

November 5, 2025

Cameron Langille
Department of Community Development
401 McIntire Road
Charlottesville, VA 22902

RE: Sieg Rezoning (ZMA2022-00002)

The following items have been updated and/or clarified within the narrative, code of development, and application, based on feedback and discussions from the Planning commission meeting on September 9th, 2025. This new information is being submitted as part of the rezoning or for clarification of certain aspects of the rezoning application. Below is a summary of changes:

1. The Self storage use has been removed from the Code of Development on page 16.
2. The Hospital use has been added to the Code of Development on page 15.
3. The residential minimum density and maximum density have been updated on page 18 to reflect updated densities for the proposed development. The new minimum density for the development is 275 units and the new maximum density is 600 units. In addition, the illustrative plan on page 11 has been updated to better reflect the proposed residential development on the property. The intent is for this development to be a mixed-use development with residential and commercial/ regional commercial uses within the development. The applicant understands that it will take time to install the infrastructure required with the 1st phase of the development in order to attract the regional commercial uses to the site. Therefore, having a mixture of residential development will help fund the phase 1 development improvements, while searching for a regional commercial user in the Blocks 2, 3, and 4 of the development. In addition, the residential uses will help bolster the commercial uses on the property, creating a live/work designed development. This concept is similar to the rezoning of the Martha Jefferson Hospital property, where a portion of the site was reserved for multi-family housing. This housing has proved to be a beneficial use within the Martha Jefferson Hospital development, with some of the nurses and staff living in the apartments. The residential uses are also proposed on the portions of the property with existing topography that is not conducive to large commercial pad development.
4. The affordable housing requirements have been updated on pages 35 and 36 of the Code of Development. The change in the affordable housing will now require the development to provide a minimum of 10% affordable housing at 80% AMI and a minimum of 10% affordable housing at 60% AMI.
5. An addendum to the approved TIA report has been provided, incorporating some updated traffic counts and further analysis of the surrounding infrastructure and intersections. This additional information is based on discussions with the Planning commission during the PC meeting.
6. In response to the discussion about the speed limit along Route 29 within this area, we have further clarification from VDOT. VDOT analyzes speeds on their roadways as changes occur along the stretches of the highways. VDOT will not preemptively change the speed limit along Route 29 within this area; however, when the stoplight is installed and the development is being built out, VDOT may consider a speed analysis that might lead to a reduction in the speed limits along this portion of the highway.
7. In response to the discussion about the pedestrian crossing at the stoplight, the stoplight will include a pedestrian crossing segment of the light to allow pedestrians to cross Route 29 at the stoplight. The main reason for this pedestrian crossing is to allow for a pedestrian and bicycle connection to the existing County Hedgerow Park. This park is existing, and once it comes online with the County system, it will be a tremendous asset to be able to walk, run, or bike to the property from the existing and/or future greenway trails. The pedestrian crossing is located on the south side of the traffic signal and can run concurrently when the light is green for the double left turns out of the development heading north.

Traffic on both sides of Route 29 will be stopped during this segment of the traffic light, allowing for adequate time for pedestrians and bicycles to cross Route 29 without any additional delays, especially during peak AM and peak PM hours.

8. The application plan has been updated to help limit the amount of impacts to the preserved slopes, due to the infrastructure and roadway improvements within the development. The total preserved slope impacts are 3.6 acres, and a portion of these impacts are to areas of the preserved slopes that would not qualify as preserved slopes, when a field run topo analysis is performed. The other impacts are associated with the public infrastructure for the project. In addition, a new exhibit has been included to show the proposed water quality improvements along the (2) entrance roads. These stormwater improvements are part of our overall stormwater management plan for the development. However, we are providing this exhibit to help illustrate how the run-off at the bottom of the site along the (2) entrance roads is being collected and treated before it's released to the existing stream and floodplain along Route 29.
9. In response to the overall discussions about the utility infrastructure for the development, the developer has been working with ACSA and the adjacent properties for the past 4 years, securing the necessary rights to provide adequate water and sewer services to the development. Sanitary sewer is being extended from the existing Redfields development to this property. A portion of the sanitary sewer has already been installed under the railroad tracks and under the existing stream in this area. The remaining portion will be extended within the Teel Lane right of way and across Route 29 to the development. Water service will also be extended from the Redfields development, parallel to the sanitary sewer. In addition, a second waterline connection, with a booster pump, will be installed from Fontaine Avenue. This connection will cross the Regent school property and bore under Interstate 64 to the development. These (2) 12" waterline connections will connect the Mosby Mountain pressure zone with the Urban Ring pressure zone, creating a much desired loop within the current water infrastructure, which will also provide the necessary fire flow and water service to the development.

Should you have any questions, please feel free to contact Scott Collins at scott@collins-engineering.com.

Sincerely,

Scott Collins, PE