

Cameron Langille

From: Cameron Langille
Sent: Thursday, November 4, 2021 2:52 PM
To: hpneadams@juno.com
Subject: RE: RE: Application from Greystar to Rezone five parcels along Old Ivy Road

Thank you for your comments on those transportation concerns. I will forward your email to the transportation planning staff that are assisting with this review.

Cameron Langille

(pronounced "LAN-JILL")

Principal Planner

[Albemarle County](#)

blangille@albemarle.org

434-296-5832 x3432

401 McIntire Road, Charlottesville, VA 22902

From: hpneadams@juno.com <hpneadams@juno.com>
Sent: Wednesday, November 3, 2021 8:35 PM
To: Cameron Langille <blangille@albemarle.org>
Subject: Fw: RE: Application from Greystar to Rezone five parcels along Old Ivy Road

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Thanks Mr. Langille for your explanation below. My specific comment is that I don't see how the existing road infrastructure will be able to handle the traffic generated by this development. Traffic exiting the route 29/250 bypass south at the Route 250 exit for Charlottesville-Ivy already routinely backs up onto the 29/250 bypass during the afternoon rush and there are already traffic jams at the intersections of both Old Ivy Road and route 846, and of route 846 and Route 250/Ivy Road during the morning rush and afternoon rushes. The jams are exacerbated when parents drop their kids off and pick them up at St. Anne's-Belfield School. On school days I avoid leaving home to shop at Barracks Road until after the rush dies down because even though I can get onto the 29/250 bypass heading north, I know I will encounter a traffic jam on the way back. The traffic jams are already getting worse and worse as the area west of Charlottesville develops.

Drivers approaching Charlottesville from the west on Route 250 seeking to exit onto the 29/250 bypass north take a left hand turn onto route 846 to use the Ivy Road entrance to the 29/250 bypass north rather than continuing further east on Route 250 to the exit for the 29/250 bypass north because there is virtually no merge lane onto the 29/250 bypass at that exit. This additional traffic onto Old Ivy Road for that purpose exacerbates the traffic jams in this area.

Perhaps the developer will proffer something to ameliorate these traffic jams but simply adding traffic lights is not going to do the trick.

Best regards,

Halvor Adams

117 Harvest Drive

Please note: forwarded message attached

From: Cameron Langille <blangille@albemarle.org>

To: "hpneadams@juno.com" <hpneadams@juno.com>

Subject: RE: Application from Greystar to Rezone five parcels along Old Ivy Road

Date: Wed, 3 Nov 2021 21:00:31 +0000

Hi Halvor,

The Old Ivy Residences project is proposed on five vacant parcels of land that are located west of Huntington Village and University Village on the north side of Old Ivy Road. These are the undeveloped pieces of land between Huntington Village and the Route 29/250 bypass. I've attached a map that shows the parcels highlighted in yellow.

If you have any specific comments regarding this proposal and associated transportation and traffic concerns, please feel free to send those to me. This proposal requires the developer to rezone the land through a Zoning Map Amendment application, commonly referred to as a "rezoning." Rezoning must go before the County's Board of Supervisors for final consideration. Approval of rezoning applications are discretionary, which means that they can be denied if the proposal is inconsistent with the County's Comprehensive Plan and Master Plans for the area in which they are located. Impacts to transportation infrastructure are one of many factors that County staff and the Board consider when evaluating proposals such as this.

I am compiling all comments from members of the public, and they will be forwarded to the Board of Supervisors once this developer requests to go to a public hearing at a later date.

Let me know if that clarifies things or if you need further information. Thanks,

Cameron Langille

(pronounced "LAN-JILL")

Principal Planner

[Albemarle County](#)

blangille@albemarle.org

434-296-5832 x3432

401 McIntire Road, Charlottesville, VA 22902

From: hpneadams@juno.com <hpneadams@juno.com>

Sent: Tuesday, November 2, 2021 7:36 PM

To: Cameron Langille <blangille@albemarle.org>

Subject: Application from Greystar to Rezone five parcels along Old Ivy Road

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Good evening Mr. Langille - I recently received a letter from Williams Mullen notifying me that its client Greystar was the contract purchaser of five parcels totaling 35.39 acres located along Old Ivy Road and that Graystar had submitted an application to rezone the parcels to allow 525 rental dwellings in a community to be called "Old Ivy Residences." The attached map which is labeled "Old Ivy Residences Project Map" was enclosed with the letter but does not show what five parcels Graystar had applied to have rezoned. **My question to you is what five parcels has Graystar proposed to rezone?** As background, I'm an owner and part time resident of Huntington Village, a condo townhouse community on

the north side of Old Ivy Road. There are already tremendous traffic issues on Old Ivy Road and I can't imagine how it could possibly accommodate the traffic from 525 new rental units.

Thanks,

Halvor Adams
117 Harvest Drive
Charlottesville, VA 22903

Cameron Langille

From: Vivian Groeschel
Sent: Wednesday, November 23, 2022 9:55 AM
To: Cameron Langille
Subject: FW: Greystar rezoning application...

Vivian Groeschel
Community Development Assistant I - Planning
Albemarle County – Community Development
vgroeschel@albemarle.org
434 296 5832 x 3259
401 McIntire Road, Charlottesville, VA 22901

From: Ren Angle <renangle@gmail.com>
Sent: Tuesday, November 22, 2022 8:27 AM
To: Planning Commission <PlanningCommission@albemarle.org>
Subject: Greystar rezoning application...

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Good morning Planning Commission,

I am writing to you today to voice my concern regarding the Greystar rezoning effort. As a longtime Huntington Village resident (since 1989) I have seen the tremendous growth of Old Ivy Road. I recall the tennis courts that are now large office buildings. I have witnessed the incredible increase of traffic from locals using Old Ivy Rd. to access the 250 Bypass as well as students/parents travelling from the St. Anne's Belfield upper school to the lower school. The traffic on Old Ivy Rd is quite heavy and that should be no surprise to anyone reading this email.

While I would prefer the land that Greystar is looking to rezone to not be built on at all, I feel that its current zoning is fair as it was established long ago. I do feel that by more than doubling the zoning allowance is not in the best interest of those that reside on Old Ivy Rd and will significantly increase traffic and ultimately increase danger to others.

The exit at Old Ivy Rd is significant and with the narrowness of the train overpass there is increased risk of excessive traffic and danger to pedestrians.

Greystar is looking to build an rent only development, which is a clear sign that they are looking to make a tremendous profit. There will be no ownership of those that live in the proposed development. Owning a residence in Albemarle County gives one a more of a sense of community and helps one grow roots to the area.

Please do not allow Greystar the right to pillage the area with a far overgrown development to an area of the county that is already somewhat overgrown. The bridge on Old Ivy Rd that goes over the bypass is long overdue to be repaired and adding significant traffic to it would only make things worse.

Please stop the already significant development of Albemarle County, our home is beginning to lose its charm.

Respectfully,

Ren Angle
322 Harvest Dr.

Dear Supervisors and Commissioners,

I just learned about the application for approval of the Old Ivy Residences rental neighborhood – please approve this to help with the housing situation near the University and save people from the nightmare I have been through. My husband is a recent graduate and I'm still finishing my undergraduate degree at UVA. When we got married last year, we had no idea how difficult and expensive it would be to find an apartment to rent in a place that didn't feel like we were living in a dorm or a fraternity party. We are fortunate that my husband can work remotely, but I ended up having to commute from Richmond to Charlottesville for 5 months before we finally found a place at Stonefield Commons. We took that apartment even though it stretches our budget uncomfortably and I still have to drive every day and pay for parking in a garage that seems like it is always either under construction or full. Again, I am lucky, because my mother works on Ivy Road and when there is no parking I can drive to her office and she will drive me in to Grounds, but it is ridiculous that we should have to be driving so much. I really wanted to live in a place where it would be easy to walk or bike to class. I would have definitely wanted to live in a place like Old Ivy Residences on Old Ivy Road.

 
Alexis Davidson and Reed Bolger
Jack Jouett District

Cameron Langille

From: abursk@comcast.net
Sent: Sunday, September 4, 2022 9:36 PM
To: Diantha McKeel; Cameron Langille
Cc: kabell@mkpc.com; deborahjrowe@msn.com
Subject: Greystar Development

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Hi Diantha and Cameron,

I understand that Greystar is back with another proposal which will not change my position opposing this frightful proposal to develop the land in question.

For example in the last 10 days the traffic tie up at the western end of Old Ivy Road was so bad at 8:15 in the morning that two police cars had to be on duty there to move the traffic and try to unsnarl the tie up. Cars were backed up on both Old Ivy Road, Old Garth Road and the exit ramp from the 250 bypass trying to get through the intersection. It is amazing that there was no accident. The addition of more units on Old Ivy Road will only make this situation worse. Please tell me that you are still opposed to this development regardless of the amount of poffers that that the developer offers to the county.

Al

Cameron Langille

From: Vivian Groeschel
Sent: Wednesday, November 23, 2022 9:33 AM
To: Cameron Langille
Subject: FW: Old Ivy Road - Greystar Development

Vivian Groeschel

*Community Development Assistant I - Planning
Albemarle County – Community Development
vgroeschel@albemarle.org
434 296 5832 x 3259
401 McIntire Road, Charlottesville, VA 22901*

From: Hunter Call <hunter.call13@gmail.com>
Sent: Tuesday, November 22, 2022 5:15 PM
To: Planning Commission <PlanningCommission@albemarle.org>; Board of Supervisors members <bos@albemarle.org>
Subject: Old Ivy Road - Greystar Development

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Good afternoon,

I'm writing to express (qualified) support for this new development ahead of the Nov 29th meeting. In my view, most benefits of this development are conditioned on improvements to the strained infrastructure around Old Ivy Road, but that shouldn't obstruct the additional housing. Perhaps additional car load will finally force the issue and we will receive much needed improvements to Old Ivy.

Based on conversations with current Old Ivy residents, most of the concern with the development centers around increasing car traffic on Old Ivy Road before steps are taken to address existing issues. I, and many others, would be happy with additional neighbors if measures could be taken to:

- Redesign/reduce intersection congestion near rt29/rt250
- Widen underpass to allow 2-way traffic under the east railroad bridge
- Create physically separate, continuous paths for pedestrians/cyclists

This debate would be irrelevant if residents of new and current developments were presented with meaningful options other than to drive. With the current design we are forced to either put ourselves in direct conflict with cars or get in one and contribute to the root of the problem. Separate, protected lanes for cyclists especially could dramatically reduce the need for cars and help alleviate the congestion issues. Even temporary solutions would be beneficial

I believe Karen Firehock said one of the major hangups preventing road improvements is an ongoing dispute with the railroad owner (CSX?) regarding improving the railroad bridge. If there are any ways public input can expedite this please

let people know. It would give us somewhere to send these letters and would be a better use of time than trying to block new development.

Thank you,

--

Hunter Call

500 Crestwood Drive.
#1301 Charlottesville,
Va. 22903

Jan. 6 2022

Mr. Cameron Langille
County of Albemarle
Charlottesville, Va.

Dear Mr .Langille:

As a resident of University Village I am completely unaware of any ongoing discussions with us and with the Planning Committee of Albemarle County concerning the Heichman Group, the adjacent property owners. In as far as the Tufnell Road: it was just a farm road, a path really, and is too narrow to be considered as an access road to this development.

The traffic on Old Ivy Road has increased dramatically. More and more building by the University has increased traffic and particularly, drivers coming off 250 bypass often cut through to get to back to Ivy Road there at the light by the train overpass. It is dangerously congested there.

Sincerely yours,

Wayne Stokes Goodall

Wayne Stokes Goodall

Micky Hall
1571 Broad Crossing
Charlottesville, VA 22911
11/3/22

Albemarle County Planning Commission Members
401 McIntire Road
Charlottesville, VA 22902

Albemarle County Planning Commission Members:

I'm writing to support the proposed rezoning of Parcels 60-24C, 24C4, 24C1, 24C3, and 60-51 on Old Ivy Road. I am a resident of Charlottesville and a frequent user of the Rivanna Trail. Am also a CAMBC member, avid mountain biker and hiker.

I understand this property is under contract to Greystar who is seeking a rezoning of the property to allow the construction of approximately 490 units or about 20 units per acre. Much of the current zoning is already R-15 which is commonly developed to approximately 17 units per acre. The biggest change would be parcel 60-51 currently zoned R-1. However, 20 units per acre is consistent with the comprehensive plan range of 6 to 34 units per acre for this parcel, and this location inside the bypass may arguably be suited for even more density than what's proposed.

Over the past 8 months, Greystar has been proactive in reaching out to the Rivanna Trail Foundation (RTF) and CAMBC and expressing sincere desire to incorporate the Rivanna Trail into their development plan. Members of the RTF and CAMBC board have been in communication with Greystar and are working toward an on-site meeting aimed at offering input on the location and routing of the Rivanna trail through the site to help create the best user experience while minimizing trail maintenance concerns with correct trail grade alignment.

Greystar's willingness to dedicate a permanent corridor Rivanna Trail as a condition of rezoning is of vital community interest, and I feel we should not let this opportunity pass us by. The developer should be applauded for working with the local community this way, and I offer my personal support for this rezoning and development. Furthermore, I'd like to avoid a scenario where the next potential purchaser is a "by-right" developer who could simply remove the Rivanna Trail and public's use of the property. Albemarle needs to act to preserve the Rivanna Trail while the opportunity is on the table to do so.

Sincerely,

Micky Hall

Cameron Langille

From: Lyle Hallowell <lyle.hallowell@gmail.com>
Sent: Monday, November 15, 2021 1:20 PM
To: Cameron Langille
Subject: Greystar Development Comments
Attachments: Greystar Development Traffic Analysis Questions 11-14-21.docx; Greystar Development sewer water capacity questions 11-14-21.docx

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Good Afternoon,

I am Lyle Hallowell, a resident at University Village and a member of our associations planning committee. I am writing to send you copies of two documents I have prepared for todays community advisory committee meeting. I may speak to some of this during the meeting but that is not clear due to timing concerns. I have followed the Greystar development with interest and read the documents as well as county responses in detail. As a 20+ year member and officer of my former colleges planning committee, I find these processes inherently interesting and am impressed at the quality of work you and your fellow planner do under conditions vastly more complex than my college circumstances.

Regards,

Lyle Hallowell
University Village
Unit 2408

To: Community Advisory Board Members and Albemarle County Planning Commission

Date: November 14, 2021

From: Lyle Hallowell 500 Crestwood Drive Unit 2408 University Village

Subject: Traffic Analysis Concerns for ZMA20210008 Old Ivy Residences

County Planning Review and other comment have highlighted many of the problems of Old Ivy traffic and redoing the analysis has been proposed. I want to focus on some of the methodological problems of the earlier analysis in hopes that a replacement will be more accurate.

Methodological Concerns

- 1) The report states that the hard data on which existing conditions and much of the modelling projections are based on two, two hour periods on May 6, 2021. Those periods were: 7-9 AM and 4-6 PM. Five intersections were included.
- 2) The report notes that data collection occurred on a date with atypical traffic due to covid. This atypical condition reduced traffic to and from the office facilities along Old Ivy road. The data also fails to capture full traffic for the University, the housing facilities on Old Ivy that include many students and, given the hours included, it fails to capture St. Anne's School traffic as well.
- 3) Intersection focus does not include Faulconer Drive with US Route 29 Bypass/250WB off-ramp, one that produces significant backups when St. Anne's School traffic is at its peak.
- 4) Time frames are debatable, especially the afternoon peak that excludes data for the 3-4 p.m. traffic flow from St. Anne's.
- 5) There is no clear basis for selecting a Thursday for peak traffic. In my subjective experience, Friday may be worse. More than one day should be included.

Interpretive Concerns

- 6) Pedestrian counts are at or near zero for all but eastbound from Old Ivy to Ivy. That reaches eight but there is no mention of the serious problem of pedestrians walking on the roadway through the narrow underpass—a serious hazard—and one for which there is no alternative route.
- 7) Along those lines, the report declares the Ivy-Old Ivy intersection to be non-problematic but in my experience there are serious problems. The road narrows in the underpass and most local drivers yield and pass through one at a time. This produces backups from before the underpass. Moreover, non-local drivers turning onto Old Ivy from Ivy often do so at high speed and are not inclined to yield, producing many close calls. This is all seriously aggravated when a pedestrian is walking on the roadway creating backup but, more importantly, danger to the pedestrian.
- 8) Several of the traffic analyses conclude with an LOS (level of service) F rating, which is the worst possible, and yet the report includes no recommendations in response to that.
- 9) Queue lengths are noted as excessive for the Route 29/250 off ramp and, as I have experienced, often spill onto the deceleration lane on Route 29/250. This is extremely hazardous and yet no recommendations follow.
- 10) Given the traffic conditions portrayed, emergency vehicle access is questionable under peak traffic conditions. This is especially so since daytime responsibility for Old Ivy is borne by the Ivy

Station on Ivy and it would have to get through one of these railroad underpass “pinch points” neither of which offers pullover room to make way.

Recommendations

At the least, the following is necessary:

- 1) Data collection should be redone, not limited to a single weekday, with expanded hours more attuned to actual road use conditions.
- 2) Perform data collection when University of Virginia classes and offices are in full use and when St. Anne’s school is in full session.
- 3) Include the Faulconer Drive-Route 29/250 off ramp intersection to properly determine impact on St. Anne’s School operations.
- 4) Address the implications of the near absence of pedestrian counts and the hazards of Old Ivy for bicyclists and walkers, especially at the east underpass.
- 5) Explain the absence of any recommendations, other than development entry/exit, despite the very negative level of service scores and queueing backup indications. Especially since the latter were based on data that does not reflect worst case traffic.

To: Community Advisory Board Members and Albemarle County Planning Commission

Date: November 14, 2021

From: Lyle Hallowell, 500 Crestwood Drive, Unit 2408, University Village

Subject: Water distribution and sewer capacity impact of ZMA20210008 Old Ivy Residences

Projected impact of the development on water distribution and sewer capacity is not clearly addressed by the proposal or the reviewer's comments. Richard Nelson of Albemarle County Sewer Authority (ACSW) does raise concerns but these are not clearly addressed in substantive terms. At this time, the plan review checklist shows that the Rivanna Water Sewer Authority (RWSA) response is still pending. That being so, I hope that the revised planning proposal will include authorized assurances of no water distribution or sewer capacity impact or required upgrades. More specifically:

I reviewed the very impressive RWSA Urban Development Forecast 2020 but was unable to find any clear indications for our area. It did note that forecasts for undeveloped areas were based on current zoning and that raises significant questions as key to the proposal is a change in zoning density from R-1 to R-15. Living in a building on a topographically high point with a six story rise, I am especially concerned about potential water pressure effects.

With respect to storm water runoff sewer capacity, the current area is undeveloped and, no doubt, absorbs precipitation readily. The development, on the other hand, will cover much of this area with buildings, parking areas, sidewalks and roadways, reducing ground absorption and sending precipitation discharge into the storm water drainage system. The proposal narrative does mention the pond, stream preservation and proposed steep slope grading projected to aid in managing storm water runoff and management functions, but does not address how this may affect storm water discharge and drainage system capacity.

Household waste water is another concern, of course, and it seems likely that adding 525 units and, perhaps, 1000 residents will significantly task sewer line capacity.

Cameron Langille

From: Lyle Hallowell <lyle.hallowell@gmail.com>
Sent: Thursday, January 20, 2022 4:14 PM
To: Cameron Langille
Subject: Update concerns re: Old Ivy Residences
Attachments: (2) Greystar sewer water capacity questions rev 1-3-22.docx; Traffic analysis update 1-14-22.docx

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Good Afternoon,

I am attaching two documents that are updates to my earlier memoranda on the implications of the Old Ivy Residences development on the traffic conditions on Old Ivy Road and on the water/sewer capacity concerns.

I have read and studied the work you and your associates have done with great interest and concern. I remain impressed with the quality of attention and expert analysis involved in this complex undertaking.

I have read in the County Transportation reports that the west intersections of Old Ivy are currently under review by VDOT among others. That is heartening news!

Regards,
Lyle Hallowell
University Village

To: Cameron Langille, Senior Planner, Albemarle County Planning Commission

Date: January 14, 2022

From: Lyle Hollowell 500 Crestwood Drive Unit 2408 University Village

Subject: Additional Traffic Analysis Concerns for ZMA20210008 Old Ivy Residences

A revised Traffic Impact Analysis submitted by Greystar, dated November 15, 2021, was posted with respect to ZMA202100008. Given the limitations of the original analysis, I anticipated serious revisions. However, on careful review, I find no important substantive changes in data, modelling or recommendations.

The three recommendations are especially disconcerting as they remain limited to lane additions at the proposed development entrance. It is important that these recommendations be fleshed out. The section of Old Ivy in question is a curving slope with a steep rise from the Old Ivy roadbed to the meadow level where the development will be situated. This raises sightline questions for vehicles attempting a left turn onto Old Ivy from the development and for westbound vehicles on Old Ivy approaching the entrance. Pedestrian routes in this area will also be problematic.

Numerous current conditions and projections in this traffic analysis receive level of service (LOS) ratings of F which is the worst possible, and yet no recommendations follow in this revision either. Moreover, based on this analysis, claims are made about level of service in the Application revision (11-15-21) that fail to take the full scope of LOS problems into account, especially at the Old Ivy-Old Garth-Route 29/250 off ramp intersection as well as the Faulconer Drive-Route 29/250 off ramp intersection that was not included in the data collection.

The Greystar response to these conditions in their November 15, 2021 revision is facile at best. To ask for revision of the 1985 Old Ivy Road traffic proffer by offering to pay only a modest amount toward any improvements that may be forthcoming is a deflection from the serious traffic issues. But that is trumped by the assertion that Greystar should not be held to this proffer since "the Project will marginally increase delays but is not responsible for the existing issues." (Application dated November 15, 2021, p. 7)

Indeed, a Project not yet in existence cannot be the cause of an already existing problem. But the proper focus now should be: what can be done to alleviate the traffic problems and what should not be done that will worsen them.

To: Cameron Langille, Senior Planner, Albemarle County Planning Commission

Date: November 14, 2021 (revised January 3, 2022)

From: Lyle Hallowell, 500 Crestwood Drive, Unit 2408, University Village

Subject: Water distribution and sewer capacity impact of ZMA20210008 Old Ivy Residences

Projected impact of the development on water distribution and sewer capacity is not clearly addressed by the proposal. For the initial proposal, Richard Nelson of Albemarle County Sewer Authority (ACSA) raised concerns but these were not clearly addressed in substantive terms. The revised proposal does little to ameliorate these concerns and ACSA comments reflect this. This is a serious concern and it seems late in the process to have it so ambiguous. That being so, I hope that any subsequent proposal will include authorized assurances of no water distribution or sewer capacity impact or required upgrades. More specifically:

I reviewed the very impressive RWSA Urban Development Forecast 2020 but was unable to find any clear indications for our area. It did note that forecasts for undeveloped areas were based on current zoning and that raises significant questions as key to the proposal is a change in zoning density from R-1 to R-15. Living in a building on a topographically high point with a six story rise, I am especially concerned about potential water pressure effects.

With respect to storm water runoff sewer capacity, the current area is undeveloped and, no doubt, absorbs precipitation readily. The development, on the other hand, will cover much of this area with buildings, parking areas, sidewalks and roadways, reducing ground absorption and sending precipitation discharge into the storm water drainage system. The proposal narrative does mention the pond, stream preservation and proposed steep slope grading projected to aid in managing storm water runoff and management functions, but does not address how this may affect storm water discharge and drainage system capacity.

Household waste water is another concern, of course, and it seems likely that adding 525 units and, perhaps, 1000 residents will significantly task sewer line capacity, a point made by ACSA staff as well.

March 24, 2022

To: Cameron Langille, Senior Planner, Albemarle County Planning Commission

From: Lyle Hallowell, 500 Crestwood Drive Unit 2408, University Village

Subject: Additional Traffic Analysis Concerns for ZMA202100008 Old Ivy Residences 2nd Revision

I write this comment in response to the revised application submitted 2-7-22. What I have seen in this revision does not mitigate my earlier concerns addressed in previous memoranda (11-14-21 and 1-14-22). At this time, and unfortunately, it is clear that the methodological issues I raised about the original traffic analysis will not be addressed and further discourse must proceed based on it. That means our focus must be on the interpretation.

Of significant concern is the assertion that the Old Ivy Residences will only contribute either 6% of total trips as stated in the Application Narrative (2-7-22) page 6 or 6.5% as stated in the Proffer Statement (2-7-22) page 2. It is unclear to me how this percentage is derived. The traffic study asserts an Old Ivy Residences contribution of 4,326 average daily trips, 284 at the AM peak hour and 349 at the PM peak hour (Traffic Study, pages 1-1 and 4-1). That study further states that 2019 VDOT baseline counts for Old Ivy are 8300 per day and for Falconer Drive are 1300 per day (page 2-3). Since all vehicles to and from a fully built Old Ivy Residences will necessarily traverse Old Ivy Road that would seem to be 52%. I get close (but not exactly) to the 6% by adding the 2019 VDOT baseline counts stated for Ivy Road—71,000 (page 2-3) to the Old Ivy and Falconer counts. But Ivy Road, while important in its own right, is not part of the immediate problem of Old Ivy traffic. Perhaps I have missed it, but the source and calculation of the 6 or 6.5% is unclear and is fundamental to understanding the scope of the overall traffic problem as well as the rationale for the proffers offered with revisions one and two. It is important that this be clarified.

Of even more concern is the logic of the Proffer. That Proffer Statement (2-7-22) correctly acknowledges the traffic problem in what is termed the “congestion area”. It then follows to declare that the aforementioned and unclear 6.5% contribution as part of the context for the proffer. But then the logic goes awry when it offers to help solve the vehicular traffic problem with a bike/pedestrian path along the Old Ivy frontage. Bike/pedestrian routes are, of course, valuable and welcome but it strains credulity to declare them an immediate solution to vehicular traffic. To be blunt—it doesn’t make sense to me.

Looking at the illogical bike/pedestrian path proposal in itself, one need only actually **look** at the proposed bike/pedestrian path route to underscore its illogical character. The frontage of Huntington Village right next door features a steep retaining wall and not nearly enough actual topographical clearance for such a route as proposed to be possible. Even if it were possible, such traffic would be routed to the previously mentioned (my traffic memo dated 11-14-21) dangerous underpass of the railroad or follow a circuitous route through UVA properties: Old Ivy Gardens or the Miller Center.

Like all area residents, I welcome any serious and feasible endeavors to improve vehicular, bicycle and pedestrian movement. Unfortunately, these will not do so.

Problems with Traffic Impact Analysis Old Ivy Residences 6% Impact Determination for Old Ivy Road

Lyle Hallowell

I offer significant new comment on the serious limitations and obfuscations with respect to the Old Ivy Road traffic study including the Traffic Impact Analysis (TIA) and associated documents. The thrust of my comment addresses the **6% claim** for the Old Ivy Residences development predicted contribution to traffic. This is the **most important number** in the evidence presented as it purports to represent the traffic contribution to predict the impact of the development on future traffic and it sets a limit on the Greystar contribution toward mitigating the traffic problem. This number is **faulty in its conception and its calculation** as I will demonstrate below. The 6% is a composite and conceptually it rests on the choices made with respect to times of day, specific intersections and directions of travel.

I will demonstrate the problems by showing different conceptualizations. These are carried out using the counts presented in the TIA, specifically figure 4-3 for predicted Old Ivy Residences generated trips and figure 5-1 for predicted total traffic for 2025. The key question is: how much of the total traffic impact in 2025 will be due to the development.

The Timmons analysis for calculating the 6% figure includes four intersections only, all of which are part of the so-called “western corridor.” One questionable aspect is the inclusion of the **Ivy Road-Canterbury intersection** in the calculation. That is the heaviest travelled intersection and most of that traffic by far is pass through traffic: south on the Route 29/250 off ramp to Ivy and north on Canterbury, right on Old Ivy to the on ramp. These are relevant directions of movement but **this traffic bypasses most of Old Ivy**. What it does do is provide a **very large base count** for the denominator of the calculation and that virtually **guarantees a small traffic impact percentage**.

Furthermore, the **exclusion of the central and eastern sections** in the Timmons study composite ignores other critical impacts of the predicted increased traffic flow. For example, if we look at the predicted effects of full build on the east end, the **Ivy-Old Ivy** intersection, we get the following:

PM	Total eastbound traffic	403	Total westbound traffic	246
	Old Ivy Residences	52	Old Ivy Residences	88
		12.9%		35.7%
AM	Total eastbound traffic	231	Total westbound traffic	308
	Old Ivy Residences	87	Old Ivy Residences	27
		37.6%		8.7%

Obviously, this presents a very different picture, one that shows a **much greater proportionate impact** and reveals that the **choice of only a few intersections and which ones gives a biased impression**. Focusing on Old Ivy, recall the **TIA predicts 4326 OIR daily trips** to and from Old Ivy residences, a **52% increase** that will make up **34% of all traffic** on Old Ivy Road.

However, intersection choice is not all that matters. Returning to the Timmons analysis, we see it is inexplicably **limited to one direction** of travel only (southbound) **and one time of day** (PM). What if we expand it as follows for the **Old Ivy-Old Garth-Off Ramp-Canterbury** intersection only:

PM	Total southbound traffic	817	Total northbound traffic	610
	Old Ivy Residences	39	Old Ivy Residences	66
		4.7%		10.8%
AM	Total southbound traffic	839	Total northbound traffic	602
	Old Ivy Residences	65	Old Ivy Residences	20
		7.7%		3.3%

Pushing it further, if we eliminate the large amount of pass through traffic coming south on the off ramp, the southbound PM figure is 18.4% and the AM figure is 28.0%. Both of these tables show clearly that the **choice of movement direction and time of day are crucial and the approach taken minimizes the percent impact**.

In addition, the **inclusion or exclusion of through traffic** is especially important for understanding the **Old Ivy/29 250 On-ramp**. In the TIA approach, through traffic is eliminated and only on ramp included. But through traffic impacts this intersection, lining up eastbound behind left turning vehicles that are backed up awaiting the passage of westbound through traffic. If we capture that total impact we get:

PM	Total northbound traffic	749	Total through traffic	462
	Old Ivy Residences	39	Old Ivy Residences	171
		5.2%		37.0%
AM	Total northbound traffic	603	Total through traffic	458
	Old Ivy Residences	65	Old Ivy Residences	105
		10.7%		22.9%

The **TIA selected direction and time is much lower** than the other combinations, truncating the understanding of a complex intersection and **skewing the impact calculation downward**.

Of the intersections included, the most complex is the **Old Ivy-Old Garth-250/29 Off ramp-Canterbury** one. In the impact calculation, it is combined with the Old Ivy-Faulconer Drive intersection. However, we can learn important things by using all movement directions again as follows:

PM	Total southbound traffic	1022	Total northbound traffic	632
	Old Ivy Residences	105	Old Ivy Residences	66
		10.2%		10.4%
AM	Total southbound traffic	1094	Total northbound traffic	642
	Old Ivy Residences	85	Old Ivy Residences	20
		7.7%		3.1%

As before, we get a very **different “impact” depending on choice of travel direction and time of day**. The TIA approach produces a very narrow and questionable selection that reduces our understanding of impact with respect to both congestion and safety.

As a corrective, **a more accurate depiction would include four intersections as most relevant**. The Ivy-Canterbury intersection would be excluded since the vast proportion of its traffic is pass through and by including the most traveled section, it artificially amplifies the denominator and drives down the percentage automatically. The Old Ivy-Ivy intersection 5 (numbers correspond to intersection number labels on figures 4-3 and 5-1) would be included since the east end pattern is critical to understanding the road. The others would be the 29/250 off ramp-Old Ivy-Old Garth 2, the Old Ivy-Faulconer 3 and the Old Ivy-29/250 on ramp 4. It is as follows:

PM	5	2	3	4	Composite
Total	649	809	291	749	2497
OIR	140	105	66	39	350
%	21.5	12.9	22.6	5.2	14.0
AM	5	2	3	4	Composite
Total	539	846	422	603	2410
OIR	114	85	20	65	284
%	21.1	10.0	4.7	10.7	11.7

If we accept that morning **and** evening matter, we get combined: 634/4907=**12.9%**

This shows how the **calculation is dependent on the conceptual definition of what matters** and then how the actual counts are incorporated into that and are shaped by and biased by it. I contend that **12.9% is a more accurate prediction** of the Old Ivy residences impact and **MORE THAN DOUBLE THE TIA CLAIM**. Numbers are often said to be “objective” but here we see that they always involve selection and

that selection shapes the outcome. Who selected this particular time-direction-intersection composite and why is then, a key question. It is not anything nefarious but the routine following of “rules of thumb” developed by professional groups. It is crucial, however, in any given application of those rules, to look at it critically and **consider alternatives** as I do here. By accepting it uncritically, the **county leaves money on the table and shifts the burden to taxpayers.**

I decided to perform this analysis because my attempts to call attention to this problem to Planning staff and a VDOT representative in memos, and to the Planning Commissioners in the hearing on June 14, 2022 elicited no reaction at all, with the 6% figure repeatedly and unquestioningly used, if not trumpeted. I believe that good decision-making requires the best and most complete information possible. At the June 14 hearing, Commissioners questioned the TIA data and demanded better.

But that did not happen. There were rumors of an additional study and I was hopeful when a TIA was posted as a November 2022 revision. However, in looking at it page by page, there was **no indication of new, improved data** collection. Many Level of Service (LOS) ratings for the Ivy Road-Canterbury intersection were designated “less worse”, but no major changes appeared in it.

Most important, **evidence of studies carried out by VDOT** on the western corridor and one study of pedestrian concerns for the eastern end was intimated but will apparently **NOT be available until after November 29**. Furthermore, evidence of conceptual work on western corridor improvements exists but that evidence only is declared in the review of this application (page 9) as “feasible solutions” with no serious analysis or critique.

Obviously, **the best and most complete information possible is not what we now have.** What we have for the November 29 hearing is **not adequate** to appropriately address the crucial issue of Old Ivy traffic and the impact of the proposed development. These methodological matters are not “academic hairsplitting” but crucial to making a decision that will affect the health and safety of all future users of Old Ivy Road.

To: Albemarle County Planning Commission & Board of Supervisors
From: Carlton Hassell, Jr
Re: Old Ivy Residences (ZMA 2021-00008)
Date: 11/29/2022

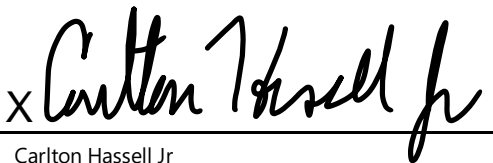
Dear Planning Commission & Board of Supervisors

I am a student of the University of Virginia's Darden School of Business and I am writing this letter to your committee in full support and approval of Greystar's plans for the Old Ivy Residences. Quality housing is an issue for both workers and students at the University of Virginia. Additional housing is desperately needed and would reduce the existing commutes.

The project's proximity to the graduate schools will make walking to class or work easy and reduce our dependency on cars. It is evident that the quality of the Old Ivy Residences will be a far superior community to live in than the currently available options, of which there are few. It would also add up to 78 units that are reserved for affordable housing. Albemarle County needs more housing available for service-oriented workers. It appears that Greystar has listened to the community's concerns and met their needs, where possible, and I encourage the community to support this unique opportunity.

Thank you,

Carlton Hassell Jr

X 

Carlton Hassell Jr
MBA Candidate, Class of 2024

Dr. Michael Holroyd
821 Monticello Ave
Charlottesville, VA 22902
Nov 22, 2022

Albemarle County Planning Commission Members
401 McIntire Road
Charlottesville, VA 22902

Regarding ZMA202100008 Old Ivy Residences

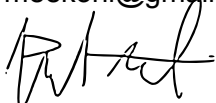
Albemarle County Planning Commission Members,

I'm writing in my personal capacity as a city resident regarding the proposed rezoning of Parcels 60-24C, 24C4, 24C1, 24C3, and 60-51 on Old Ivy Road. I'm a frequent user of the Rivanna Trail, and want to bring to your attention the unique opportunity to acquire a permanent easement for the Rivanna Trail through this especially beautiful area, that makes the 20 mile urban loop trail possible.

The Rivanna Trail is one of Charlottesville's most important pieces of green infrastructure, circumnavigating the city and providing bike-ped connectivity to several parks, River North trails, and the business centers at 5th St Station, Fontaine, Woolen Mills, and 29N. The core loop is also critical for future regional trail connectivity, including the future Old Mills trail, the trail connector south to Biscuit Run, and eventually the Three Notch'd Trail west to Crozet. The main loop is made possible today by land directly owned by the City and County in combination with partnerships between the Rivanna Trails Foundation (RTF) and generous private landowners who provide easements through their property where the RTF maintains and takes liability for the trail. These easements are generally revocable by the land-owner with 30 days written notice.

Greystar's willingness to dedicate a **permanent** easement for Rivanna Trail as a condition of rezoning must be viewed with great interest. The current landowners should be applauded for their generous support of the Trail over the previous decades, but as properties change hands in the future only a permanent easement can ensure this resource for future generations. While I cannot speak to other concerns such as automobile traffic on Old Ivy, solidifying the Rivanna Trail in this area would be a huge step toward future trail connectivity and bike-ped infrastructure for the City and County.

Best Regards,
Dr. Michael Holroyd
meekohi@gmail.com



November 21, 2022

Members of the Planning Commission and Board of Supervisors,

As a retired business owner and resident of Albemarle County I believe that we need this Old Ivy Residences project because it lies next door to UVa and the city. I have travelled Old Ivy Road and Ivy Road for decades serving clients. Some acquaintances complain about traffic, and some congestion happens here at times because it's where people want to be, or they're cutting through to get somewhere else.

I've seen real congestion in other parts of Virginia and North Carolina too. But I don't recall waiting more than a minute or two at the Bellair intersection or on the Bypass ramp. If people would drive less, stop looking at their phones, schedule trips when it's more convenient, carpool more often, and be considerate of others, things would get better fast. I also believe that making it easier to zip around in a car any time of day will only increase cars on the roads.

This project will increase the number of people here and then maybe the UVA bus line could service this area. This housing project should move forward with your approval.

Sincerely,



Dan Huddy
Retired
Samuel Miller District

Received

NOV 29 2022

County of Albemarle
Board of Supervisor's Office

RESOLUTION OPPOSING THE REZONING REQUEST
BY GREYSTAR CORPORATION TO BUILD 525 RENTAL UNITS
ADJACENT TO HUNTINGTON VILLAGE AND OLD IVY ROAD

November 16, 2022

WHEREAS, the Greystar Corporation, which is reported to be the largest operator of rental units in the United States and has almost 800,000 units under management globally and has its corporate headquarters in South Carolina has submitted a rezoning request to Albemarle County to allow the development of 525 mixed use rental units on 35 acres adjacent to Huntington Village; and

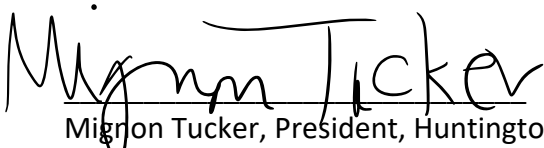
WHEREAS, thousands of additional vehicles and daily trips would come with this development and it would have significant impacts on the driver and pedestrian safety of the Huntington Village neighborhood and other communities on Old Ivy Road, and it can also be expected to increase risks to the areas that are subject to flooding near the railroad track overpass, and would also require rerouting of a part of the Rivanna Trail, which is a valued public amenity; and

WHEREAS, the terms of a proffer made in 1985 that link zoning changes for increased units to significant transportation improvements on Old Ivy Road and Route 601 have not been satisfied to reflect approval from the Virginia Department of Transportation of the Albemarle Board of Supervisors; and

WHEREAS, Greystar Corporation is asking that Huntington Village “donate” the land buffer frontage of our community so they can install a multi-use trail for their development, and this would impact not only the visual borders of the community, but it would also require the removal of our iconic stone walls and infringe on the property rights of unit owners; now, therefore be it

RESOLVED, that the governing Board of the Huntington Village Homeowners Unit Association unanimously opposes the rezoning application of Greystar Corporation for this development and, additionally, opposes any donation of land to the corporation for this development.

Approved on November 16, 2022

A handwritten signature in black ink, reading "Mignon Tucker". The signature is fluid and cursive, with a large initial "M" and a long horizontal stroke extending from the "T".

Mignon Tucker, President, Huntington Village
Homeowners Unit Association

Cameron Langille

From: Vivian Groeschel
Sent: Tuesday, November 22, 2022 9:48 AM
To: Cameron Langille
Subject: FW: greystar rezoning application

Vivian Groeschel

*Community Development Assistant I - Planning
Albemarle County – Community Development
vgroeschel@albemarle.org
434 296 5832 x 3259
401 McIntire Road, Charlottesville, VA 22901*

From: Jerry Hutchinson <jhutch460@gmail.com>
Sent: Tuesday, November 22, 2022 9:33 AM
To: Planning Commission <PlanningCommission@albemarle.org>
Subject: greystar rezoning application

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

If you think this application is a good idea; bring yourself out here and experience the St Anne's traffic both morning and evening and the traffic backups on the exit ramps from 29S every evening. Adding these units to our already overloaded streets would be for the lack of a better wordSTUPID!

Cameron Langille

From: Lorene Latourette <lmlatourette@gmail.com>
Sent: Friday, November 25, 2022 2:17 PM
To: Board of Supervisors members; Planning Commission; Cameron Langille
Subject: Old Ivy Residences

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By Email

November 23, 2022

RE: Old Ivy Residences, Zoning Sign 35

Dear Planning Staff, Planning Commissioners, and Board of Supervisors:

I live within a mile west of Old Ivy Road in the Jack Jouette district and I drive Ivy Road and Old Ivy Road regularly. I recommend approval of the Old Ivy Road Residences. The periodic congestion on Old Ivy Road and Ivy Road are an inconvenience, but most trips to downtown or Emmet Street North take no more than about 15 minutes. I rarely see accidents on Ivy Road or Old Ivy Road. It's certainly no more dangerous driving in this area than driving most other roads in the periphery of Charlottesville. The rare occurrence of flooding under the railroad bridge should have been cured decades ago, but there is also no excuse for drivers who ignore ubiquitous warnings to stay out of pooling water in storm conditions.

Most of the traffic problems around Old Ivy Road are from drivers passing through the area and not from within our west-side neighborhoods. Adding apartments almost next to the city limits and abutting UVA schools and offices will have little impact on congestion because residents here are so near work and shopping. Pass-through traffic could be mitigated by limiting non-local traffic from improperly exiting from the Bypass onto the ramp by St Anne's School.

I agree with the Comprehensive Plan's goal of preserving rural land and limiting sprawl by providing higher density housing within the urban areas. The Climate Action Plan's goal of reducing greenhouse gas emissions by reducing personal vehicle use is such an obvious benefit of this plan that it needs no explanation. I urge you to approve this plan.

Sincerely,

Lorene Latourette

Jack Jouette District

Cameron Langille

From: Daniel Laving <daniel.c.laving@gmail.com>
Sent: Wednesday, November 10, 2021 4:07 PM
To: Cameron Langille
Subject: ZMA2021-08 Old Ivy Residences

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Hello,

My name is Daniel C. Laving, and I am the owner of Unit #2206 in the University Village Condominium, a community of 94 individual owners.

I write to give you my thoughts, and to invite you to a meeting at University Village so you can meet with owners and hear their concerns about what we call "Greystar." If you would like to come to University Village just let me know and I will set up a meeting.

As an University Village owner since 2004 I have seen first hand the dramatic increase in the number of vehicles on Old Ivy Road. Several large office buildings have been erected in the area between the railroad tracks and Old Ivy Road. I work at the JAG School Library and visit UVA Ivy Stacks (across from the proposed Greystar entrance) on a regular basis.

I am concerned that adding another 700 vehicles going in and out of Greystar several times a day will overwhelm Old Ivy Road and make it impossible for University Village residents to exit Crestwood Drive and get on to Old Ivy Road.

If I am informed correctly, I understand that there is also an issue about the location of a road for fire trucks that are responding to calls from the Greystar property.

Please let me know if you would like to visit University Village and hear from residents first hand.

Sincerely,
Daniel C. Laving
Owner Unit # 2206
University Village

John Lewis
100 W. Park Dr.
Charlottesville, VA 22901

Nov. 27, 2022

Albemarle County Planning Commission Members
410 McIntire Rd.
Charlottesville, VA 22901

Regarding ZMA202100008 Old Ivy Residences

Albemarle County Planning Commission Members,

As a county resident, I'm writing in my personal capacity regarding the proposed rezoning of Parcels 60-24C, 24C4, 24C1, 24C3, and 60-51 on Old Ivy Road. I'm a frequent user of the Rivanna Trail for hiking, running, and biking. I want to bring to your attention the unique opportunity to acquire a permanent easement for the Rivanna Trail through this especially beautiful area that makes the 20-mile urban loop trail possible, both as a loop itself and as a connector trail to the multiple other trail networks that make our community unique and more livable.

The Rivanna Trail is one of Charlottesville's essential components of green infrastructure, circumnavigating the city and providing bike-ped connectivity to several parks, local trail areas, and the business centers at 5th St Station, Fontaine, Woolen Mills, and 29N. The core loop is also critical for future regional trail connectivity, including the future Old Mills trail, the trail connector south to Biscuit Run, and eventually, the Three Notch'd Trail west to Crozet. The main loop is made possible today by land directly owned by the City and County in combination with partnerships between the Rivanna Trails Foundation (RTF) and generous private landowners who provide easements through their property where the RTF maintains and takes liability for the trail. These easements are generally revocable by the land owner with 30 days' written notice.

Greystar's willingness to dedicate a **permanent** easement for Rivanna Trail as a condition of rezoning must be viewed with great interest. The current landowners should be applauded for their generous support of the Trail over the previous decades, but as properties change hands in the future, only a permanent easement can ensure this resource for future generations. While I cannot speak to other concerns, such as automobile traffic on Old Ivy, solidifying the Rivanna Trail in this area would be a huge step toward future trail connectivity and bike-ped infrastructure for the City and County.

Sincerely,
John Lewis
jnlewis@arachnerd.com

Cameron Langille

From: Farrell Long <farrell@groupunderwriters.com>
Sent: Thursday, November 4, 2021 9:00 AM
To: Cameron Langille
Subject: RE: Greystar Development - Old Ivy Residences

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Thank you so much for getting back to me in such a quick fashion. As I represent a large group of people who will be directly affected by this change, I truly appreciate and value the consideration you are giving to the project prior to its approval. We do not oppose the development, just believe a major infrastructure change will need to occur for it to not have a significant impact on the surrounding businesses and residences. Traffic in this area is so tightly congested with the St Annes traffic flow, the stop light at Ivy Rd, and the corresponding intersections.

I personally live a mere three minutes' drive from Faulconer Dr, but in the morning and evenings, that same three minutes can take 20-25 minutes, which is incredible. Accidents occur regularly.

Thank you for your part in this project and your assistance. I am working hard to be present and represent my group at your next public meeting.

Farrell

From: Cameron Langille <clangille@albemarle.org>
Sent: Wednesday, November 3, 2021 5:18 PM
To: Farrell Long <farrell@groupunderwriters.com>
Subject: RE: Greystar Development - Old Ivy Residences

Hi Mr. Long,

Thank you for your email regarding this proposed project.

This proposal requires the developer to rezone the land through a Zoning Map Amendment application, commonly referred to as a "rezoning." Rezoning must go before the County's Board of Supervisors for final consideration. Approval of rezoning applications are discretionary, which means that they can be denied if the proposal is inconsistent with the County's Comprehensive Plan and Master Plans for the area in which they are located.

A primary factor that staff and the Board consider when evaluating these types of applications is impacts to transportation infrastructure in the surrounding area. Staff from the Virginia Department of Transportation (VDOT) and transportation planning staff from the County's Community Development Department are reviewing this proposal and evaluating the effects on adjacent roadways. The developer who submitted the application has already received one round of review comments from staff, and they will be resubmitting a revised application to identify how they proposed to mitigate any increase in traffic that would be created if this project were approved. If their proposal does not adequately address transportation concerns, staff will identify this as an unfavorable factor in the staff report to the Board of Supervisors before they take final action to approve or deny the project.

I am compiling all comments from members of the public regarding this proposal, and I will be forwarding those to the Board before they take final action. Please let me know if there are any other comments or concerns you would like to make.

I hope this information has been helpful. Thanks,

Cameron Langille

(pronounced "LAN-JILL")

Principal Planner

[Albemarle County](#)

blangille@albemarle.org

434-296-5832 x3432

401 McIntire Road, Charlottesville, VA 22902

From: Farrell Long <farrell@groupunderwriters.com>

Sent: Tuesday, November 2, 2021 10:02 AM

To: Cameron Langille <blangille@albemarle.org>

Cc: Valerie Long <vlong@williamsmullen.com>

Subject: Greystar Development - Old Ivy Residences

Importance: High

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All-

As the President of the Madison Park Condo Association, located on Faulconer Dr, just off Old Ivy Rd, I would like to express concerns about this development and the potential dramatic impact on the local traffic flow. If someone could please help me to understand how traffic patterns and flow will be changed and addressed in this development, it would be greatly appreciated. At present, the off-ramp to Old Ivy from the By-Pass backs up onto the actual road for hundreds of yards in the mornings and evenings. The flow of traffic will be tremendously impacted if this development moves forward without some form of radical change in flow.

Areas of specific concern are:

- Off ramp flow
- Stoplight flow as the off ramp connects to Ivy Road
- Access to Old Ivy from Faulconer Dr
- Access to the By-pass from Old Ivy when travelling East
- Road closures which frequently occur during the summer and winter months due to flooding under the railroad bridges.
- School traffic flow inter-impact with projected changes

I look forward to hearing from one or both of you as soon as possible,

Regards,



C. Farrell Long, CIC, CRM

President

Madison Park Office Condo Association

Mailing Address to my office:

505 Faulconer Dr, St 2A
Charlottesville, Va 22903

Cell: (434) 242-8338



November 15, 2022

Albemarle County Planning Commission and
Albemarle County Board of Supervisors
401 McIntire Rd.
Charlottesville, VA 22902

Albemarle County Planning Commission and Albemarle County Board of Supervisors

RE: Old Ivy Residences

I realize you are not all planners but you should be able to take a broad and long-term view of basic planning principles and ask yourself where development should be encouraged. Does it make sense to encourage development within the beltway (the 250 bypass) or outside the beltway? To me the answer seems obvious. Old Ivy Residences is a residential plan that is worthy of support by the Planning Commission and others charged with smart and responsible growth. In my opinion it should have far greater density, resulting in a more efficient use of the land within the beltway. The plan puts housing where students, urban professionals and UVA employees will want to live. This location and the wide range of unit types opens the neighborhood to all residents who want to bike, walk, or drive a short distance to major employers, schools, retail, and entrainment.

Living outside the Rt 250 Bypass has its challenges for the resident and the greater community. It is important that current residents on Old Ivy Road recognize that UVA students, employees, hospital staff and others who work in this area have the same desire to be close to education, work, and play. Where do neighbors who oppose this project think the next generation of people will live if not here? I hope more projects like this one with diverse unit types, open space, the Rivanna Trail, multipurpose paths, and convenience to suburban and city services will be built.

Trees should be saved where possible, but I want to point out that this land is nearly all pasture. Saving a few trees here so that lower density housing can be built by cutting down thousands of trees further out is a poor tradeoff. Environmental benefits of living here will go to the larger community and future generations. This is an intelligent location for greater residential density that I hope you will approve.

Sincerely,

A handwritten signature in purple ink, appearing to read "J. Matthews". The signature is stylized with a large, looped initial "J" and a cursive "Matthews".

John Matthews
45 Canterbury Rd.
Charlottesville, 22903
[Samuel Miller District](#)

Cameron Langille

From: Rebecca Ragsdale
Sent: Wednesday, November 9, 2022 9:45 AM
To: Cameron Langille
Subject: FW: Public Safety Alert-Old Ivy Road and Old Garth Road

From: Megan McGee <mcgeemc1@gmail.com>
Sent: Wednesday, November 9, 2022 9:43 AM
To: Planning Commission <PlanningCommission@albemarle.org>; Board of Supervisors members <bos@albemarle.org>
Subject: Public Safety Alert-Old Ivy Road and Old Garth Road

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Dear Planning Commission Members,

I am writing to you today to express concern over the safety of Old Ivy Road and Old Garth Road.

My name is Megan McGee, and I am a resident of Huntington Village in Charlottesville. Huntington Village is a housing community on Old Ivy Road, positioned between the bridges behind the UVA baseball stadium/ Foods of All Nations and the bridge going from 250 Bypass near Bellair Market. I have lived in this area over 3 years, first as a MBA student at Darden, and now as a Charlottesville local. While I love this area, safety on these roads is a growing concern.

Some words that describe me include young woman, dog mom, and avid runner. I tell you this because these characteristics make me susceptible to the dangers on Old Ivy and Old Garth Roads. These roads have no shoulder and small segments of sidewalk. The bridges see lots of traffic with regular back-ups, as far as out to 250 bypass in the evenings. Cars must pass under the Old Ivy bridge one at a time, and cars whip past while I am running and walking my dogs. Yesterday, I was nearly hit by 3 different cars while running on Old Garth Road because there are so many blind curves and no shoulder for me to run.

It would be most helpful for you to do the following:

1. **Add "Share The Road" signs for drivers to be aware of runners and bikers**
2. **Install runner/biker lanes on these roads**
3. **Install sidewalks**
4. **Enforce local traffic only laws**
5. **Halt any new development on these roads until safety measures are taken**

Your assistance in helping my safety and that of our community is much appreciated!

Sincerely,
Megan McGee
126 Harvest Drive
Charlottesville, VA



*Protecting and promoting the natural resources, rural economy,
history and beauty of the Virginia Piedmont since 1972*

VIA EMAIL ONLY | PlanningCommission@albemarle.org

November 28, 2022

Ms. Karen Firehock, Chair
Albemarle County Planning Commission
401 McIntire Road
Charlottesville, Virginia 22902

Re: Old Ivy Residences; ZMA202100008

Dear Chair Firehock and Planning Commission members,

The Piedmont Environmental Council (PEC) respectfully submits this letter regarding the Zoning Map Amendment for the proposed Old Ivy Residences project.

In line with the County's objectives to prevent rapid suburban sprawl by using land efficiently and to reduce transportation-related emissions — the County's most significant source of greenhouse gasses — PEC has consistently championed the development of attractive, innovative, affordable, and resilient mixed-use communities, and will continue to do so.

In the Development Areas, we envision compact, well-connected communities where residents' homes, workplaces, and other needs are all within a short walk or ride from the schools, jobs, shopping, parks and green spaces, and other resources residents need to thrive.

Investments in these focused communities will benefit all people across the County, even if they do not live in the Development Areas. By providing attractive places to live in designated Development Areas, rural communities can keep their historic and scenic character intact and preserve land for open space, natural systems, outdoor recreation, and agriculture and forestry, on which all County residents depend.

Though PEC is generally supportive of projects in the Development Areas that align with the comprehensive plan and master plans, PEC, in this case, has the following strong concerns.

Traffic Impacts

According to the County's staff report, the proposed development's generation of additional traffic will likely further degrade the surrounding intersections that are currently, or are projected to be, failing without the development of Old Ivy Residences. Despite the cash proffers to address the applicant's proportionate contribution of additional traffic, the road and street improvement necessary to reduce congestion will likely not occur in the near future.

There are very real and serious public safety concerns associated with a degraded congestion zone at the intersections near the western end of Old Ivy Road. These concerns need to be very heavily weighted when considering the benefits of the proposed project.

Pedestrian and Bicycle Connectivity

Given that public transit does not access Old Ivy Road and may not be provided in the near future, and the likelihood that a shared pedestrian and bicycle path will not be connected to Ivy Road for the foreseeable future owing to the severely restricted Old Ivy Road CSX railroad underpass, every effort should be undertaken by the applicant and the County to work with the University to secure pedestrian and bicycle access to Leonard Sandridge Road. This connection would allow for access to the University and Barracks Road Shopping Center, thus reducing the reliance on vehicles to access nearby services and the University.

The proposed Ivy Road Shared Use Path along the Ivy Road frontage of the Old Ivy Residences is important. However, PEC is advocating for the completion of the proposed Eastward Extension of the Shared Use Path to parcel 06000-00-00-045A1. Although the Old Ivy Road railroad bridge is a nearly unresolvable barrier, if the County can acquire this Shared Use Path, plus the next two parcels 045A1 and A2 (controlled by UVA), then a near-term low-stress route into UVA property and on to Massie Road is conceivable via Faulkner Way. Again, the applicant County should work closely with UVA and the neighboring landowners to proactively effectuate this connection.


Both the Shared Use Path connection to Leonard Sandridge Road and the Old Ivy Road Shared Use Path Eastern Extension would provide pedestrian and bicycle connectivity to the future UVA development of the Ivy Gardens property. UVA has prepared a redevelopment master plan that includes a town square with retail, office and residential, a residential commons, and academic buildings organized with a central pedestrian spine connecting with Old Ivy Road and a proposed pedestrian bridge over Leonard Sandridge Road. This future mixed use redevelopment proposal underscores the importance of Shared Use Path routes along Old Ivy Road and between Old Ivy Residences and Leonard Sandridge Road.

Affordable Housing

The applicant's proposal for Old Ivy Residences states that the affordable housing "[s]hall be up to 80% AMI for 10 years." Neither of those terms is acceptable. The Staff report states 50% AMI, which would be acceptable, but does not (to our reading) specify duration. PEC has previously established with other projects in the County that the appropriate term is 30 years.

Thank you for your consideration of these comments. Please feel free to contact me with any questions regarding these comments.

Sincerely,



Rob McGinnis PLA FASLA
Senior Land Use Field Representative | Albemarle County
rmcginnis@pecva.org
Mobile: 434.962.9110

cc: Board of Supervisors | BOS@albemarle.org



500 Westfield Road
Charlottesville, VA 22901

June 8, 2022

Albemarle County Planning Commission
and Board of Supervisors
401 McIntire Road
Charlottesville, VA 22902

Members of the Planning Commission and Board of Supervisors:

I am writing to express my support for the Old Ivy Residences zoning application. I know the area well having lived in Farmington Heights (a half mile west of the site) and currently residing at 117 Bollingwood Road (approximately a half mile east of the site). I am also an alumnus of Belfield School and the parent of multiple graduates of STAB. I have done a lot of carpooling at both the Upper and Lower schools.

I know there are offsite challenges with multiple intersections, but the intended use of the property has been designated for significant property density in the Comprehensive Plan for many years. It is located in the urban ring and is an easy walk or bicycle ride to our area's largest employer.

I have reviewed the concept plan and find the proposed densities and building heights sensitive to the scale of the various neighbors.

Housing affordability is a major concern in our community. Providing dense development in the areas targeted for such in the Comprehensive Plan is at least a small step in the right direction. Proposing dense development in the plan and then watering it down as potential projects appear will just chew up land in the development area faster and exacerbate our problem with extremely high land prices.

I encourage your thoughtful consideration and ultimate approval of the Old Ivy Residences.

Sincerely,

A handwritten signature in black ink, appearing to read "Percy Montague, IV".

Percy Montague, IV

PMIV/pmd

Cameron Langille

From: Vivian Groeschel
Sent: Monday, November 21, 2022 1:46 PM
To: Cameron Langille
Subject: FW: Old Ivy Residences

Vivian Groeschel
Community Development Assistant I - Planning
Albemarle County – Community Development
vgroeschel@albemarle.org
434 296 5832 x 3259
401 McIntire Road, Charlottesville, VA 22901

From: Julian Bivins <jbivins@albemarle.org>
Sent: Monday, November 21, 2022 11:40 AM
To: Shawn Mooney <shawn@slwilliamson.com>; Board of Supervisors members <bos@albemarle.org>; Planning Commission <PlanningCommission@albemarle.org>
Subject: Re: Old Ivy Residences

Mr. Mooney,

Thank you for your recent email. This is to acknowledge that it has been received and read.

Cordially,

Julian Bivins
Planning Commissioner
Jack Jouett District

From: Shawn Mooney <shawn@slwilliamson.com>
Sent: Monday, November 21, 2022 9:13
To: Board of Supervisors members <bos@albemarle.org>; Planning Commission <PlanningCommission@albemarle.org>
Subject: Old Ivy Residences

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Dear BOS and Planning Commission members:

I am taking this time to speak out in favor of the Old Ivy Residences project. I think it is a well-planned project in the right area.

The University of Virginia has built many new facilities on Ivy Road within walking or biking distance of this project. We seem to see many developments undertaken in the county but they all generate more traffic and more people commuting into and out of the city. I am not saying this project will not generate additional traffic but it will offer viable alternatives for people to live close to where they work. If proffers are made to build new sidewalks on Old Ivy Road people could easily bike or walk to UVA. The project would also create additional tax revenue which the county wants and needs.

The University will eventually own everything on Ivy Road from Emmett Street to Bellair. This project will provide people with the option of living close to these jobs and having the ability to get to work without a car. I think it is a project which well suits the needs of the growing area.

Thank you for your consideration.

Sincerely,
Shawn Mooney
175 Ivy Ridge Road
Charlottesville VA 22901
434-981-9732

Cameron Langille

From: David Aand douglas morris <dougiem@centurylink.net>
Sent: Tuesday, February 8, 2022 10:05 AM
To: Cameron Langille
Subject: Greystar

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Dear Ms Langrille,

I am a resident of University Village on Crestwood Drive in Albemarle County. I would like to register my concerns about the proposed Greystar development. It is understandable that the county would like the revenue from the proposed 490 rental units but at what cost to its neighbors. Have you and your planners given any consideration to the congestion on Old Ivy Road in the a.m. and p.m.? I frequently travel West on it around 8:30 a.m. and there are always traffic backups from the bypass and 250 East. About every other week someone has driven over the stop signs. Why, I can't answer. This is an old, narrow road that cannot be widen due to the limited entrances both East and West. This is not a safe road now and will be less so with additional traffic. It is easy for you and your planners to read a map in an office and count the additional revenue while we who live in this area must deal with the future problems. Greystar is a large corporation who will build and move on to other projects. They are not interested in the problems which we will need to address after their construction is completed. Before approving this project you might also look at the proposed buildings that UVA has in mind for Ivy Gardens. That too will bring more traffic and people with little or no public transportation.

I believe your first obligation is to the present residents and tax payers of our county. Please do not allow their most probably unlimited income and influence to sway you to make a decision that you will look back on and regret.

Thank you for your time and consideration.

Sincerely,

(Mrs.) Douglas Morris

Cameron Langille

From: Petertuz <petertuz@aol.com>
Sent: Friday, November 5, 2021 10:13 AM
To: Cameron Langille
Subject: Re: ZMA 2021-008 Old Ivy Residences

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Hello Mr. Langille: Thank you so much for this. As a homeowner and a employee at an office on Old Ivy Rd. I am very concerned about the increase in traffic along Old Ivy Rd. that this project will generate. As I am sure you are aware, the traffic at the west end of Old Ivy where it connects with the exit for the 29 Bypass is already too congesting and the site of many accidents already. At many times during the day it is very difficult to turn left and go under the railroad overpass from this direction. The east end of Old Ivy Rd. is virtually just as bad with the very narrow railroad underpass also being the site of a lot of traffic congestion since basically only one car can go under the railroad bridge at a time. I cannot fathom what an additional 500 - 1000 cars would do to the traffic on Old Ivy Rd. I also can't imagine the congestion that would be caused by the truck traffic required to build a project of this magnitude. In short, without some major redesign of the west and east ends of Old Ivy Rd and the 29 Bypass exit at the west end of Old Ivy Rd. I think this project should not go forward. Happy to discuss in person or by phone if you like.

Peter W. Tuz
President
Chase Investment Counsel Corp.
350 Old Ivy Way
Charlottesville, VA 22903
434 293 9104

-----Original Message-----

From: Cameron Langille <blangille@albemarle.org>
To: Petertuz <petertuz@aol.com>
Sent: Wed, Nov 3, 2021 5:03 pm
Subject: RE: ZMA 2021-008 Old Ivy Residences

Hi Peter,

The Old Ivy Residences project is proposed on five vacant parcels of land that are located west of Huntington Village and University Village on the north side of Old Ivy Road. These are the undeveloped pieces of land between Huntington Village and the Route 29/250 bypass. I've attached a map that shows the parcels highlighted in yellow.

If you have any specific comments regarding this proposal and associated transportation and traffic concerns, please feel free to send those to me. This proposal requires the developer to rezone the land through a Zoning Map Amendment application, commonly referred to as a "rezoning." Rezoning must go before the County's Board of Supervisors for final consideration. Approval of rezoning applications are discretionary, which means that they can be denied if the proposal is inconsistent with the County's Comprehensive Plan and Master Plans for the area in which they are located. Impacts to transportation infrastructure are one of many factors that County staff and the Board consider when evaluating proposals such as this.

I am compiling all comments from members of the public, and they will be forwarded to the Board of Supervisors once this developer requests to go to a public hearing at a later date.

Let me know if that clarifies things or if you need further information. Thanks,

Cameron Langille

(pronounced "LAN-JILL")

Principal Planner

[Albemarle County](#)

blangille@albemarle.org

434-296-5832 x3432

401 McIntire Road, Charlottesville, VA 22902

From: Petertuz <petertuz@aol.com>

Sent: Tuesday, November 2, 2021 3:34 PM

To: Cameron Langille <blangille@albemarle.org>

Subject: ZMA 2021-008 Old Ivy Residences

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Hello Mr. Langille: I received a letter from the Williams Mullen law firm with a map Saturday. It discussed plans to put 525 dwelling units on some vacant land along Old Ivy Rd. It was unclear to me from the enclosed map which land was being referred to, but I want to strongly voice my opposition to allowing that many dwelling units on Old Ivy Rd. I have both a residence and my office on Old Ivy Rd. so I am very familiar with the traffic situation on it as it stands today. As I am sure you are aware, basically there are railroad overpasses at each end of Old Ivy Rd, as well as the bypass exit at the west end of Old Ivy Rd. These act to severely restrict traffic already, especially during peak traffic hours, which I would call 7-9 am and 4 - 6 pm. I am guessing 525 new dwelling units would mean somewhere between 525 and 1050 new vehicles on Old Ivy Rd. every day depending on whether you estimate one or two cars per unit. This would be an intolerable increase in traffic. I strongly urge you to take the traffic situation into account in your decision making process.

Peter W. Tuz

P.S. I would appreciate it if you could tell me specifically which lots might be developed. The website given in the letter does not work.



From: Bob Pineo
Company: Design Develop
Subject: Old Ivy Residences.

To whom it may concern,

My name is Bob Pineo, and I am the principal of Design Develop Architects with offices in the Charlottesville and Baltimore markets

My strong support for the Old Ivy Residence Design Develop's dedication to density and placemaking is a core consideration for our work in the communities we serve. Greystar's plan will bring a diversified mixture of much-needed housing opportunities to our community.

The plan submitted elegantly mitigates impacts on its neighbors and provides ample opportunities for recreation, open space, and amenities while balancing nuanced requirements of scale and place.

The intentional placement of these different types of single-family, duplex, and multifamily structures will create various options for community members to own, rent, or invest. But, more importantly, it will put housing options close to urban growth centers and the benefits of public transit, event venues, and natural resources such as the Rivanna Trail.

People living close to employment, retail, and entertainment centers make much sense and are a key component of our Comprehensive Plan for the area. The plan activates a holistic commitment to placemaking objectives while balancing the needs of the context adjacent to the site.

I recommend the approval of this conceptual plan.

Best

Bob Pineo, Principal, Design Develop Architects.

DESIGNDEVELOP

802 East Jefferson Street, Suite B3 | Charlottesville, VA 22902 | 434-806-8365

3600 Clipper Mill Road, Suite 330 | Baltimore, MD 21211 | 434-443-4045

www.designdevelopllc.com

November 28, 2022

John Rhode
300 Twin Sycamores Ln
Charlottesville, VA 22903

Albemarle County Planning Commission and
Albemarle County Board of Supervisors
401 McIntire Rd.
Charlottesville, VA 22902

RE: Old Ivy Residences

I would like to express my support for Greystar's proposed Old Ivy Residences. It would provide a range of needed housing types for the area and would do so in a way that is respectful to the site and neighboring properties.

As part of the continuing growth of this area we should consider the need for a range of housing types to support that growth. The Old Ivy Residences project would provide housing for students, UVA employees, professionals and local service providers and its location and potential pedestrian connectivity to the Ivy Gardens redevelopment and other nearby businesses and amenities would serve to reduce the driving distances for residents and minimize increases in area traffic. The proposed greenspaces and improvements to the Rivanna Trail would also benefit the surrounding community by providing walking and biking opportunities that we don't currently have.

I hope that you will give the Old Ivy Residences proposal your consideration and support.

Sincerely,

John Rhode

Received

NOV 29 2022

County of Albemarle
Board of Supervisor's Office

Supervisors, Commissioners and Mr. Langille,

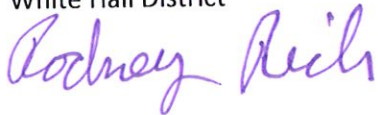
Re: Public Hearing Item # 36

I am writing to express my personal support for the Old Ivy Residences rezoning. I think this is an ideal location for a project like Old Ivy Residences, and I am impressed with the layout. As an active member and President of the Crozet Volunteer Fire Department, I have responded to Old Ivy Road over the years. I especially appreciate that the project is placing the fire access near the bypass, where the trucks would come from, and that it includes circulation for public safety vehicles along with the trail feature.

I've done a lot of work in the Old Ivy Road area, and have seen a lot of cycles in my career as a construction business owner. The housing market is about as tight in the Ivy/Old Ivy Road areas I have every seen it. With all the university and commercial growth in that neighborhood, there is only going to be more demand and need for this additional housing.

The use of land in this proposal is one of the best I have seen. I would hope the county would use this as an example for future development plans.

Rodney Rich
Rich Masonry, Inc.
President: Crozet Volunteer Fire Department
White Hall District



Cameron Langille

From: Peter Rightmyer <uvillage@ntelos.net>
Sent: Thursday, January 20, 2022 12:47 PM
To: Karen Firehock; Corey Clayborne; Daniel Bailey; Jennie More; Frederick Missel; Luis Carrazana
Cc: cjbivins@albemarle.org; Cameron Langille; "rappc@albemarle.org."@mail40c28.carrierzone.com
Subject: opposition to ZMA2021- 00008 and - 00009
Attachments: Appendix B 011422 (2918265x7A958).pdf; President Grzymala letter January 20.pdf

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Mr. Cameron Langille, and other recipients of this email:

Attached is a letter to you from Barbara Grzymala, President of University Village Owners Association, sent on behalf of the University Village Board of Directors and residents. As the text makes clear, its written in opposition to the 490-unit Old Ivy Residences project for which Greystar Development East LLC has made application (ZMA2021-00008 and - 00009).

A second attachment is the memo of attorney Steve Blaine sent to you and others by January 14, 2022, email. Attorney Blaine's memo is referenced at Footnote 5 of the UVOA letter (first attachment) and refutes applicant Greystar's claims to easement rights. (Please disregard "Appendix B" caption.)

The care that you and your fellow County officials have taken in this matter is much appreciated.

Respectfully,

Peter D. Rightmyer, PCAM
University Village Condominiums
500 Crestwood Drive
Charlottesville, Virginia 22903
(434) 977-1800

University Village Owner's Association
500 Crestwood Dr.
Charlottesville, VA. 22903

Cameron Langille, Sr. Planner, Albemarle County
Julian Bivins, Chair of Albemarle County Planning Commission
cc: Members of Albemarle County Planning Commission

Ladies and Gentlemen:

Re: Greystar ZMA2021-00008 and -00009

As President of the Board of Directors of University Village Owners Association (UVOA), I write to identify our main concerns with Greystar's application (ZMA2021-00008 and -00009) for a near 15-fold increase in allowable density. We residents of University Village live immediately to the east of the requested rezoning. The wider community's need for additional housing, especially affordable housing, is recognized. On paper, Greystar's proposal has some attractive aspects. However, we have major concerns that Greystar's current project is not sustainable and that its problems are and will be seriously problematic for us and the wider community.

Throughout 2021, UVOA did not publicly oppose Greystar's project. We attempted to work with the landowners, the Heischman family, and the contract purchaser, Greystar Development East LLC. Our issues included Interconnectivity options, our property rights and Greystar's easement claims, traffic safety, Protected Slope concerns and other impacts of Greystar's proposed 490 units.

Regrettably, although we reached out to Greystar over a five-month period, attempting to find agreement, each request we made was adamantly refused. We recognize that this was an old-fashioned way to deal with a major developer, and we can report that it didn't work. We have no plans for further meetings with Greystar. Now our hope is that the County will take seriously these neighborhood concerns.

Issues:

First, as early as 1985, Old Ivy Road was found inadequate to support higher density on the Greystar site. Still part of existing zoning, the County set the standard: the dangerous conditions of Old Ivy Road must be addressed to the "satisfaction of the Board of Supervisors"¹ as a precondition for raising the density.

The following dangerous conditions have not been addressed by Greystar:

¹ Director of Planning and Community Development letter of October 11, 1985 re ZMA1985-00024

University Village Owner's Association
500 Crestwood Dr.
Charlottesville, VA. 22903

1. The choke point at the eastern end of Old Ivy Road, as it passes under the railroad, not only causes backups but is extremely hazardous for pedestrians and bicyclists.
2. The similarly congested conditions at the western end still exist with no remedial plan in place.
3. Old Ivy Road, for much of its length, lacks sidewalks and bicycle ways.
4. The Old Ivy Route 601 bridge over the 250/29 Bypass remains too narrow for pedestrians or bicyclists, despite the applicant's mischaracterization of the effects of planned repairs to the bridge. See attached VDOT email, Appendix A, stating there is no replacement planned and width remains 26'7" rail to rail.
5. The unlinked frontage improvements that have been made along Old Ivy Road as more users have been added really do not address the flawed conditions identifiable from 1985.
6. Additional traffic levels since 1985 include greater numbers of cars, bicyclists and pedestrians from more post-1985 facilities.² Picture adding Greystar's 490-unit rental-development residents to the many now getting to and from their destinations in these already crowded conditions.
7. There is no public transportation on Old Ivy Road.
8. Everyone in the corridor depends on Old Ivy Road for Emergency Medical Services access.

Greystar's traffic impact analysis was limited to 2 two-hour periods on a single day, a time of low traffic when most affected entities were not at full operation. Even with Greystar's low-ball data enhanced by 10%, the overview misses major traffic problems that regularly occur outside the times and intersections chosen. The ensuing calculations still find some level of service (LOS) ratings of F -- the lowest possible.

The proposed main entrance is on a stretch of Old Ivy Road with significant curve and slope, presenting dangers for vehicular egress and pedestrian crossings. University Village residents have expressed more specific concerns with unsafe traffic on Old Ivy Road (see Appendix B and C), by memos³ to you, Mr Langille, and another⁴ in your departmental records.

² UVA's and other new offices on the south side of Old Ivy, Morningside assisted living and University Village on the north side, and added traffic to and from St. Anne's-Belfield upper and lower campuses.

³ Memos of 11/14/21 and 1/17/22 from Lyle Hallowell to Community Advisory Board members and to Albemarle County Planning Commission on Greystar project's adverse impact on Old Ivy Road traffic

⁴ Memo of 11/14/21 from David Sprague to Community Advisory Board on Old Ivy Road traffic

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500 Crestwood Dr.
Charlottesville, VA. 22903

Second, the County's Neighborhood Model emphasizes Interconnectivity. We understand interconnectivity — with our qualified assent, Huntington Village residents walk across our Meadow to their classes. University Village is between those Huntington Village students (and prospective Greystar student tenants) and their daily destinations: the University of Virginia School of Law, the Darden School, and other University facilities. The University of Virginia openly plans more facilities in its re-development of Ivy Gardens and the Ivy Corridor. Even now we regularly experience trespassing issues.

We owe it to our residents, average age 86, to provide for their safety with provisions for limiting adverse impacts. UVOA proposals to Greystar for desirable interconnectivity while recognizing our private property have been met with a firm NO. Contrary to Greystar assertions, no active plan remains for interconnectivity between Greystar's Old Ivy Residences project and our land.

Third. County and state codes recognize that a development of this size must make provision for fire and EMS secondary access – a Fire Access Road. Greystar proposes to use an old farm road (20'-wide Tufnell) that now has a sharp turn which goes down a 30-degree 40'-long slope to Leonard Sandridge Road. That Tufnell sharp turn ends with its downside at the edge of Leonard Sandridge Road and its upside 20-feet downslope from level ground. Greystar has wrongly claimed a right to expand 20'-wide Tufnell an added 30' into our land. That would destroy our northerly stormwater retention area. Fire Marshall Lagomarsino, during a site visit, expressed his view that the relatively level stretches of compacted dirt-and-gravel 20'-wide Tufnell roadbed were adequate for fire trucks.

Greystar wrongly claims access rights through to Old Ivy using our private-entry Crestwood Drive. See attorney Steven Blaine's letter⁵ which refutes Greystar's easement claims and validates that Greystar lacks the capability to offer the required Fire Access Road.

Fourth. Parking spaces offered by Greystar are woefully inadequate. It is a fine theory that limited parking encourages public transportation use — but that hardly works when there is no public transportation available. Illegal and intrusive parking spread around the neighborhood is inevitable with this shortage.

Fifth. Other issues include water distribution and sewer capacity impact. We share the concerns of Albemarle County Service Authority and ask that County staff insist that Greystar mitigates those adverse water distribution and sewer capacity impacts. Our concerns are set in further detail in a letter in your department's records⁶ and include stormwater runoff dangers, see Appendix D.

⁵ Letter of 1/14/22 from Steve Blaine to Sr. Planner Langille with refutation of Greystar's easement claims

⁶ Memo of 11/14/21 from Lyle Hallowell to Community Advisory Board members and to Albemarle County Planning Commission on Greystar project shortcomings as to water, wastewater and stormwater management

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Charlottesville, VA. 22903

Sixth. Protected slopes. We have a specific issue about whether Parcel 60-24C1 should be exempt from erosion controls. At least the portion of that Parcel nearest our land appears steep enough and undisturbed that its designation should be "protected" and not "constructed."

Seventh. Total density too high. The bottom line is that each of the above-listed problems is exacerbated by the sheer numbers and density of this development. All the challenges posed by this development suggest that, if it is to be sustainable, the development needs a much lower density, no more than 355, about 30% less than Greystar asks. At R-10, adverse impacts of density are cut by nearly one-third and parking offered by Greystar becomes adequate.

You have it within your power to protect the health, safety, and welfare of the present and future residents and community by your zoning decision. You will have our support in doing so.

Respectfully,



Barbara Grzymala, President UVOA

UVOA Board members:

Royce Drake
Edward Imhoff
Dr. Lisa McDermott
Elizabeth Natoli
William Sherman
Sally Thomas

University Village Owner's Association
500 Crestwood Dr.
Charlottesville, VA. 22903

APPENDIX A to UVOA letter to County Senior Planner Cameron Langille

From: Arnold, Brian [<mailto:brian.arnold@vdot.virginia.gov>]
Sent: Friday, August 06, 2021 9:54 AM
To: Peter Rightmyer <uvillage@ntelos.net>
Cc: William Sherman <wms Sherman@icloud.com>
Subject: Re: quick question from University Village Owners Association

Mr. Rightmyer,

I am looking at my field inspection plans as I write this, and I can confirm that the proposed width on the Rte. 601 bridge (State Structure Number 6261) that crosses Rte. 29/250 Bypass is 26' 7" rail to rail. This is also a bridge repair not a replacement. Work will be done on the substructure to provide a minimum clearance over Rte. 29/250 and a new superstructure will be installed over the minimally modified abutments and piers.

For your information the field inspection, which was conducted in June 2021 and is normally held right before we go to the Right of Way approval and acquisition process. Additionally, in October 2020 Albemarle County provided a resolution of support for the project as presented at the hearing.

I have reached out to the Charlottesville Residency Management to inform them of this error however I am unaware of any authority VDOT has on this entity⁷ that printed this "error".

If I hear anything different, I will let you know,

Sincerely,

Narrative text of Greystar per added footnote 7:

"A recent development involves the existing bridge over the Route 29/ 250 Bypass. This bridge is scheduled for replacement by VDOT in 2023, and the project has been funded. The replacement bridge will add a lane for pedestrians that does not currently exist, which will allow pedestrians to use the bridge. This improvement will logically result in some level of reduction in vehicle trips for those who want to walk from the Property to nearby stores, offices, and destinations, such as the Market at Bellair, the proposed destinations at the former Virginia Tractor Company site, medical offices, and the numerous offices located in the "triangle" between the Bypass, the railroad tracks, and the northern off-ramp from the Bypass (Faulconer Construction, real estate offices, etc.)"

⁷ Greystar from its ZMA2021-00008 application

University Village Owner's Association
500 Crestwood Dr.
Charlottesville, VA. 22903

APPENDIX B to UVOA letter to County Senior Planner Cameron Langille

To: Community Advisory Board Members and Albemarle County Planning Commission

Date: November 14, 2021

From: Lyle Hallowell 500 Crestwood Drive Unit 2408 University Village

Subject: Traffic Analysis Concerns for ZMA20210008 Old Ivy Residences

County Planning Review and other comment have highlighted many of the problems of Old Ivy traffic and redoing the analysis has been proposed. I want to focus on some of the methodological problems of the earlier analysis in hopes that a replacement will be more accurate.

Methodological Concerns

- 1) The report states that the hard data on which existing conditions and much of the modelling projections are based on two, two-hour periods on May 6, 2021. Those periods were: 7-9 AM and 4-6 PM. Five intersections were included.
- 2) The report notes that data collection occurred on a date with atypical traffic due to covid. This atypical condition reduced traffic to and from the office facilities along Old Ivy Road. The data also fails to capture full traffic for the University, the housing facilities on Old Ivy that include many students and, given the hours included, it fails to capture St. Anne's School traffic as well.
- 3) Intersection focus does not include Faulconer Drive with US Route 29 Bypass/250WB off-ramp, one that produces significant backups when St. Anne's School traffic is at its peak.
- 4) Time frames are debatable, especially the afternoon peak that excludes data for the 3-4 p.m. traffic flow from St. Anne's.
- 5) There is no clear basis for selecting a Thursday for peak traffic. In my subjective experience, Friday may be worse. More than one day should be included.

Interpretive Concerns

- 6) Pedestrian counts are at or near zero for all but eastbound from Old Ivy to Ivy. That reaches eight but there is no mention of the serious problem of pedestrians walking on the roadway through the narrow underpass—a serious hazard—and one for which there is no alternative route.
- 7) Along those lines, the report declares the Ivy-Old Ivy intersection to be non-problematic but in my experience, there are serious problems. The road narrows in the underpass and most local drivers yield and pass through one at a time. This produces backups from before the underpass. Moreover, non-local drivers turning onto Old Ivy from Ivy often do so at high speed and are not inclined to yield, producing many close calls. This is all seriously aggravated when a pedestrian is walking on the roadway creating backup but, more importantly, danger to the pedestrian.

University Village Owner's Association
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Charlottesville, VA. 22903

- 8) Several of the traffic analyses conclude with an LOS (level of service) F rating, which is the worst possible, and yet the report includes no recommendations in response to that.
- 9) Queue lengths are noted as excessive for the Route 29/250 off ramp and, as I have experienced, often spill onto the deceleration lane on Route 29/250. This is extremely hazardous and yet no recommendations follow.
- 10) Given the traffic conditions portrayed, emergency vehicle access is questionable under peak traffic conditions. This is especially so since daytime responsibility for Old Ivy is borne by the Ivy Station on Old Ivy and it would have to get through one of these
- 11) railroad underpass "pinch points" neither of which offers pullover room to make way.

Recommendations

At the least, the following is necessary:

- 1) Data collection should be redone, not limited to a single weekday, with expanded hours more attuned to actual road use conditions.
- 2) Perform data collection when University of Virginia classes and offices are in full use and when St. Anne's school is in full session.
- 3) Include the Faulconer Drive-Route 29/250 off ramp intersection to properly determine impact on St. Anne's School operations.
- 4) Address the implications of the near absence of pedestrian counts and the hazards of Old Ivy for bicyclists and walkers, especially at the east underpass.
- 5) Explain the absence of any recommendations, other than development entry/exit, despite the very negative level of service scores and queueing backup indications. Especially since the latter were based on data that does not reflect worst case traffic.

To: Cameron Langille, Senior Planner, Albemarle County Planning Commission

Date: January 14, 2022

From: Lyle Hallowell 500 Crestwood Drive Unit 2408 University Village

Subject: Additional Traffic Analysis Concerns for ZMA20210008 Old Ivy Residences

A revised Traffic Impact Analysis submitted by Greystar, dated November 15, 2021, was posted with respect to ZMA20210008. Given the limitations of the original analysis, I anticipated serious revisions. However, on careful review, I find no important substantive changes in data, modelling or recommendations.

The three recommendations are especially disconcerting as they remain limited to lane additions at the proposed development entrance. It is important that these recommendations be fleshed out. The section of Old Ivy in question is a curving slope with a steep rise from the Old Ivy roadbed to the meadow level where the development will be situated. This raises sightline questions for vehicles attempting a left turn onto Old Ivy from the development and

University Village Owner's Association
500 Crestwood Dr.
Charlottesville, VA. 22903

for westbound vehicles on Old Ivy approaching the entrance. Pedestrian routes in this area will also be problematic.

Numerous current conditions and projections in this traffic analysis receive level of service (LOS) ratings of F which is the worst possible, and yet no recommendations follow in this revision either. Moreover, based on this analysis, claims are made about level of service in the Application revision (11-15-21) that fail to take the full scope of LOS problems into account, especially at the Old Ivy-Old Garth-Route 29/250 off ramp intersection as well as the Faulconer Drive-Route 29/250 off ramp intersection that was not included in the data collection.

The Greystar response to these conditions in their November 15, 2021, revision is facile at best. To ask for revision of the 1985 Old Ivy Road traffic proffer by offering to pay only a modest amount toward any improvements that may be forthcoming is a deflection from the serious traffic issues. But that is trumped by the assertion that Greystar should not be held to this proffer since "the Project will marginally increase delays but is not responsible for the existing issues." (Application dated November 15, 2021, p. 7)

Indeed, a Project not yet in existence cannot be the cause of an already existing problem. But the proper focus now should be: what can be done to alleviate the traffic problems and what should not be done that will worsen them?

University Village Owner's Association
500 Crestwood Dr.
Charlottesville, VA. 22903

APPENDIX C to UVOA letter to County Senior Planner Cameron Langille

From: davidsprague@verizon.net
To: blangille@albemarle.org <blangille@albemarle.org>
Sent: Fri, Nov 12, 2021 3:52 pm
Subject: re: ZMA 2021-008 Old Ivy Residences Virtual Community Meeting

Mr Langille, Principal Planner, County of Albemarle, Virginia

Re: ZMA 2021-008 Old Ivy Residences Virtual Community Meeting

Thank you for the opportunity to share my concerns regarding the impact this project could have on the already hazardous Old Ivy Road. In 1985, when the owner of this property applied for a rezoning of this property, a proffer was given to improve Old Ivy Road according to the concerns of the Board of Supervisors. Since that time, some minor changes have occurred to the road, but the two outstanding hazards of the road have not changed. Namely, the two entrance areas to Old Ivy remain major problem areas.

The eastern entrance to Old Ivy is characterized by an underpass under a low clearance railroad bridge. This passageway is very narrow without sidewalks or bike paths, is angled at an angle to the direction of the road, has very poor surface water drainage, and is very close to a traffic light on Ivy Road. As a result, traffic is often backed up in both directions, flooding routinely occurs during heavy rains, and cars scrape each other or the sides of the bridge if they try to squeeze through at the same time. During the last 3 weeks, I have observed 2 episodes of flooding in the underpass during rainstorms. During one of these floods, a car had to be pushed out of the water by people wading in the water. Last week, two cars going in opposite directions scraped each other and one car required a tow truck to remove it from the underpass. Also, during my volunteer cleanup of trash on Old Ivy Road, I routinely find parts of automobile bodies in the underpass.

The western entrance to Old Ivy Road is characterized by a narrow bridge without sidewalks or bike paths going over 29 Bypass, a confluence of 5 roads (one serving a school), and an underpass under a railroad bridge which forces the road to make a sharp turn to come up to a traffic signal on Ivy Road. Traffic is often very congested here and cars are often seen cutting in and out of traffic. The bridge over 29 Bypass is scheduled for some renovation in two years. However, there are no plans for sidewalks or bike paths on this new bridge. Also, there is only to be a slight widening of the driving paths for vehicles. The underpass at this end of Old Ivy is not as narrow as the one at the eastern end but lacks sidewalks, bike paths, and is difficult to navigate because of the sharp turn in the road as you exit the underpass. Flooding of this underpass is unusual but has occurred during the last year.

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500 Crestwood Dr.
Charlottesville, VA. 22903

These two hazards at the two entrance points to Old Ivy Road are major problems for pedestrians, bikers, and vehicles. I suspect that the problems will only get worse as UVA begins their development near the eastern part of Old Ivy. To meet the conditions of the 1985 proffer, the developers have a huge challenge to satisfy the Board. I hope they can find a solution to these hazards.

David Sprague, 500 Crestwood Drive, Apt 2305, davidsprague@verizon.net, 540-553-6586

University Village Owner's Association
500 Crestwood Dr.
Charlottesville, VA. 22903

APPENDIX D to UVOA letter to County Senior Planner Cameron Langille

To: Community Advisory Board Members and Albemarle County Planning Commission

Date: November 14, 2021

From: Lyle Hallowell, 500 Crestwood Drive, Unit 2408, University Village

Subject: Water distribution and sewer capacity impact of ZMA20210008 Old Ivy Residences

Projected impact of the development on water distribution and sewer capacity is not clearly addressed by the proposal or the reviewer's comments. Richard Nelson of Albemarle County Sewer Authority (ACSW) does raise concerns but these are not clearly addressed in substantive terms. At this time, the plan review checklist shows that the Rivanna Water Sewer Authority (RWSA) response is still pending. That being so, I hope that the revised planning proposal will include authorized assurances of no water distribution or sewer capacity impact or required upgrades. More specifically:

I reviewed the very impressive RWSA Urban Development Forecast 2020 but was unable to find any clear indications for our area. It did note that forecasts for undeveloped areas were based on current zoning and that raises significant questions as key to the proposal is a change in zoning density from R-1 to R-15. Living in a building on a topographically high point with a six story rise, I am especially concerned about potential water pressure effects.

With respect to storm water runoff sewer capacity, the current area is undeveloped and, no doubt, absorbs precipitation readily. The development, on the other hand, will cover much of this area with buildings, parking areas, sidewalks and roadways, reducing ground absorption and sending precipitation discharge into the storm water drainage system. The proposal narrative does mention the pond, stream preservation and proposed steep slope grading projected to aid in managing storm water runoff and management functions, but does not address how this may affect storm water discharge and drainage system capacity.

Household waste water is another concern, of course, and it seems likely that adding 525 units and, perhaps, 1000 residents will significantly task sewer line capacity.

To: Cameron Langille, Senior Planner, Albemarle County Planning Commission

Date: November 14, 2021 (revised January 17, 2022)

From: Lyle Hallowell, 500 Crestwood Drive, Unit 2408, University Village

Subject: Water distribution and sewer capacity impact of ZMA20210008 Old Ivy Residences

Impact of the Greystar Old Ivy Residences project on water distribution and sewer capacity needs a clear and substantive County response. Following Greystar's initial proposal, Richard Nelson of Albemarle County Sewer Authority (ACSA) raised concerns but did not really address them. Greystar's latest submission on 11/15/21 did little to ameliorate those concerns. ACSA comments reflect this.

University Village Owner's Association
500 Crestwood Dr.
Charlottesville, VA. 22903

This is serious, so late in the process and yet so ambiguous. That being so, I hope that any subsequent Greystar proposal will justify County assurance that the project presents no adverse water distribution or sewer capacity impact, nor will it require infrastructure upgrades.

I reviewed the very impressive RWSA Urban Development Forecast 2020 but was unable to find any clear indications for our area. It did note that forecasts for undeveloped areas were based on current zoning. That raises significant questions as key to the Greystar project is a change in zoning density from R-1 to R-15. Living in a building on a topographically high point with a six-story rise, I am especially concerned about potential loss of water pressure.

To assess stormwater sewer capacity to handle increased runoff, imagine how Greystar's development will alter the now-undeveloped project site. The development will cover much of this open area with buildings, paved parking areas, sidewalks, and roadways, reducing ground absorption and sending precipitation discharge into the stormwater drainage system. The Greystar narrative does mention the pond, stream preservation and proposed steep slope grading to aid in managing stormwater runoff but does not address how this may affect stormwater discharge and drainage system capacity.

Household wastewater is another concern, of course. Adding 490 units with up to 1000 residents will significantly task sewer-line capacity, a point made by ACSA staff.

Peter Rightmyer
2518 Jefferson Park Avenue
Charlottesville, VA 22903

peter.rightmyer@gmail.com

February 21, 2022

Mr. Cameron Langille,

Re: Greystar ZMA2021-00008

For the last seven years I have been blessed to be able to walk back and forth to work at 500 Crestwood Drive from my home in the Fry Springs neighborhood. The walk has many intersections where I can be in peril if not careful with most of them being T intersections where drivers are not really paying attention to pedestrians. Alderman Road and Thomson and Alderman Road and Lewis Mountain are the two worst on my personal commute. However, because they are cross streets I can control my fate. If I can see the driver, I can pause. It only takes about 8 seconds for anyone to cross these intersections when clear.

Old Ivy Road under the railroad bridge at the Y intersection with 250 is another type of problem altogether. There are no sidewalks and pedestrians must walk in the road to get through. Vehicle traffic going westbound from 250 onto Old Ivy rarely slows down at all going downhill. Vehicle traffic going eastbound on Old Ivy towards 250 also rarely slows down going downhill. In my experience the only time vehicles yield is when a 2 vehicle collision is predictable.

For pedestrians to enter the downhill portion, walk under the railroad bridge, and exit to a safe zone on the other side takes over 60 seconds. I know this from real experience. Vehicles travelling 30 miles an hour cover 45 feet per second, so a person taking 60 seconds to walk through this area could get hit by a car that was 2700 feet (half a mile) away when they started walking into the zone. Absent any sidewalk relief and not being able to move out of the way even if they look behind and saw no car, pedestrians are in a very dangerous place. (zone highlighted by red line on attachment 1)

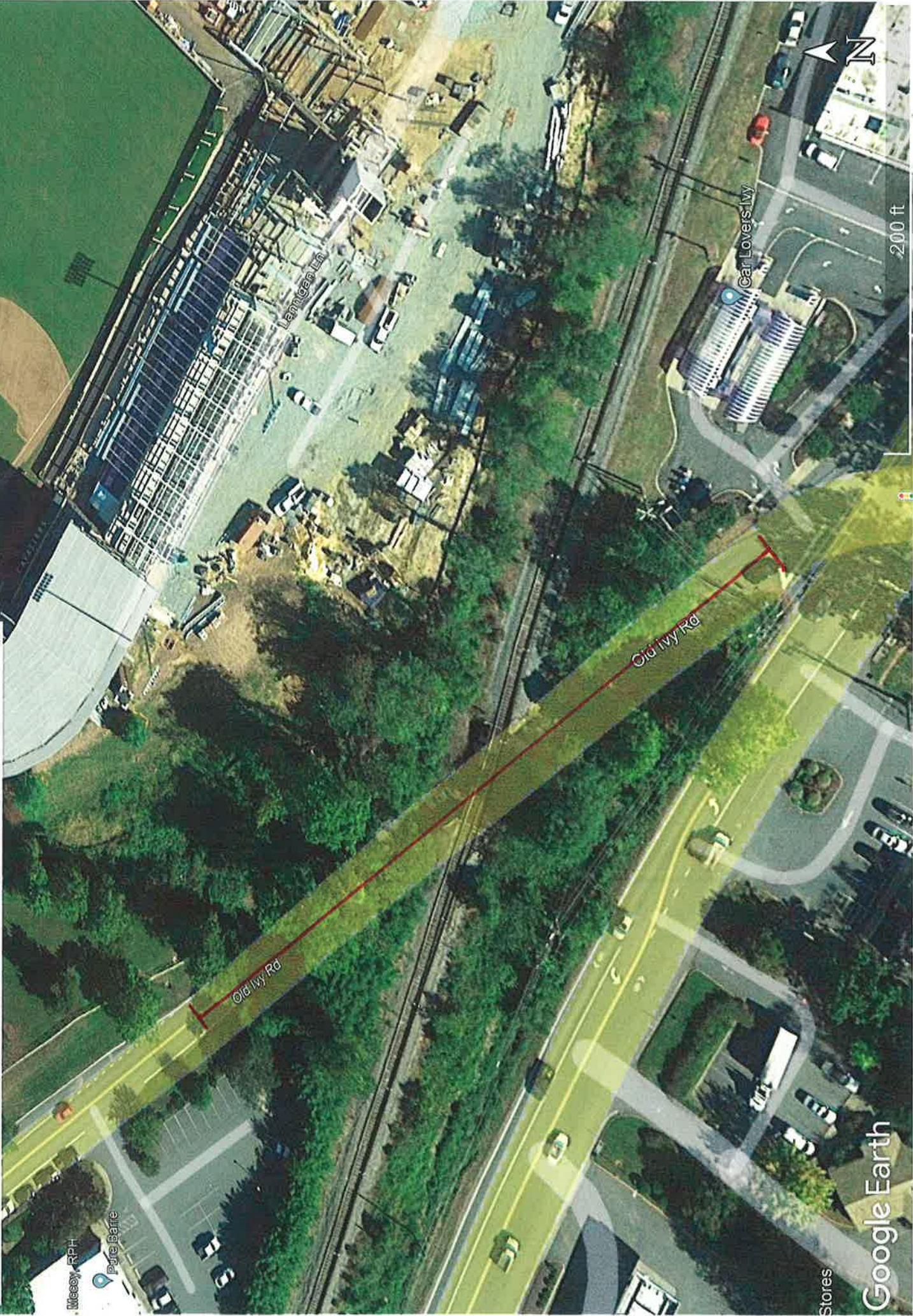
I am not a timid person, but after eleven attempts to walk through this area, I was convinced that my life was more important than this direct route to work. The

Extreme Danger Zone

No sidewalks, and foliage so close to road there is no where to jump out of way.

1

Davenport Field at Distarco



Stores

Google Earth

reason you see so few people walk through this area **now** is that they also quickly come to the same realization.

I began searching for an alternative way to walk east to west to my destination, stymied at the most logical potential routes. UVA has fenced off any pedestrian access from Copely to destinations west. Fencing and barriers prohibit pedestrians from walking through the baseball and soccer complexes.

Ultimately, my safe walking route highlighted in blue on attachment 2, is extended now from Alderman to Copely to Massie to Leonard Sandridge, and then through the woods to the eastern property line of UVOA.

The Old Ivy Railroad Bridge is not the only problem.

It is my belief that the Greystar Housing Development will also imperil their tenants by suggesting that safe access will be to cross through the UVA owned woods to the north of their property, down an embankment and then cross Leonard Sandridge to go to the Darden School and other destination points to the north. The existing crossing from Ivy Gardens is already a problem for UVA students as automatic pedestrian notification sensors have been installed in the last two years to stop vehicles when students are present. Traffic enforcement is often present to enforce the 25mph zone. Attachment 3 shows where the Ivy Garden students cross in the crosswalk. 125 feet to the west students coming from Huntington Village have created a second non sanctioned more direct crossing. My guess is that the hundreds of new students from the Greystar development will carve yet more direct crossings on the west downhill side of the road hill top, not observable to vehicle drivers. Based on the topography, I suspect they will cross over in the locations I have shaded in white.

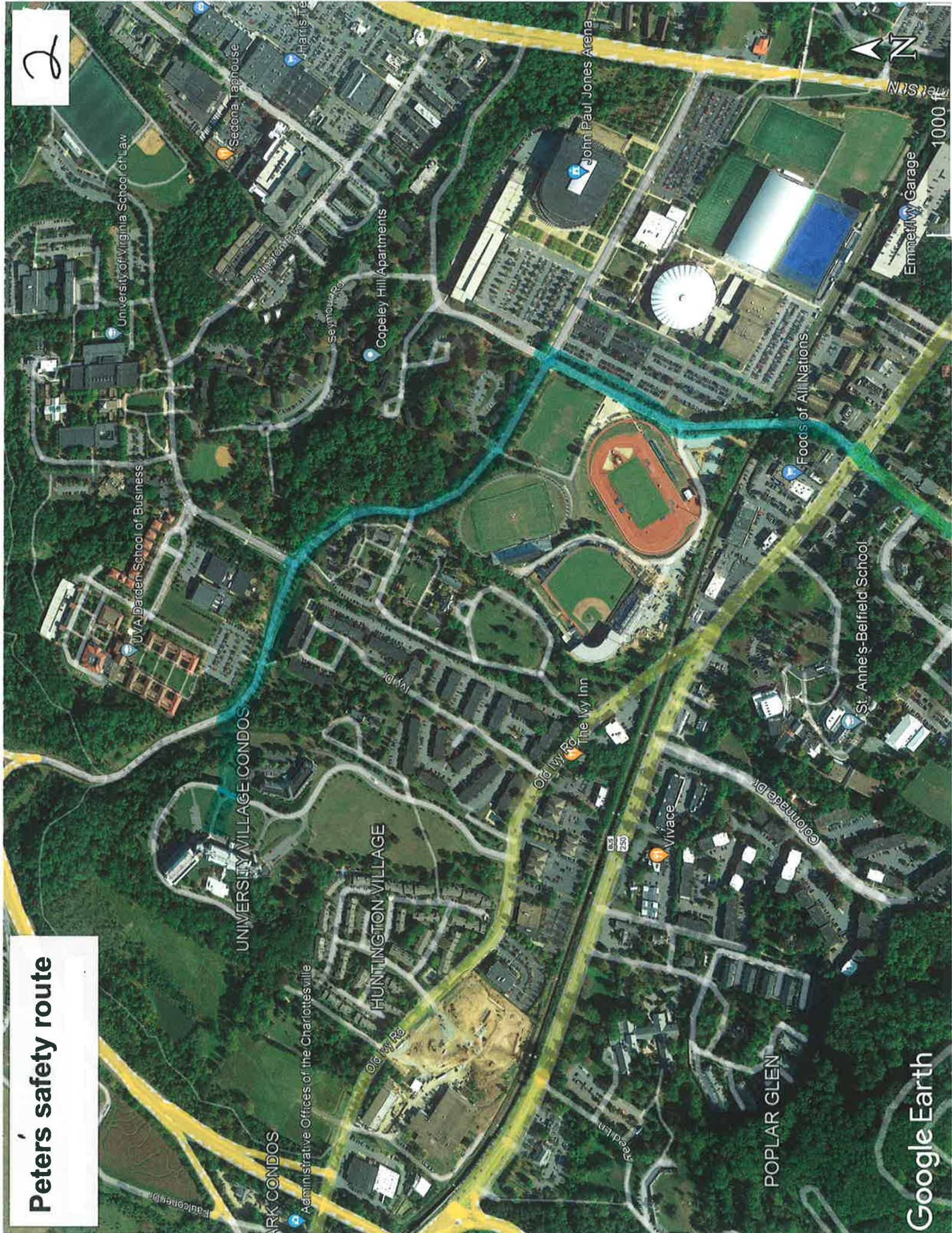
This crossing is so problematic now that the UVA Foundation future plans (probably ten years out) anticipate a pedestrian bridge over this road. How will another 500 students traverse either of these areas safely now? The simple answer is they can't.

I have found a way to get from my destination and back safely, but this developer appears to anticipate that their short term rental occupants, students mostly, will gamble their lives with traffic situations out of their control for two or four years.

This is yet again, another example of big corporations putting their goals and financial resources ahead of sensible policy. The County Supervisors should deny

Peters' safety route

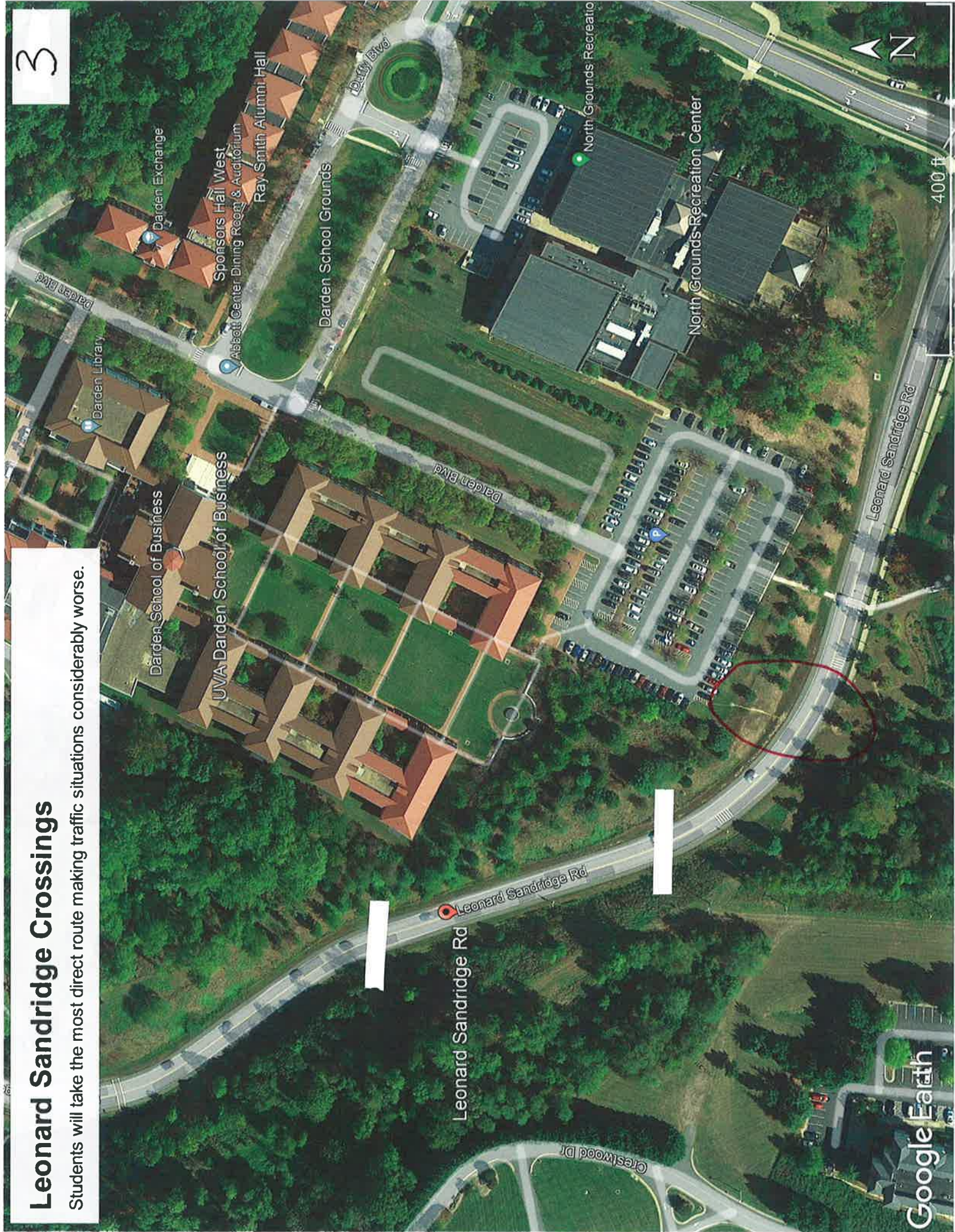
2



Leonard Sandridge Crossings

Students will take the most direct route making traffic situations considerably worse.

3



the rezoning until public transportation and necessary road improvements are made. The County can surely use the tax base but at what cost?

Respectfully,

A handwritten signature in black ink, appearing to read "Peter Rightmyer", with a stylized, flowing script.

Peter Rightmyer

In full disclosure, I represent University Village Owners Association as their Executive Director. This letter is submitted as my personal objection to the Greystar development rezoning application ZMA2021-00008.

UNIVERSITY VILLAGE OWNERS ASSOCIATION
500 crestwood dr. • charlottesville, va 22903

To: Bart Svoboda, Zoning Administrator, Albemarle County

From: Peter Rightmyer, Executive Director, UVOA *RDR*

RE: Greystar — Old Ivy Residences Parking Analysis

Date: March 10, 2022

Copy: Bryan Cichocki, PE (TG); Dan Nickerson (Greystar); Megan Nedostup (Williams Mullen) Valerie Long (Williams Mullen) Steven Blaine (Woods Rogers) Cameron Langille (Senior Planner Albemarle County) Kevin McDermott (Planning Manager Albemarle County)

Mr. Svoboda,

As way of introduction, I am the Executive Director at University Village Owners Association and I am writing to express concerns related to the request for parking space reduction asked of Valerie Long on behalf of Greystar Development in her letter to you dated February 7, 2022.

As you are probably aware, the proposed development is encircled by Rte. 250/29 to its west. Property owned by UVA to its south, property owned by University Village to its east, and Leonard Sandridge Road and forested land to its north. There is limited, if any, public access parking available. As such any Developer requests should be carefully considered for overly optimistic calculations.

We ask your consideration of the following 4 points related to Valerie Long's request.

- 1) With regard to industry standard for total spaces required, Greystar omitted the following conditions.
 - A) The development plan shows two clubhouses with swimming pools but no parking allowance has been made for residents, guests, or handicapped parking using this very popular amenity.
 - B) The development plan shows tennis courts and recreational areas but again no parking allowance has been made for resident's guest using this amenity.
 - C) On the plans a substantial business rental office building is located just to the left of the entrance into the property. Looking at other Greystar properties on the web similar properties show ample parking. One would assume Albemarle County has code requirements for employee parking that would apply for this facility as well.

D) It is logical for a community this size to have on-site maintenance particularly since they have chosen to utilize a private sewer system. Again parking will be required for employees and company vehicles.

2) With regard to Multi-modal transportation, no bus service is even being discussed, much less constructed in the Old Ivy area in the foreseeable future.

A) The multi-use trail they describe, if ever built goes in front of the proposed development and ends at University Village Owners Association. It is 1,275 linear feet (425 yards) of pavement to nowhere. There will be no reduction of the need for the Greystar resident's automobiles.

B) The Rivanna Trail is exactly that, a trail. The RTF's mission is to keep it in its natural state. Hardly a route that can seriously be considered as a walkway for residents carrying groceries from Barracks Road shopping. Again, a vehicle will be necessary for normal modern living.

3) Referring to the Applicant's Garden-Style Pipeline product Mrs. Long's statement is "The Applicant manages a number of Garden-style multifamily product phase that fall well under the Albemarle County parking requirement".

To manage a property it has to exist. To manage the construction is another matter altogether. Of the four examples listed in the chart two are under construction, one she lists being Indian Trail but not Provenza Indian Trail, and two are in the pre-development stage. One must leap far into the future to the conclusion that they will be functional when completed.

However, Greystar does have others in the same North Carolina geographic area that do exist and that they actually manage.

A) Provenza at Indian Trail is very similar to the proposed Old Ivy Residences project. It is not close to any public transportation and the parking space requirement is higher.

B) Mosaic Southend is another existing Charlotte property containing higher numbers of parking spaces per dwellings in its area despite multiple transit options. Walkscore, a reputable nonpartisan research website gives Mosaic Southend an 84 out of 100. Comparing that to the Charlottesville area which scores a 58 demonstrates that automobiles are very necessary in Charlottesville.

C) University City listed as under construction in the chart with a parking ratio of 1.43 is in proximity to the Lynx Blue Line Rapid Rail.

This reduction request is asking you to grant parking space reductions to levels less (1.21) than the projects Greystar currently manages that are aided by public transportation.

4) As we have mentioned in prior communications with the County Staff, Greystar representatives seem to switch back and forth between statements regarding their tenancy. When UVOA first approached Greystar to talk about potential trespass problems over UVOA land, they responded that only 15% of the tenants would be students. When the County staff asked the

Greystar representatives about Old Ivy Road vehicle congestion, Greystar then reverted back to 87% of the residents being students, most without cars.

The UVOA Board understands this student demographic very well. They have allowed both Darden School of Business and UVA School of Law students to cross their property with permission for almost twenty five years. These students walk to school, but they also drive their cars to the grocery store, movies, entertainment, restaurants, bars, their parents' house, and on and on.

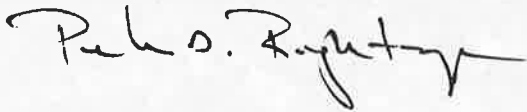
Conclusion;

The Greystar reduction request for parking is compelling until it is checked for accuracy, which has been done. Regretfully, the reality is, once built it will be quite different. This development will not be a walkable community outside of its boundaries despite what is being presented to you.

The Timmons report is professionally prepared and does not appear to distort the information given to them. It does remain a mystery as to why the non-residence parking requirements were not included and it also paints an overly optimistic view of student behavior patterns.

More parking, not less, is what is needed.

Sincerely.

A handwritten signature in black ink, appearing to read "Paul S. Ryznar". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Cameron Langille

From: jrobbins@robbinsstaffing.com
Sent: Thursday, November 17, 2022 5:05 PM
To: Board of Supervisors members; Planning Commission; Cameron Langille
Subject: Planning Commission Discussion

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Dear Commissioners and Supervisors,

Please accept my continued recommendation for approval of the Old Ivy Residences. In my letter to the Planning Commission and Board of Supervisors sent previously I stated reasons why this project should be approved. Housing is needed for the growing population, but it should be spread around the urban neighborhoods. Adding 500 homes inside the Bypass and in walking distance to UVA schools is much better than in distant suburban areas.

As a staffing professional, I can say that living close to employment, entertainment, and schools really benefits job seekers and recruiters of qualified people for local employers. And now with gas prices so high, many employees can't afford to drive long distances to work. Finding employees to fill jobs on the west side of town is difficult because not everyone can afford living in Bellair, White Gables, or Huntington Village.

I remain confident that this project will provide housing where it is most needed near the University of Virginia and the city of Charlottesville.

Sincere Regards,

Joyce Robbins

Rio District

November 26, 2022

Albemarle County Planning Commission and
Albemarle County Board of Supervisors
401 McIntire Rd.
Charlottesville, VA 22902

RE: Old Ivy Residences

Dear Staff, Commissioners and Supervisors,

As a DISC I and DISC II member I support this proposed plan, the area Master Plan and the Comprehensive Plan. The Neighborhood Model Principles were introduced and adopted over 20 years ago. A unifying goal back then was to provide predictable expectations for neighbors and landowners. Area Master Plans provide focused expectations for all stakeholders.

The Staff Report analysis reveals that the proposed plan meets the model in 7 out of 10 applicable elements. Of the three remaining elements, one is partially and two are mostly met.

The Parks and Recreation Amenities, and Open Space element is "mostly met." The arguments in favor of acceptance of this element are compelling. The development plan will avoid streams and there is evidence that portions of this land were previously graded and filled under documented authority, and/or designated under circumstances relating to the Western Bypass that no longer exist. The proposed development plan avoids the most critical environmental areas on the site and the plan sets aside large open areas and trails as mitigating features.

The Interconnected Streets and Transportation Networks, and the Multimodal Transportation Opportunities elements are "partially met" and "mostly met." Accommodations for both of these goals are fully incorporated in the concept plan, but fruition requires off-site work and cooperation of neighboring landowners or possibly governmental action. Understandably, some neighborhood residents don't want changes to their neighborhood or street patterns at all, and especially if it means that density will be built. However, continued population growth compels against low-density development in such a critical location.

This development should be approved to make this land productive for all of Albemarle County and preservation of rural areas. Approval will also reinforce predictability of approved Master Plans for all stakeholders.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Ivo Romenesko', with a stylized, flowing script.

Ivo Romenesko

Jack Jouette District

Planning Commissioners and Board of Supervisors:

Customers are telling me that some people oppose the Old Ivy Residences project because of the road. I'm writing because I think you should approve this project. I am in that area all the time for work, but when I tried to find an apartment for my family earlier this year all the rentals on Old Ivy Road were full and it took me three months to find a suitable place. To me, it is insane that anybody would oppose more housing there. As a small business owner, I know that competition helps keep prices (and rents) down. As a renter and parent, I can assure you that we desperately need more housing to be available.

Ki Rose

Visionscapes of Charlottesville LLC

Rio District

Cameron Langille

From: Vivian Groeschel
Sent: Monday, November 28, 2022 8:37 AM
To: Cameron Langille
Subject: FW: Support for Item ZMA202100008

Vivian Groeschel

*Community Development Assistant I - Planning
Albemarle County – Community Development
vgroeschel@albemarle.org
434 296 5832 x 3259
401 McIntire Road, Charlottesville, VA 22901*

From: Mike Schulman <mike.j.schulman@gmail.com>
Sent: Monday, November 28, 2022 8:32 AM
To: Planning Commission <PlanningCommission@albemarle.org>
Subject: Support for Item ZMA202100008

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Regarding ZMA202100008 Old Ivy Residences

Albemarle County Planning Commission Members,

As an Albemarle County resident, I'm writing in my personal capacity regarding the proposed rezoning of Parcels 60-24C, 24C4, 24C1, 24C3, and 60-51 on Old Ivy Road. I'm a frequent user of the Rivanna Trail for hiking, running, and biking. I want to bring to your attention the unique opportunity to acquire a permanent easement for the Rivanna Trail through this especially beautiful area that makes the 20-mile urban loop trail possible, both as a loop itself and as a connector trail to the multiple other trail networks that make our community unique and more livable.

The Rivanna Trail is one of Charlottesville's essential components of green infrastructure, circumnavigating the city and providing bike-ped connectivity to several parks, local trail areas, and the business centers at 5th St Station, Fontaine, Woolen Mills, and 29N. The core loop is also critical for future regional trail connectivity, including the future Old Mills trail, the trail connector south to Biscuit Run, and eventually, the Three Notch'd Trail west to Crozet. The main loop is made possible today by land directly owned by the City and County in combination with partnerships between the Rivanna Trails Foundation (RTF) and generous private landowners who provide easements through their property where the RTF maintains and takes liability for the trail. These easements are generally revocable by the land owner with 30 days' written notice.

Greystar's willingness to dedicate a **permanent** easement for Rivanna Trail as a condition of rezoning must be viewed with great interest. The current landowners should be applauded for their generous support of the Trail over the previous decades, but as properties change hands in the future, only a permanent easement can ensure this resource for future generations. While I cannot speak to other concerns, such as automobile traffic

on Old Ivy, solidifying the Rivanna Trail in this area would be a huge step toward future trail connectivity and bike-ped infrastructure for the City and County.

Best,

Mike Schulman
Albermarle County Resident

Cameron Langille

From: ShahProperties Shah <shahproperties@msn.com>
Sent: Saturday, November 26, 2022 7:04 PM
To: Andrew2@Albermale.org; DMcKeel@Albermale.org; DPrice@Albermale.org; DPrice@Albermale.org; BKirtley@Albermale.org; Board of Supervisors members; Planning Commission; Cameron Langille; ShahProperties Shah
Subject: Proposed Development, Oid Ivy Road

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Greetings,

Planning Commissioners, Staff and related Supervisors

I am a taxpayer in Alb. County as owner of several properties.

I have been lucky enough to have seen the proposed development plans of these parcels.

I am happy to see the thoughtful use of the property and lay out of the parcels including abundant green spaces of several acres and preservation of the tree canopy bordering the bypass.

I hope the abundant green spaces will be disturbed as little as possible and the lay out of trails will be in consideration of urban wildlife and wildlife corridors.

The plan seems to call for a mixed-use development of single family, townhouses and apartment homes. Scattered and spaced in a manner that does not look like a giant parking lot. I hope one of the issues that the developers consider is innovative lighting in consideration of light pollution and least impact to the migratory birds and the resident bats.

This development will meet a great need for housing close to the city and may prevent migration to Crozet, Ivy and to outlying areas of county. Prevent at least some pollution from cars of so many people commuting to Charlottesville daily. This development will serve employee needs of the largest employer's and students as being so close to the University and walking distance to many of the buildings.

I get considerable mail from neighboring property owners and homeowners. I notice that many of the close properties are rentals, and the biggest objector is 80% absentee owners and rentals. I also notice that many close properties are commercial use.

I remember cattle grazing on Pantops and on parcels on 29. K mart felt like going out of town.

Development happens to meet the community needs. I always find it amusing when someone from N Va. writes that they moved here to escape N Va. So that means that I got here first and you now can't come in. Then the NIMBY's.

Today, I write in support of the development of the above listed parcels.

Hasmukh Shah

Cameron Langille

From: davidsprague@verizon.net
Sent: Friday, November 12, 2021 3:52 PM
To: Cameron Langille
Subject: re: ZMA 2021-008 Olr Ivy Residences Virtual Community Meeting

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Mr Langille, Principle Planner, County of Albemarle, Virginia

Re: ZMA 2021-008 Old Ivy Residences Virtual Community Meeting

Thank you for the opportunity to share my concerns regarding the impact this project could have on the already hazardous Old Ivy Road. In 1985, when the owner of this property applied for a rezoning of this property, a proffer was given to improve Old Ivy Road according to the concerns of the Board of Supervisors. Since that time, some minor changes have occurred to the road but the two outstanding hazards of the road have not changed. Namely, the two entrance areas to Old Ivy remain major problem areas.

The eastern entrance to Old Ivy is characterized by an underpass under a low clearance rail road bridge. This passageway is very narrow without sidewalks or bike paths, is angled at an angle to the direction of the road, has very poor surface water drainage, and is very close to a traffic light on Ivy Road. As a result, traffic is often backed up in both directions, flooding routinely occurs during heavy rains, and cars scrape each other or the sides of the bridge if they try to squeeze through at the same time. During the last 3 weeks, I have observed 2 episodes of flooding in the underpass during rain storms. During one of these floods, a car had to be pushed out of the water by people wading in the water. Last week, two cars going in opposite directions scraped each other and one car required a tow truck to remove it from the underpass. Also, during my volunteer clean up of trash on Old Ivy Road, I routinely find parts of automobile bodies in the underpass.

The western entrance to Old Ivy Road is characterized by a narrow bridge without sidewalks or bike paths going over 29 Bypass, a confluence of 5 roads (one serving a school), and an underpass under a railroad bridge which forces the road to make a sharp turn to come up to a traffic signal on Ivy Road. Traffic is often very congested here and cars are often seen cutting in and out of traffic. The bridge over 29 Bypass is scheduled for some renovation in two years. However, there are no plans for sidewalks or bike paths on this new bridge. Also, there is only to be a slight widening of the driving paths for vehicles. The underpass at this end of Old Ivy is not as narrow as the one at the eastern end but lacks sidewalks, bike paths, and is difficult to navigate because of the sharp turn in the road as you exit the underpass. Flooding of this underpass is unusual but has occurred during the last year.

These two hazards at the two entrance points to Old Ivy Road are major problems for pedestrians, bikers, and vehicles. I suspect that the problems will only get worst as UVA begins their development near the eastern part of Old Ivy. In order to meet the conditions of the 1985 proffer, the developers have a huge challenge to satisfy the Board. I hope they can find a solution to these hazards.

David Sprague, 500 Crestwood Drive, Apt 2305, davidsprague@verizon.net, 540-553-6586

Cameron Langille

From: Mail Service <davidsprague@verizon.net>
Sent: Thursday, February 24, 2022 12:38 PM
To: Cameron Langille
Subject: ZMA20210008 Old Ivy Residences

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Mr Langille, Principal Planner, County of Albemarle, Virginia

Re: ZMA 20210008 Old Ivy Residences

This pass weekend, I was out on Old Ivy Road and the feeder roads collecting trash that completely filled eight 33 gallon bags. As a result, I couldn't help but make a number of observations regarding the safety of Old Ivy Road that I didn't detail in my previous letter to you: 1. Vehicular traffic has increased as covid viral restrictions have been relaxed, 2. Vehicles are speeding on Old Ivy and most concerning through the railroad underpasses, 3. Vehicles often accelerate as they approach the east underpass when a vehicle is approaching in the opposite direction resulting in an apparent game of 'chicken', 4. Drivers are often discourteous to pedestrians and bikers who are trying to navigate through the underpasses - honking horns, yelling at them to get off the road, and using a number of four letter words.

These observations made me think about the most recent recommendation that The Greystar Corporation made for improving the safety of Old Ivy Road, namely, the widening of a small segment of the road by cutting into a steep embankment on the north side of the road. This I believe would not address the major safety concerns of Old Ivy and may in fact add to the safety issues. Why? Because it may encourage faster driving and because it does not provide a pathway for pedestrians and bikers where it is needed. There is already a sidewalk on the south side of the road in this location and a partial pathway can result in merging problems at both ends of the partial pathway for pedestrians and bikers.

I would like to offer the following possible changes to the Old Ivy Road Corridor that might improve the safety of the area: 1. Decrease speeding by narrowing the road through the use of planted road squeezers, by constructing rumble strips and speed bumps, and by posting a lower speed limit. 2. Make Old Ivy a one-way road from its beginning in the east to the entrance of Ivy Gardens Apartments. 3. Construct a separate pedestrian walkway through the east railroad underpass adjacent to the controlled vehicular one-way passageway. 4. Construct two traffic rotaries at the west end of Old Ivy, one near the Saint Anne's-Belfield School Road ---Faulconer Drive Road intersection and one near Old Garth Road. If we want to improve the safety of Old Ivy Road and we can't change the railroad bridges, we need to come up with some creative solutions. I hope Greystar will put its weight behind such an initiative.

David Sprague, 500 Crestwood Drive, Apt 2305, davidsprague@verizon.net, 540-553-6586



November 10, 2022

Albemarle County Planning Commission and
Albemarle County Board of Supervisors
401 McIntire Rd
Charlottesville, VA 22902

Reference: Old Ivy Residences Zoning

Members of the Planning Commission and Board of Supervisors,

I am in favor of approving the zoning application for Old Ivy Residences. Employment is a major factor for residential development and this site is perfectly situated for employment at UVA and the City of Charlottesville. The economic and community benefits of the plan are quite apparent. It is within easy reach of graduate schools, medical facilities, shopping, athletic fields, and entertainment venues. Albemarle County's west side of Charlottesville area has very few new dwelling units in the pipeline and where else is there vacant open land close to UVA for development but here?

I have seen transportation issues arise with nearly every proposed residential community. But the proposed plans here for adding a turn lane on Old Ivy Road on to the Rt. 250 ramp, addition of multi-use paths on Old Ivy Road, reduced parking spaces on the site, and maintaining the Rivanna Trail provide tangible improvements for the Old Ivy Road area. I believe that traffic issues can be resolved through the continuing efforts by VDOT and Albemarle County's transportation department. After all, traffic improvements follow increased population and vehicular use, so these new units may help to justify additional traffic improvements and perhaps some form of mass transit for UVA and city busses.

Development in this location supports Albemarle County's Comprehensive Plan for protecting Rural Areas by positioning this development within the Rt. 250 urban ring, which reduces commuting trips and commuting time by automobile.

Sincerely,

A handwritten signature in dark ink, appearing to read "R. Stockhausen", written in a cursive style.

Rob Stockhausen, Managing Director

Magisterial District: Charlottesville

From: Al Strickler <abursk@comcast.net>
Sent: Saturday, January 15, 2022 9:54 AM
To: Diantha McKeel <dmckeel@albemarle.org>
Subject: Re: Proposed housing development on Old Ivy Road

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

I would like to talk with you. I am available most times during the day at [434-989-8646](tel:434-989-8646)

Sent from my iPhone

On Jan 11, 2022, at 7:27 PM, Diantha McKeel <dmckeel@albemarle.org> wrote:

Would like to chat. Please share your best contact information. Thanks
Diantha

Get [Outlook for iOS](#)

From: Al Strickler <abursk@comcast.net>
Sent: Tuesday, January 11, 2022 2:21:58 PM
To: Diantha McKeel <dmckeel@albemarle.org>
Subject: Proposed housing development on Old Ivy Road

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

I am contacting you to express my concern about a proposed 490 unit development on Old Ivy Road.

FYI I own two units in Huntington Village which abuts the proposed development on the East side. Secondly I live 7/10's of a mile west of the proposed development just off Old Ivy Road so this proposed development will have a great impact on my life and travels..

I have read that the project is being held up pending a revision to the current RR bridge to the East of the proposed development which is currently too narrow with no pedestrian walkway under the tracks. This is a major concern now as it impacts auto traffic and walkers.

The second problem will be the increased traffic load to the West of the development at the intersection of Old Ivy Road and the off ramp from 250 bypass. This intersection is currently dangerous because traffic from Ivy Road comes barreling down under the RR bridge and enters the intersection as other traffic from both ends of Old Ivy Road tries to get thru. This problem must be addressed before any work can be done on the proposed development.

I hope you can be involved in helping us neighbors keep the increased traffic flow to a minimum and reduce the number of units to be constructed. If we cannot stop the development completely.

Respectfully,

Alfred B. Strickler

Alfred B. Strickler, Jr.
2660 North Farmington Heights
Charlottesville, VA 22901

March, 2022

Dear Neighbors,

You may be aware that a developer named Greystar headquartered in Charleston, SC who specializes in housing development and property management has submitted plans to build approximately 500 homes and rental apartments on 36 acres of property that lie between Old Ivy Road and the exit ramp from 250 bypass. It appears from the plans that there will be only one entrance and exit to the development which will be on Old Ivy Road. This project seems to be full of potential problems as follows

On the East end of Old Ivy Road there is a very narrow R R overpass that is very dangerous. Two cars cannot pass at one time and walkers have to go under the overpass in order to get to and from the shopping area on Ivy Road. During nighttime this is even more dangerous.

Coming west from that overpass on the north side, there is the UVA Miller Center where meetings of 50 to 200 people are held periodically which means increased traffic.

Coming further west there is an Ivy Gardens a UVA housing development with several hundred condos with students coming and going

Coming further west you encounter University Village a high-rise apartment complex, Morningside Retirement and nursing facility populated with older folks coming and going.

Next to that is Huntington Village a community of several hundred condominiums. And then you come to the proposed development with their one entrance on Old Ivy Road.

After that Falconer Road goes North off Old Ivy Rd and is one of the main entrances and exits to St. Anne's lower school plus all of St. Anne's athletic facilities with very heavy traffic at certain times during the day.

Across on the other side of Old Ivy Road there are several office buildings belonging to UVA, a restaurant and a small office complex.

In short Old Ivy Road is AN EXTREMELY busy and dangerous thoroughfare

The next problem is at the western end of Old Ivy Road as it terminates into an intersection with Old Garth Road and the exit ramp from the 250 bypass as well as the cut off from Ivy Road where traffic swoops down under the curving railroad overpass and merges with 3 other intersecting lanes. At commuter time in the morning and afternoon it is a crap shoot to get through that intersection without an accident. This possible development would create even more hazardous conditions at this intersection.

In summary Old Ivy Road was probably built for horses and buggies and now is being made into a major throughfare that will be more hazardous if this proposed development is allowed to proceed..

Another problem is water runoff. As it is now water gushes across Old Ivy Road, down the lower south side, under the main Ivy Road and tends to flood parts of Belair residential area. This condition will only be magnified with the addition of 500 new buildings that are being proposed.

In conclusion, this development is ill suited for the proposed location and will contribute to major traffic problems, potential accidents, and increased flooding.

I am contacting you because of our proximity to this proposed development and suggest you talk to any other neighbors in Farmington and elsewhere that might be affected. I will attempt to stay in touch with the local authorities on this project but would welcome your help and information sharing when appropriate.

If you have any ideas, suggestions or contacts that could be useful please let me know:

Al Strickler

Email: abursk@comcast.net

Tel: 434-989-8646

Cc: Diantha Mckeel, Albemarle county supervisor

Cameron Langille, Albemarle county

Cynthia Neff, Albemarle planning commission

Julian Bivins, Planning commissioner

Robert Whaley, Bellair

Cameron Langille

From: Vivian Groeschel
Sent: Monday, November 21, 2022 10:21 AM
To: Cameron Langille
Subject: FW: Greystar Development Proposal

Vivian Groeschel

*Community Development Assistant I - Planning
Albemarle County – Community Development
vgroeschel@albemarle.org
434 296 5832 x 3259
401 McIntire Road, Charlottesville, VA 22901*

From: abursk@comcast.net <abursk@comcast.net>
Sent: Saturday, November 19, 2022 11:57 AM
To: Planning Commission <PlanningCommission@albemarle.org>; Board of Supervisors members <bos@albemarle.org>
Cc: Kathleen Jump <kathleenjump@gmail.com>
Subject: Greystar Development Proposal

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Dear Commission Members,

I am writing to express my strong disagreement with Greystar's proposal to build 500+ rental units on Old Ivy Road for the following reasons.

First for your information I own two condominiums in Huntington Village which is located next to Greystar's proposed development and my primary residence is located ½ mile to the west of the proposed development. So I am a neighbor on both sides of the proposed project.

First problem is the increased amount of auto traffic—Greystar has estimated the number of additional cars that will result from their project. I dispute their number because in the two units that I own in Huntington Village there are 3 tenants in one unit and one tenant in the other but there are a total of 4 cars. So based on that fact Greystar will add at least 1000 or more cars to the already clogged Old Ivy Road. Since there is no public transportation available on Old Ivy Road owning a car is essential...

Second problem is the railroad underpass on the East end of Old Ivy Road. First of all two cars cannot pass at one time and secondly pedestrians must walk under the bridge on the road to get to the shopping center nearby.. Two days ago I had to stop my car because there were 3 young women plus a dog walking under the RR under pass. About a year ago I almost hit a pedestrian walking under that underpass at night time. There should be no more traffic added to Old Ivy Road until that RR underpass is widened.

The worst problem of all is the western end of Old Ivy Road where it intersects with, Old Garth Road and the off ramp from to 250 bypass. THIS is a tragedy waiting to happen. From my house I use that road every time I go to town. In the morning and at evening time the back up is horrible. The other morning there were two police cars there trying to unsnarl the traffic tie up. What makes it worse is when St Anne's school is in session the main entrance to the school goes thru that intersection. Also there are two STOP signs there for Old Ivy and Old Garth Roads that are knocked down most of the time. Last week as I passed thru that corner at nighttime a car coming from Old Ivy Road did not know there was supposed to be a stop sign there and just missed hitting me in my car by about 1 foot. THIS INTERSECTION MUST BE FIXED BEFORE ANY MORE TRAFFIC CAN BE ALLOWED ON OLD IVY ROAD!!!

There also is a drainage problem that exists currently. When heavy rains occur the water gushes down across Ivy road and in fact floods part of the Bell Air subdivision. The construction of more housing and the loss of grass areas due to Greystar's project will only exacerbate this situation. There should be no more construction and removal of grass areas before some remedial drainage action is taken.

Any walker on Old Ivy Road takes his/her life in their hands as there are no sidewalks for walkers. Needless to say with all the units at Huntington Village added to the 550+ that Greystar proposes to build there will only be more walkers and the possibility of a major pedestrian accident becomes more probable.

Please consider all these problems in your deliberations about the Greystar proposal.

Alfred B. Strickler Jr
2660 North Farmington Heights
Charlottesville, VA22901

November 23, 2022

Albemarle County Planning Commission and Board of Supervisors

401 McIntire Road

Charlottesville, VA 22902

Attention: Mr. Cameron Langille

Hand Delivered

Dear Mr. Langille,

I have had the great pleasure to make my home in Albemarle County since 1983. During this time I have personally resided in three different neighborhoods. I have found the County to be very accommodating and providing all of the services that a family needs to ensure it is safe and inviting to others making their home here. We have had the pleasure also, to raise our three children here, and attended all County Schools including Albemarle High School where all three graduated and continued their education elsewhere through College and Graduate School.

Over the years I have been very interested in the County's approach to development, both residential and commercial. I feel that the County has and is making its best efforts to ensure we keep the quality of life here that my family and I have enjoyed and are still enjoying to this date.

I am writing this letter to show my support for a future development in the Comprehensive Plan known as "Old Ivy Residences" by Greystar.

I became interested in this proposed development, since I have seen this property for many years and had to wonder why it has not been developed prior to this time. As I have researched this, I understand the developer is looking for approval of 525 new units for rent. Unlike many developments of the past, I find it very interesting that they plan to develop the property with 4 types of housing units to meet the demand in our area for more affordable for rental housing. As we all have to come to know, this is a very good place to live, work and play for families as we have found for over 39 years. The proposal as I understand from my research will provide 79 units of what is known as affordable housing meeting the needs of households, making up to 80% of AMI. The mix of multi-family units, single family detached units, townhouses and duplex homes is very interesting and I think a new approach that should enhance this property and be family friendly.

The developer's plans have included over 8 acres of Green/Open Space and also will be proffering land for the Rivanna Trail system to continue to protect and sustain this part of the trail system for all of the present and future citizens to enjoy this great system of trails throughout the City of Charlottesville and the County.

As I have personally driven old Ivy Road many times, connecting to the 250 Bypass and Ivy Road I have come to find that traffic continues to follow a normal pattern. Yes, there are times that it may be heavy, but with the developer making up to \$1,250,000 in proffers for the road improvements along this

corridor, this will only enhance and most likely improve the traffic pattern on and off of the by-pass for all residents.

I have had the opportunity to look at the present tax revenue of these parcels and if I am correct over \$52,000 is paid annually at this time. With this development I understand that this tax revenue may be over \$1MM in the future once development is finalized. This expected increase in the tax revenue for this property will be beneficial to the County of Albemarle as the County continues to see growth and the needs that our citizens need to continue our Quality of Life here in Albemarle.

With this letter, from a long-term Albemarle County citizen and taxpayer, I would like to ask that the Planning Commission and Board of Supervisors approve the request for re-zoning the 5 parcels of land for this proposed development.

Thank You in advance for taking your time to read this letter and Thank You for Your Service to our Community.

Sincerely,



Bryan E. Thomas.

Eric Trebour
190 Blue Springs Lane
Charlottesville, VA 22903

November 2, 2022

Albemarle County Planning Commission Members
401 McIntire Road
Charlottesville, VA 22902

Albemarle County Planning Commission Members:

I am writing to support the proposed rezoning of Parcels 60-24C, 24C4, 24C1, 24C3, and 60-51 on Old Ivy Road. I've been a CAMBC member since nearly its inception, and a resident of Charlottesville since 2003, and I frequently use the Rivanna Trail system both for riding and hiking. I feel the Rivanna Trail is a critically important asset to Charlottesville that is paramount to protect. This valuable community resource MUST be protected with all effort and intent.

I understand this property is under contract to Greystar who is seeking a rezoning of the property to allow the construction of approximately 490 units or about 20 units per acre. Much of the current zoning is already R-15 which is commonly developed to approximately 17 units per acre. The biggest change would be parcel 60-51 currently zoned R-1. However, 20 units per acre is consistent with the comprehensive plan range of 6 to 34 units per acre for this parcel, and this location inside the bypass may arguably be suited for even more density than what's proposed.

Over the past 8 months, Greystar has been proactive in reaching out to the Rivanna Trail Foundation (RTF) and CAMBC and expressing sincere desire to incorporate the Rivanna Trail into their development plan. Members of the RTF and CAMBC board have been in communication with Greystar and are working toward an on-site meeting aimed at offering input on the location and routing of the Rivanna trail through the site to help create the best user experience while minimizing trail maintenance concerns with correct trail grade alignment.

Greystar's willingness to dedicate a permanent corridor Rivanna Trail as a condition of rezoning is of vital community interest, and I feel we must seize this opportunity to lock in this section of the Rivanna Trail for current and future residents of Charlottesville. The developer should be applauded for working with the local community this way, and I offer my personal support for this rezoning and development. Furthermore, I'd like to avoid a scenario where any next potential purchaser is a "by-right" developer who could simply remove the Rivanna Trail and public's use of the property. Albemarle needs to act to preserve the Rivanna Trail while the opportunity is on the table to do so. It would be a crime against the community to allow this opportunity to slip away.

Sincerely



Eric Trebour
190 Blue Springs Lane
Charlottesville, VA 22903

RESOLUTION OPPOSING THE REZONING REQUEST
BY GREYSTAR CORPORATION TO BUILD 525 RENTAL UNITS
ADJACENT TO HUNTINGTON VILLAGE AND OLD IVY ROAD

November 16, 2022

WHEREAS, the Greystar Corporation, which is reported to be the largest operator of rental units in the United States and has almost 800,000 units under management globally and has its corporate headquarters in South Carolina has submitted a rezoning request to Albemarle County to allow the development of 525 mixed use rental units on 35 acres adjacent to Huntington Village; and

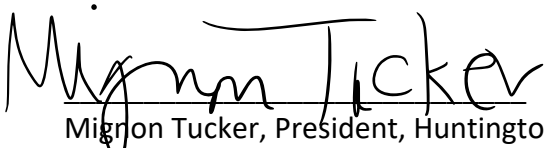
WHEREAS, thousands of additional vehicles and daily trips would come with this development and it would have significant impacts on the driver and pedestrian safety of the Huntington Village neighborhood and other communities on Old Ivy Road, and it can also be expected to increase risks to the areas that are subject to flooding near the railroad track overpass, and would also require rerouting of a part of the Rivanna Trail, which is a valued public amenity; and

WHEREAS, the terms of a proffer made in 1985 that link zoning changes for increased units to significant transportation improvements on Old Ivy Road and Route 601 have not been satisfied to reflect approval from the Virginia Department of Transportation of the Albemarle Board of Supervisors; and

WHEREAS, Greystar Corporation is asking that Huntington Village “donate” the land buffer frontage of our community so they can install a multi-use trail for their development, and this would impact not only the visual borders of the community, but it would also require the removal of our iconic stone walls and infringe on the property rights of unit owners; now, therefore be it

RESOLVED, that the governing Board of the Huntington Village Homeowners Unit Association unanimously opposes the rezoning application of Greystar Corporation for this development and, additionally, opposes any donation of land to the corporation for this development.

Approved on November 16, 2022


Mignon Tucker, President, Huntington Village
Homeowners Unit Association

UNIVERSITY VILLAGE OWNERS ASSOCIATION
500 crestwood dr. • charlottesville, va 22903

February 18, 2022

Mr. Cameron Langille, Senior Planner, Albemarle County

Re: Greystar ZMA2021-00008

In my January 20 letter to you, I stated that the UVOA Board of Directors understands Greystar's need for producing interconnectivity and for helping their potential residents to get to their places of education and employment. They cannot expect their neighbors to pay for or provide or simply put up with the roads and trails through our property in order for Greystar to meet its County required interconnectivity needs.

Because Greystar's earlier submission gave the impression that Greystar and University Village were actively planning interconnectivity across our Meadow, I wrote: "Contrary to Greystar assertions, no active plan remains for interconnectivity —."

We asked Greystar's counsel to counter the impression it had given, to tell you there were no ongoing talks. In Greystar's February 8 submission, they did not simply ignore our request, they rebuffed it.

Now, Greystar counsel suggests that UVOA give away our road frontage so they can build a pathway for their residents at the north side of Old Ivy Road. Even though we don't think a sidewalk will significantly affect the auto traffic issues of Old Ivy road, we are going to offer that property in the spirit of interconnectivity. Our counsel has been asked to respond with a yes to Greystar's proposal of a multi-use path across our frontage. Our willingness to give the needed frontage land is on condition that Huntington Village do the same. Without Huntington Village participation, and also the Foundation property at Ivy Gardens, path interconnectivity fails.

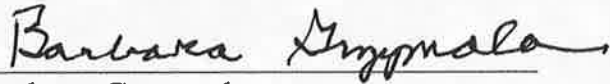
Our counsel will want to know who Greystar has in mind to receive the gift of our land, who will maintain the path and other factors they failed to spell out. Our condominium laws and fiscal responsibilities require that such a gift or sale be agreed to by 67% of our owners. The Board is not allowed make that gift on its own, so Greystar counsel will have to achieve that level of acceptance from UVOA

owners in a recorded vote. We'll be happy to assist Greystar's counsel with ownership information to arrange for the vote after confirmation of participation of the neighboring properties.

As I'm sure you fully realize, Greystar has not seriously addressed the core issue of dangerous traffic conditions on Old Ivy Road. They also continue to ignore the inadequacies of the secondary Fire Access ideas they have put forward.

Your care and fairness in dealing with these issues and with us and others concerned about scale of Greystar's project are much appreciated.

Respectfully,

A handwritten signature in cursive script, reading "Barbara Grzymala", written in dark ink.

Barbara Grzymala
President, University Village (UVOA)

UVOA Board members:

Royce Drake
Edward Imhoff
Dr. Lisa McDermott
Elizabeth Natoli
William Sherman
Sally Thomas

UNIVERSITY VILLAGE OWNERS ASSOCIATION
500 Crestwood dr. * Charlottesville, VA 22903

March 10, 2022

Mr. Cameron Langille, Senior Planner, Albemarle County
Mr. Kevin McDermott, Planning Manager, Albemarle County

Re: Greystar ZMA2021-00008

The Greystar letter of John Clarkson to you dated March 2, 2022 has been forwarded to me by the lawyers. It came as quite a surprise to me and I am sure to County officials as well. One could fairly ask, why is Mr. Clarkson now speaking for Greystar when he has not been actively involved for the last 11 months?

While I can understand that Mr. Clarkson, in writing to you, would brush away our (UVOA) concerns, a fair look at prior Greystar - UVOA contacts makes obvious that our concerns have not been answered by Greystar.

In our virtual meeting July 13, 2021, we welcomed Greystar's plan with two-story dwellings in the western view of University Village residents. But when Greystar's representative was asked for a commitment to that scale, Greystar's answer was a flat NO.

Greystar attorney Long most recently states in the Response to Comments to Cameron Langille dated February 7, 2022 on page 9, Mixture of Uses, the following: *"Housing types will be determined at the site plan stage and will be in accordance with the permitted types under the R15 zoning. We would like the flexibility to adjust housing types as the market demands during site plan, however we anticipate a variety of attached, detached, and multi-family units to be provided."*

When we expressed concern about Greystar's UVA-student tenants' impact on our land and parking lots, Greystar's former representative Joe Miller's answer last July was that only some 15% of tenants would be UVA students. But Greystar attorney Long estimates that 87% of its garden-style unit tenants will be UVA students. One must conclude that Greystar believes students will rarely go anywhere other than within a mile walk. No need for a parking spaces when residents will only walk to school or Barracks Road for shopping.

Attorney Long in a letter to Mr. Bart Svoda on February 7 is now requesting yet 20% less parking. Attorney Long's statement *"Additionally, these students will not all be driving to campus as many students do not have cars – further lessening the demand for parking at the Old Ivy Residences"* backs up our reason for worry.

An almost accurate summary of Greystar's position: To UVOA, no student tenants, no reason for concern, and to County planners, all tenants will be students, no cars, no worry.

Not trusting Greystar's 15% figure last July, we offered a path interconnecting Old Ivy Residences on our western border with our private entry drive Crestwood across the Meadow and ending at our eastern border with UVA Foundation's Ivy Gardens. The offer was made to

UNIVERSITY VILLAGE OWNERS ASSOCIATION
500 Crestwood dr. * Charlottesville, VA 22903

solve two of Greystar's most important County obligations: interconnectivity and a second emergency access. Incidental to solving an interconnectivity problem for Greystar, we hoped that it would minimize the sort of trespass and mischief we have long tolerated with Huntington Village students. In the July meeting, we were told that Greystar people would "circle around" and get back to us.

We thought that our interconnectivity proposal from UVOA was treated seriously by both sides at the September 22 meeting. The Timmons Group engaged by Greystar produced a drawing showing that path as an option, identified as #2. Joint layout of the path and drafting of agreement by Greystar attorneys was expected but did not materialize.

To meet County requirement of a Fire Access Road secondary to the Old Ivy entry, Greystar has persisted in claiming easement rights on Tufnell. Even after that site viewing on 12/21/21 with surveyor stakes in place to mark the path of Tufnell, Greystar hasn't admitted that a County fire truck would topple onto Leonard Sandridge Road if it followed Tufnell. After the construction of Leonard Sandridge Road, the Tufnell Road easement location is now down the road bank almost into the roadside drainage ditch.

All parties were represented at the site visit to Tufnell on 12/21/21. An unplanned meeting followed. Greystar there specifically rejected any limitation to its claimed easement rights and any compensation to UVOA for the considerable swath of land our then-proposed interconnectivity path would take from UVOA.

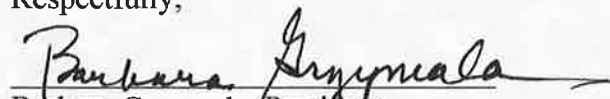
Most recently, Greystar, in its 3/2/22 letter to you, proposes to construct a 10'-wide multi-use path 1,275 linear feet across the frontage of both Huntington Village and University Village. Mr. Clarkson's letter omitted the details of the UVOA response. Our response to Greystar was that UVOA would support it only if Huntington Village and the UVA Foundation supported it. To be useful, the multi-use path would have to extend from the 250N on ramp to the railroad bridge at the east end of Old Ivy Road.

The impractical frontage path proposed by Greystar would do nothing to ameliorate dangerous traffic increase on Old Ivy. If at all usable by Greystar's student tenants, it would offer a way much longer than students want.

A sensible solution should be agreed upon now in the zoning stage and not left to the site plan stage. But without agreement, we insist that Greystar make no false representations to the County that interconnectivity could be available. Getting repeatedly rejected by Greystar, we still seek an amicable solution.

Our hope remains that the County will make its decision with a responsible regard for those concerns.

Respectfully,


Barbara Grzymala, President

Cameron Langille

From: mcwimer@comcast.net
Sent: Thursday, November 18, 2021 11:41 PM
To: Cameron Langille
Subject: Re: Rezoning request to develop Old Ivy Residences

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Dear Cameron,

I just listened to the recording of the meeting held on Nov. 15 when Greystar and Williams Mullen presented their plans for development of land adjacent to Old Ivy Road. I regret that I couldn't be present at that meeting, but I am writing now to express my grave concerns for the traffic impact of their plan. I own an office condominium in Madison Park Condominium Association so every day of the week I am travelling up and down Old Ivy Road, and I have observed the traffic problems becoming increasingly difficult over the past few years.

As many others spoke about at the meeting, the two ends of Ivy are already dangerous to both drivers and pedestrians/scooter riders/bikers. I have been on the road when an ambulance has had to get through the traffic and that vehicle was so slowed down and other cars were put in real danger by trying to maneuver on the bridge over the bypass. In addition the traffic congestion created around the start and finish times of the lower school of St. Anne's is horrible. Traffic backs up in both directions on Old Ivy because traffic can't turn onto Faulconer Drive because cars can't cross the exit ramp of the bypass to get into the St. Anne's grounds. I have been in back-ups that have been so great that cars can't turn off 250 at Bellair to even get onto Old Ivy!

I heard the county traffic person, Kevin, acknowledge that while VDOT is studying the issue, there is really no viable solution in the near future that is affordable. So while I also heard Greystar try to emphasize how they are so supportive of walkers and being outdoors on the trails, etc., that commitment on their end is countered by the fact that it sounds like they are planning over 700 parking spaces!! I can only shudder thinking of adding over 700 cars to Old Ivy Road traffic that is already straining to handle (especially at certain times of the day) the current traffic load.

I understand the county's interest in supporting development in certain areas, but I think the county also has to look out for the needs of the already existing communities. I do not believe that a sidewalk is going to do anything to solve the problems that I and others are bringing up because it can not go the whole length of the road. And a sidewalk does nothing to address the traffic congestion. A widened turn lane onto the bypass also, from my point of view, doesn't address the main choke points on the road. So I am AGAINST the current plan for such a dense development that would dramatically increase the traffic. My hope is that you can work with Greystar to lower the density or find a way to route the entrance/exit off another road (someone mentioned Leonard Sandridge?).

Thank you for considering the voices of the current residences/users of Old Ivy Rd. as you consider this rezoning request.

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Cameron Langille

From: Carter Ziegler <mccziegler@gmail.com>
Sent: Saturday, January 8, 2022 2:34 PM
To: Cameron Langille
Subject: Greystar zoning application

CAUTION: This message originated outside the County of Albemarle email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.

Dear Mr. Langille

I live on Old Ivy Rd. In Charlottesville and I am seriouslyveryvery concerned about opment which would the proposal of Greystar for a development which would result in a huge addition of cars,delivery trucks,ambulances,US mail delivery,and garbage disposal. This road is already very populated and very narrow. There are no sidewalks and a very narrow bridge. It is one of the routes to St Ann Bellfield school. The road goes under a railway bridge which often due to flooding or downed bushes and branches becomes essentially a one lane road.It is already dangerous for those trying to walk through it and there are a number who do. Also I do not see that Greystar has a legal second access which I believe to be mandatory.

Thank you for taking these problems under consideration

Yours truly, Carter C. Ziegler

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Sent from my iPad