20:14] But I have had to sort of treat this as looking at the maximum numbers, as I was instructed by staff to do in this dilemma of the wide range of applications. Think of it as the same size as Brookhill, which I did support because of its location and its beautiful layout.

[08:20:35] But it had the benefit of the 29 Solutions improvements, as this area does, but a little further out. I see benefits for the people who can live and work right around there.

[08:20:55] And so, as I said, I think overall it is an asset. There are things I would love to be getting written down more, and we just have to all plug in together and make sure that we get the things because I think the foundation and the university cares about their side of the trust element.

[08:21:17] And so I will be relying on that too going forward to make sure that when this approval hits the press, I think there are going to be a lot of people who are really, really upset. And just in a community meeting in the northern part of the Whitehall District, just 3,500 units north of the river are in the pipeline that haven't even hit.

[08:21:42] I mean, in addition to this one, I mean, including this one, haven't even hit the news yet. So there are lots and lots of units coming in that are going to increase the costs for the whole community. There's no question about it when you have more people.

[08:21:58] And I just hope that the job benefits will help all those folks to have sustainable lives here. I do remember 20 years ago, the Board of Supervisors absolutely thought that the university was economic development for the county.

[08:22:17] So I'm very proud of the fact that we now have grown up enough to be able to have our own responsibility for doing things which are not within the portfolio of the university to provide for jobs for our folks, both young and middle and older.

[08:22:35] And so I guess I'm there. Thank you. Supervisor Pruitt. Yes, thank you. So I do want to acknowledge earlier today, we voted earlier this evening, just hours ago, we voted on 21 units and there were two people who came to speak partially against it and quite a few letters about it.

[08:22:57] And today we are looking at as many as, what is it, 1,400 units, 1,700 units, I don't know, there's a lot of different numbers that have been thrown out. And there's no one here to speak against it. And I want to appreciate that for what it is and the positive imprimatur it puts on this project. And I also do just want to clearly articulate that that does put an additional burden on us here on the dais to do the due diligence with this project that the public is not doing.

[08:23:30] When we do not have that kind of forceful feedback, and we are looking at a tremendous amount of units and a tremendous change to the texture and shape of this community, we do have an additional burden. So I appreciate everyone's patience with what has been some challenging feedback and commentary.

[08:23:53] I remain, I think the words I used earlier were frustrated and disappointed about the lack of mechanisms and the lack of levers we have for accountability in ensuring maximum affordability other than continued negotiation that is non-binding.

[08:24:10] That is the power that we have left. That being said, I continue to believe in the vision of this project that has been presented to us today, that has been discussed with us, the broad economic impact, the diversity of different kinds of housing and housing opportunity this is going to bring to our community.

[08:24:27] I do believe in that, and I do believe in the foundation when they say that they are going to try and deliver the maximum amount of affordable units. So for those reasons, I am supportive of this project,

but I do wish we had a little bit more to hang our hat on politically here so thank you thank you i'm also supportive um i think this works works well as a connected area for development with a combination of things that are being proposed i have to take a lot of it on me but i've heard a lot of things tonight

[08:25:05] to give me some comfort so uh if there are no other comments i think we're open for a motion from the supervisor whose district it is in. If I can put one up for you. If I can get the nice to work.

[08:25:31] All right, I move to adopt the ordinance included as attachment E. Second.

[08:25:48] We have a motion from Supervisor Galloway, second from Supervisor LaPiesto-Curtley. Without objection, if the clerk will call the roll. Mr. Galloway? Yes. Ms. LaPiesto-Curtley? Aye. Ms. Mallick? Yes. Ms. McKeel? Yes. Mr. Pruitt?

[08:26:04] Aye. mr andrews yes thank you board we will now move to our third public hearing tonight want to take a small break is that all right five maybe five minutes all right

[08:26:21] oh oh oh oh two farmington country club sewer service request did i start too soon

[08:32:01] we're okay we're live okay uh and i believe this is being presented by uh planning manager Ms. Rebecca Ragsdale, welcome. Thank you for your patience. Oh, thank you. I know it's been a long evening. I have just a few brief talking points and slides just to make sure you understand what the request is and some of the history with the property. And thank you for the introduction to the item. It is a request to amend the Albemarle County Service Authority jurisdictional area and it is for what we would refer to as a limited sewer

[08:32:41] request it's for two specific buildings and I'll go through the history and policy so we understand I think everyone is familiar with Farmington there are two two specific structures that I'll zoom in but it is in the rural areas and its own rural areas and also in the rural areas of our comprehensive plan in In terms of the specific request, you as the board must establish the jurisdictional area, which is the map we use and the different designations to authorize

[08:33:18] or allow the Alamoral County Service Authority to provide could be different levels of service to property. So in this case, the two structures are with the red asterisk and the green on the map indicates that all of the club area golf course and residential areas of Farmington are designated for water so that there's no question about rights to water service in terms of the the history that we mentioned in the report there has been there have been

[08:33:54] some specific actions around the club itself and some of those support buildings so around the club itself, it actually does have the ability to be served by both water and sewer. So that was an action in the 80s. And of course, we know Farmington is historic and predates some of our current policies. The most recent jurisdictional area amendment was in 1998. And that's where we began this sort of structure by structure limited service approach to sewer service. So that authorized

[08:34:28] sewer service and a portion of the property which i'll point out and it's relevant to the request for the laundry and maintenance building so hopefully this it's a large property farmington is we're zooming into the specific areas so across from the clubhouse is an area with a tennis pavilion and was the subject of the 1998 service authority amendment excuse me jurisdictional area amendment and that were again based on our policy we began taking it structure

[08:35:03] by structure because the rural areas are not intended to be served by public water and sewer although this property obviously has some unique circumstances so the proposal is to relocate the existing laundry and maintenance building over to a portion of the property that has structures served by sewer service but because that structure is not there then action is needed by the board to authorize that sewer service. Again, this is the clubhouse over here to the left. We're oriented north, so along Farmington Drive, there are these sort of support buildings to the clubhouse. The

[08:35:39] building would be about 6,500 square feet. In terms of the other request, it is not adjacent or near the existing areas that are served by public water and sewer. It is what's been referred to as a lightning shelter, I think sort of a storm shelter, a smaller structure of almost 400 square feet. And it's located closer to the Buckingham Branch Railroad and Old Garth Road in that sort of corner of the golf course. So Farmington is unique. As I mentioned, it

[08:36:16] is a combination of private sewer lines and public sewer lines. None of the residents or served by sewer and the private system is pumped down to the to the location at garth road excuse me old garth near the um the railroad is where it ultimately enters the public system but in this case we did not recommend approval of a new structure in an area of the site that's not not already served by public water and sewer we did however recommend approval of the replacement

[08:36:54] structure and felt like it was consistent with prior policy although it's not it's not entirely consistent with our prop with our policy but it is within an area of the site already served by water or sewer and would not result in any intensification or new structures that are allowed under the special use permit so again we our findings are or our criteria that we use that are that it's an existing excuse me adjacent to existing lines which it is in this case for

[08:37:30] the laundry and maintenance building and then whether there's public health or safety issue now we know there's not with the new structures but in the prior decision in 1998 the county thought it was more environmentally prudent and efficient to authorize that limited service sewer service when we started authorizing sewer service structure by structure if that makes sense and i apologize if i'm running through this too quickly i will go back to any of the slides but there is our recommendation and motion that we have for you this evening is to authorize

[08:38:04] and recommend approval of the sewer service to the relocated structure but not the new structure for the light shelter thank you we will go through our orders supervisor no questions Supervisor McKeel.

[08:38:21] I don't really have any questions other than it's an interesting term, lightning shelter, and I assume because it's on the edge of the golf course that it's a place where people can hide out in a storm. Yes.

[08:38:36] That's my assumption. It wasn't really explained here. It wasn't explained, but that was the McKeel theory. Thank you very much. I don't have any questions. Supervisor Galloway. Yeah, but the real thing, they want to put some restrooms out here.

[08:38:52] Is that why they want it connected? So when it's not lightning-ing, they can use the facilities. So the lightning shelter is serving a dual purpose. I'm assuming that's what the point is. Yeah, I mean, that's right. They're putting restroom facilities in.

[08:39:08] Yes, that's why they also requested the sewer for that building. But it's a lightning shelter, but it's restrooms. But it would have water and sewer. So if they don't get the water and sewer, they have a lightning shelter and then whatever else they have around their golf course for facilities.

[08:39:27] This is probably on the back. Well, it would be a true lightning shelter because it would provide shelter for the lightning. It's a lightning shelter, but all golf courses have little spots when you're far away from a clubhouse to be able to not have to pee on the invasives.

[08:39:43] So that's the placement for this, and the restrooms are there. That's why they want the water and sewers. So really the idea is to put the restrooms in place on the golf course. Yeah, I mean, am I making that up?

[08:39:58] I mean, did I read too much into that? No, I mean, it would provide that shelter from the storm, but also a bathroom facility. All you're sheltering. And that the property is authorized, water service is already authorized, But they did want to have it served by a public sewer and extend another private line off the public line to pump down to what they've already established in terms of the infrastructure around the clubhouse.

[08:40:31] So we had concerns about that starting to kind of creep around the edges of the property in the rural areas. I should retract. They probably don't want me saying they have invasives on there. We have invasives everywhere. No questions. Okay, I take that back. peeing on the native plants that should have been the statement all right i'm done thank you she said spleen that's what threw me off yeah professor malik okay so i thought i had it square and then i think i understood you just say that staff was not recommending the bathroom in the

[08:41:06] new place just so i remember i think that's correct is that's correct okay good that i agree with that just to avoid the daisy chaining of bathroom on bathroom and then houses in between there we go thank you supervisor i have no questions thank you and i have no questions at this time we will open the public hearing and my understanding is we who is the applicant online yes the applicant okay so um mr john bairn has 10 minutes to present i i i hope you heard the

[08:41:45] reading of the rules previously well i can read just the only applicant rules we have no one signed Just in case he wasn't, because it's been a while since I read them, and he may not have been. That works. Sure. All right. So, but Claudette, is he online yet?

[08:42:02] He is. Okay, great. Just wanted to make sure. Applicants are limited to a 10-minute presentation of their proposals and are allowed a five-minute rebuttal at the close of the public hearing. Timekeeping is conducted through a timer and light system at the podium. Well, the green light will go on when you begin speaking, which begins your allotted time.

[08:42:21] the yellow light indicates you have one minute to finish speaking, the red light indicates your time has expired, and we ask to end your comments. All comments are live-streamed, recorded, and published on the Elmore County website. And I believe the clerk will keep him with the time.

[08:42:37] That's right. So, and can you hear me, Mr. Verne, project engineer? The floor is yours. Yes. Thank you. Yes, I certainly can. Thank you for your patience. hello my name is john burn i'm with ww associates basically i guess we'd like to focus specifically on the lightning shelter and we respectfully request that it be included as part of this expansion to the acsa jurisdictional area essentially this we will be connecting to a private force main that is only approximately about 130 feet away from the building

[08:43:20] and we'd also like to point out that the existing jurisdictional area for the service authority is only less than 100 yards away from this building we are not proposing any additional restrooms to serve the golf course or like i said this the primary focus of this facility is intended to be a lightning shelter the restrooms are provided uh you know because you never know how long these people are going to have to hang out there we would like to point out that this

[08:43:51] facility is not going to be used year-round, it will be winterized, and essentially that's basically about all we really have for that. I would just, like I said, I would like to request that this be included as part of your expansion, so thank you.

[08:44:13] Thank you. We will go through our order to ask questions. Supervisor Lapisto-Curtley? No questions. Supervisor McHugh. I don't have any questions, thank you. Supervisor Galloway. do you mr burn do you have lightning shelters on the course elsewhere um yes they have other shelters available and not not on this particular course no no this is a this is the nine fold uh short course and this would be the only shelter uh provided in that area so and what um what do

[08:44:47] you do if this is not approved uh if this is not approved uh assume that they will uh they would just not they will have to move forward with the going forward with a drain field potentially to serve the facility we have looked into that essentially to serve a building of this size we look at an approximately a 1 000 square foot area of drain field to serve a 330 square foot building which would in turn result in significantly more erosion during construction and more disturbance at that time and you know we're also at the head of the drinking water watershed

[08:45:26] as far as installing a drain field in that area that may potentially fail over time and introduce anything like that into the drinking water watershed. So thank you. Supervisor Malek.

[08:45:44] No questions. Thank you. Supervisor Pruitt. No questions. Thank you. I have no questions, but I appreciate that explanation. I guess I should just ask this. The primary concern of staff is is a precedent-setting nature of expanding this in this case because it's rural area um yes it's um well it's not i don't i don't like using the word precedent but it would i think in in some ways it would you know we were concerned about um expanding um the sewer service or allowing it

[08:46:19] beyond what i what i mentioned in terms of the core area of the clubhouse and then um lines adjacent is one of the criteria so the more lines that are out there the more adjacency the more potential for other requests but it basically wasn't consistent with it's not consistent with our policies and review the review criteria in our policy for water and sewer service which should be the exception in the rural areas not the debate thank you um i we have no one signed up to speak

[08:46:55] Mr. Berne, do you have any other, do you have additional time, of course, and if you have any other comments or concerns, any other information to provide? No, not really.

[08:47:12] I guess the thing I'd like to point out was one thing the staff had said to us was that, you know, approving this would not be consistent with previous approvals for Farmington itself, but we have never actually requested an expansion of the jurisdictional area.

[08:47:28] This would be the first one that I'm aware of. Okay. Thank you. If there are no other questions or concerns for staff or the applicant, then I will close the public hearing. The matter is back before the board. Supervisor Lupisto-Kirtland?

[08:47:48] I am supportive of what the staff is recommending. So denial of the laundry. Well, excuse me. The laundry is recommended. Pardon? No, I'm sorry. Not the laundry. The lightning, the lightning shit. I'm not supportive the lightning shed. I am supportive of the laundry room. Supervisor McHugh. Yeah, I'm supportive of staff's recommendation. Supervisor Galloway. I agree. Staff's recommendation here is consistent with other times and how we've treated expansion into the rural area or expanding services. So

[08:48:27] that's where I'm at. Supervisor Malik. I would agree the staff recommendation and the consistency with this particular policy is incredibly challenging to maintain and we need to do it. Thanks. Supervisor Pruitt. I echo everyone else on the board in agreeing with staff's recommendation here.

[08:48:47] Thank you. And I am also supportive of staff recommendation. I'm a little bit torn, but I think it's probably the right thing to do at this point. So at this point, then, we are looking for a motion. I'm happy to make the motion since it's in the Jewett District. I move to adopt the resolution.

[08:49:05] I'm sorry, I was attached to. Well, it's here, too. Okay. I move to adopt the resolution attached to the staff report as attachment E to extend the Elmira County Service Authority jurisdictional area for sewer service on parcel 60E2-1 to only the proposed laundry and maintenance building and not to the proposed lightning shelter.

[08:49:29] Second. We have a motion from Supervisor McKeel, a second from Supervisor Malik. Without objection, if the clerk will call the roll. Mr. Galloway? Yes. Ms. Lapista-Kirtley? Aye. Ms. Malik? Yes. Ms. McKeel? Yes. Mr. Pruitt? Aye. Mr. Andrews?

[08:49:44] Yes. And that ends our public hearings. Thank you. Next is from the board, committee matters, reports and matters not listed on the agenda. And before we go through our order, the first two items I'd like to jump to right away are the authorization of the chair to sign letters of support.

[08:50:06] The first is a sign letter of support for the fiscal year 2024, Ray's planning grant application, which I believe you've all received, I could go through the order or ask if there are any comments. The only change that was made to what you first saw was that the words on behalf of the Albemarle County Board of Supervisors were added at the beginning to make it clear that this is a board action. And if there are no comments, do we have a questions, do we have a motion to approve the signing of the chair, signing the letter of support for the raise grant?

[08:50:44] - So moved. - So moved. - Second. - I have a motion from Supervisor Lupisto-Curtley, a second from Supervisor McKeel, without objection if the clerk will call the roll. - Mr. Galloway? - Yes. - Ms. Lupisto-Curtley? - Aye. - Ms. Mallick?

[08:50:59] - Yes. - Ms. McKeel? - Yes. - Mr. Pruitt? - Aye. - Mr. Andrews? - Yes. And board, a second set of letters are supporting the Affordability Connectivity Program Extension Act with our congressional delegates.

[08:51:15] Senators, and if there are any questions or comments, again, this one is unchanged from what was in the packet that you received. I do just want, I know Supervisor Malik mentioned transmitting this also to Congresswoman Spanberger on behalf of the dozen-so folks she represents in the small sliver.

[08:51:36] One hundred county residents she represents in the workplace corner. Oh, a hundred. That is more than I thought. I just want to make sure that is included. I always see the component that's addressed

to Senator King. I think we'll have to just get the other letter out, but we can amend this to include Representative Spangenberg.

[08:51:58] That's all I do. Okay. Any other? Then do we have a motion to authorize the Chair to sign the letters of support for the Affordable Connectivity Program and Extension Act, including one to Representative Spangenberg? So moved. Second. So we have a motion from Supervisor Malek, second from Supervisor McKeel.

[08:52:16] Without objection, if the clerk will call the roll. Mr. Galloway? Yes. Ms. Lupisto-Kirtley? Aye. Ms. Mallett? Yes. Ms. McKeel? Yes. Mr. Pruitt? Aye. Mr. Andrews? Yes. Thank you. And now it's for the board the usual order to go through if there are any other matters. Thank you. Supervisor Lupisto-Kirtley? Nada. Okay. Supervisor McKeel? Nothing. Thank you. Supervisor Galloway? Quickly the, well we already went over the NPO. That was on one of my lists to come up. The Regional Housing Partnership had some good conversation following their

[08:52:50] strategic plan of who's around the table and maybe restructuring how the whole group works relative to the executive committee now and the bigger partnership. But the one conversation or two conversations that could come out and get focus around some of that added membership is on homelessness and rural affordable housing, especially since places like Nelson and Fluvanna and Louisa, the other counties in there.

[08:53:18] And then everything outside of our urban ring, of course. There is a desire and need to have ongoing or starting to really hit on that rural nature of it and not just the urban stuff. So more to come on that. Hopefully by the end of March, more to report there.

[08:53:35] The TJPDC will meet for the first time this year. Tomorrow night, it got delayed a week because there was local government day last Thursday, so they rescheduled the TJPDC to this week. And then I did do a check-in with Jody on this Berkmar Extended. But whatever we have to do to get that, like, confirmed in terms of if that Berkmar Extension project is funded, if there's still any funding gap.

[08:54:01] I would just like to, for my own, well, I'm sure the board wants full understanding on just where we're at, whether that comes by email or what have you. I don't want that to get lost because the conversation with the application today did confuse me a little bit about where we exactly stand on that.

[08:54:19] So, thank you. Thank you. Supervisor Malek? Thank you. And what we didn't mention with the Berkmaar Roundabout is the three or five years of telephine money that's been scooped from every place else to put on that project, too. That's part of it, too, that is another million-plus that the county is already putting in.

[08:54:40] After the recent RWSA meeting where there was lots of description about what happened during the high water event, only three inches of rain that happened, tiny little bit of rain, and the massive increase, the flash increase of 10 feet in the Ravana, right down south of where North Fork and South Fork come together by Dardentown Park, and over top of over flooding Riverview Park and all the high manholes that were there that just took the river right into the brand new, basically, within five years, treatment plant,

[08:55:20] began to dawn on me that some of the things that we have not been perhaps watching is how much forestry area has been cut down in the watershed right close to the North Fork-South Fork juncture.

[08:55:36] Area at North Fork Research Park, area along between Birkmar and 29, that huge 50-acre or whatever it is there that's been clear-cut. Other areas that are large acreages, and what happens when you lose tree cover is that the flash capacity of the rainfall that happens is so much faster, because the leaves take a lot of the force of the rain and let it dribble down to the ground, as opposed to it hitting the ground with full force. At first, I was at the RWSA meeting. I said, well, isn't it a good thing that the 11 inches of

[08:56:11] rain that fell in May of 2018 didn't happen so far, you know, a little further to the east or the whole of the lower section would have been wiped out. But then is when it began to occur to me that we have had significant loss of forest cover in that section of the county. And I hope that we will be attentive to that going forward and think about that as far as our tree canopy possible regulations. I know other jurisdictions have brought forth to the General Assembly authority seeking to be able to have better rules about that, and maybe we'll get somewhere,

[08:56:50] or they will get somewhere, and we will benefit as a byproduct this year, because it is incredibly important. And that's all I had to offer right now. Thank you. Thank you. Supervisor Pruitt. Yes, I want to speak briefly to the guest we had today speaking on behalf of artisan manufacturing. I know this is an issue that they have individually communicated with all the members of the board about and that there is broad but varying levels of support for their proposals for um I am very much supportive of the their idea of having a zoning text amendment that would enable additional activities inside the rural area for artisan

[08:57:29] manufacturing. I think something that I try and talk about as much as I can is we have a tendency to think of the rural area as the white area and then the development area is where we color in on the map one place where nothing happens and one place where activity happens and the rural area needs to be a place where you can live where you can contain an entire life and that has a diversity of activity and that does actually have economic activity and benefit to the county. These are historical uses that have existed in the county and we have existing ones that are grandfathered in. We had someone who is living in the rural area who is currently in our

[08:58:07] artisan manufacturer because his business prefigured the zoning. As these uses, as people die, as businesses close, this is a capacity that we are going to lose from the rural area if we do not take some kind of action in order to enable it to persist. With that being said, I would like to move to direct staff to develop a draft zoning text amendment that would allow artisan or craft manufacturing and studios in the rural area with sensitivities specific to the unique needs

[08:58:43] and demands of the rural area. And if that's a motion, I will second it. You want to open for discussion? We can open it for discussion, certainly, and decide whether to accept a motion from the floor on this. Do we want to go through our order or do people just have any comments or questions? Supervisor Lupisto, currently?

[08:59:07] This is something that I would like to support, but I also want to hear, frankly, from staff. I want to hear the, well, what I'm saying by that is the timeline. How long is this going to take?

[08:59:23] How much effort this is going to take? Is this something that could be incorporated maybe when we update our zoning policy? Or is this something going to be added on for the staff to do? I would like to hear, you know, from, like I said, from staff, what would be involved in doing a zoning text amendment, if it's something simple or if it's something that could be added to what they're doing.

[08:59:52] But I do like the proposal. Mr. Proposal McHugh? Sure. I think I like the proposal as well, and I appreciate the concern and would like to work towards that.

[09:00:08] But I am not comfortable with just at the spur of the moment directing staff to do something like this because we all know we have a work plan and it will impact the work plan. So I'd like to hear from staff, and even if that means not at 10 o'clock at night, but to come back to us after they've had a chance to look at it and see what, yeah.

[09:00:32] But I think certainly it's a great – and I think all of us that toured that facility agree there are a couple of other businesses that would be affected as well. But I just know that we have a work plan, and we need to hear from staff as to how best – what their thoughts are.

[09:00:50] Thank you. Thank you. Supervisor Galloway? Yeah, I mean, I'd vote no on it tonight. Yes, I would too. through. I don't, and I'm comfortable voting no on it because I'm not going to decide without the information of where we're at in the work plan and what this adds to it. The board a few years ago did start saying, well, we're not going to make these kinds of decisions. We're going to do it within the understanding of what it does put on them. Generally speaking, this would be something I'd be supportive of and would be voting for, but this is kind of like an out of budget cycle budget item, that should be rare and it should be urgent because we will do some outside of the

[09:01:29] budget type of elements. But if the motion goes through tonight, I'll be voting no. But whether it's approved or not approved as a motion, I think it's worthy of the conversation to see how it plugs in and fits into the work plan so that we can get after it. Professor Malik? I think that was certainly my understanding was that we would get some ideas back of this in general. And I will offer an alternative for people to think about, and that is in 2010, when the Monticello Artisan Trail was the first of the artisan trails in Virginia to be developed. J.T. Newberry was in

[09:02:04] zoning back then, and he was the, I mean, in planning staff, he was the person who worked with our building official, J. Schlotthauer, to develop the zoning clearance process so that artisans could have a very simple \$40 zoning clearance, get an inspection, and do exactly what these people are doing. It's not a factory. They're doing the same thing that Blaise Gaston does and sells his handcrafted stuff all over the world. In your district, Wally Yeager's place out there at Burnley Station, the leather guys

[09:02:42] and Bentley and John Kasteen, who's right up the road from me, they are all working as home people and not having big sales or anything else. So I would very much prefer actually that if it could be folded in it's it's like we've lost that interpretation of what artisans do all of our potters and painters and other people working in their sheds and have their kilns in their garages they're all over the place in admiral county and are i think a real benefit to all of us as someone mentioned the studio tour this morning

[09:03:20] or this afternoon so that is an alternative approach that i hope we would be able to get to instead and not have to have this called a factory. But anyway, that's just another thing to discuss another day.

[09:03:38] Do you want to make any further comments? Yes, so I would like to submit that it is not a thing that is not urgent for the constituents who it directly impacts today. There are people who this is tremendously urgent for because they have acquired an interest in property that they would like to be able to do their work on. There are certainly, I'm sure, other people who would be able to take advantage of this

today. And the role of government is to help people today, is not to help people tomorrow or further on down the line. So that is what I would first address. Additionally, I do not see

[09:04:17] how this actually binds us to a specific timeline as far as how brusquely we develop this zoning text amendment. It commits us to creating a draft zoning text amendment, but it does not bind us to a timeline and we can therefore have the conversation about staff resources and what would be an appropriate timeline following that, which is why I did not want to specify any kind of timeline.

[09:04:41] I do see this as a necessary step in order to actually get this baked into a process in which we're actually able to develop this as a thing that we all seem to, in varying levels, agree on if we actually want this to come before us. At some point, we have to request it. And I see this is just as fine a time as any and we can actually develop the timelines one-on-one with staff following this. I don't necessarily disagree with that but I do still think that we need to ask

[09:05:16] staff to come back and give us some kind of direction on this and one of the reasons I'm thinking of is when we say artisan when we say handmade when we say you you know I want to know what that is because we if you remember we also had someone who was manufacturing handguns and they claimed that they were it was you know unique pieces of guns or they were actually manufacturing handguns maybe even repairing like antiques and things like that I just want to make

[09:05:51] sure that something as we approve um what you supervisor approved is saying with woodwork and things like that i as we approve things like that we also don't include something that we don't want to be in there so i just like to give it a little bit more time not a lot of time but just a little more time for that maybe the staff has thought of things or know they know of things that would help us create a really good zoning amendment or whatever we have to do to make this possible.

[09:06:26] Thank you. Personally, I feel like this has not really been thought through very well yet. And I would like to have a little bit more time to be able to think about what it is to, but I would appreciate eventually staff being able to give us some guidance as to what is allowed currently and what parameters would surround expanding that allowance that wouldn't have unintended consequences that we really need to avoid. But I'm going to look to our County Executive, Mr. Richardson, to ask if he has any insights, comments, helpful on this matter.

[09:07:05] Mr. Chair, I would be happy at the board's direction this evening to meet with the Community Development Director, Ms. Filardo, and have a, this would be my first discussion with her. Tonight's the first that I've ever heard anything about this from the board. And so we usually do our best work with advance notice. This board knows that. And so I would be happy to go back to Ms. Filardo and talk to her and we could schedule some time to get back in front of the board and maybe give you some framework, initial framework to consider. Thank you. I very much

[09:07:41] appreciate that. But we do have a motion before us. And so I guess we... Do you want... What I was anticipating is exactly what Mr. Richardson has just said. So I don't need to have any more to do than that. We have a motion. Unless the motion is withdrawn, I believe we need to go forward.

[09:08:04] For people to think about, you know, in this... Again, I don't see the motion as being incongruent with the process that Mr. Richardson has just laid out. It just prevents us from having to have a second vote on it after we get that timeline from Ms. Velardo. I mean, I'm voting no because it's outside of when we have other things that staff and it impacts their time.

[09:08:28] While I'm agreeable to this, boxed away from the other things, I need to know what the other things are to direct staff to do something. So I don't have the information to vote on something that i think i would probably want to vote for um without that information so if we vote tonight i'm i i don't see how we i mean i can see how you'd vote yes but i don't see how knowing how this process is supposed to work out that you could vote yes to direct staff to do something blind of the impacts uh relative the work plan we've had just based on where we've been the last few years

[09:09:04] and how we've done this and i don't know but it is we have the comp plan review coming up and this This might be something that's already being included in the plan review for all I know.

[09:09:19] So I've got to step back and say, wait, this is not the best way to do things for us. It doesn't follow our usual process of thoughtfulness and working with staff. I mean, voting no in the motion doesn't mean that I'm not saying staff should come back and give me the information to be able to vote properly.

[09:09:38] But at 10 o'clock at night to have this. that the way this goes, for me to take action and for a vote, it's very rare that something pops up on us that we don't have some sort of advance notice on. And I appreciate that the folks have been coming and speaking. I haven't talked directly to them yet. I haven't gone out and heard, and obviously some others have. So there's still work to be done on this, but I was not expecting to have to take a vote on this. So in past occurrences, I will, I mean, I'm not, this isn't a threat. This is just saying, I think we can get it what you want. I don't think this motion is the way to get there. And in fact, it could be a dilemma for you if we take an actual

[09:10:17] vote and it doesn't pass. So I would encourage the withdrawal of the motion so that staff can go do a little due diligence on it and we can make a proper decision with, well, that I can make a proper decision with some of the information. And again, I want to know how this impacts the work on. If the supervisor that seconded the motion withdraws that, then... I already said that what Mr. Richardson said is what I was intending. So if people are interpreting that as more than... You got consensus. I will withdraw my second. I believe we have consensus, but I don't

[09:10:51] know how to quite deal with this motion. And to be fair that ZTAs in the past, when we've done it, this is the appropriate place to bring it up. So what has happened, and correct me if I'm wrong, especially Anne and Diantha have been here the longest, but we bring it up here that we're interested in this so that staff can put together some information for us so then it comes to it and then we can take the actual action to direct staff. So the timing's right. I just don't know that the motion and the actual direction at this point is necessary to get the information we need to then say put this in the work plan and make it happen. Am I wrong on that? Thank you. Is there

[09:11:31] anything further? No, thank you. I'm going to turn to just to make sure with our attorney that we're good he's withdrawn the motion he's withdrawn the motion so we're good okay great just want to make sure okay well anything further from the county executive then i will say that we are adjourned to february 21st 2024 1 p.m in lane auditorium the opportunities for the public to access and participate in this meeting are posted on the albemarle county website on the board of supervisors home page and on the albemarle county calendar participation will include the opportunity to

[09:12:06] comment on those matters for which comments from the public will be received thank you all and good night



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