

Mariah Gleason

From: Lee Kondor <leekondor@gmail.com>
Sent: Saturday, March 27, 2021 1:42 PM
To: Mariah Gleason
Subject: Caliber Collision

Follow Up Flag: Follow up
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Mariah,

I would like to reiterate my support for approval of the Special Use Permit for Caliber Collision in the old Goodwill Industries building. That use fits in perfectly with the surrounding existing uses.

I realize that the Comprehensive Plan (yes, I have read it) has this grand vision for the area with lots of quaint little shops and restaurants and residential spaces included, especially with form-based code factored in, but the reality is quite different and it is not likely to change significantly in the foreseeable future, especially with the precipitous decline in brick-and-mortar retail sales. Consider that the Board of Supervisors recently approved a used car lot at the former Hardee's restaurant just south of the subject site, which is adjacent to NTB Tire. Consider also that the new CVS isn't really compatible with the Comprehensive Plan, and neither are Jefferson Coin, Storage Solutions, or Colonial Auto Center. And as for separating the sidewalk from US 29 by a planting strip, VDOT did not do so when the grade-separated intersection with Rio Road was recently built, and the terrain in front of Colonial Auto Center and the Rio Hill shopping center makes such an arrangement unfeasible.

So the fact is that the already somewhat outdated grand vision of the Comprehensive Plan for the area has an enormous amount of inertia to overcome before it is even remotely realized. It is definitely not fair to the applicant to not be able to put the old Goodwill building to good use until such time as some developer with a ton of money agrees with the Comprehensive Plan's grand vision and totally transforms either the entire current Fashion Square Mall site or the entire current Seminole Square site, which will then make it economically feasible for the adjacent property owners to follow suit. If that happens within the next 20 years, I will be surprised.

Please note that I am the only member of the Places 29-Rio CAC who actually lives in the US 29 / Rio Road core area, and I am the only member of the CAC who actually walks to the new CVS, the library, and other establishments in the area on a regular basis. Notably, it is exceedingly rare that I ever encounter even one other pedestrian on those walks, and that is because there are currently very few residences in the core area. That is unlikely to change anytime soon. I therefore encourage staff to not let perfect be the enemy of good and find ways to work with Caliber Collision instead of finding ways to send them away.

By the way, I do think it would be a good idea for the north entrance to the site to be designated as the truck entrance. Besides deconflicting the south entrance, it avoids the problem of the trucks having to turn around in tight quarters.

Thank you for your consideration.

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Mariah Gleason

From: Judy Schlussel <jschlussel@earthlink.net>
Sent: Friday, March 26, 2021 2:13 PM
To: Mariah Gleason
Subject: Caliber Collision presentation

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Good Morning Moriah~

I am a member of the Rio 29 CAC and in attendance at the 3/24/21 presentation of SP 2021-03 for Caliber Collision. I did make some comments indicating concern and thought I would reiterate a few of them as you evaluate this request.

Concern:

The signage for the entrance corridor environment. The applicant may want to revisit the signage requirements as established by the ARB.

Concern: The landscaping appears to be minimum and again may want to revisit landscaping requirements as established by the ARB.

Concern: The traffic pattern to enter the business. As I mentioned, the vehicles in need of repair more than likely will be on some type of flatbed and the driver will need to negotiate the driveway on the south side. Although measurements may indicate that a vehicle as large as a fire truck could enter the area, if necessary, there is the reality of how easily can a large vehicle enter the driveway. Again, although the road measurements indicate there is enough space for a vehicle to enter the driveway as well as another vehicle to exit the driveway, some of today's trucks are huge and there is a potential for the incoming vehicle to need to slow down and it would become a dangerous situation with vehicles traveling at 40 mph on Rt 29 South especially if the tail light was damaged with no means to signal the driver's intention to turn right.

Concern: The "flatbed" would need to make a right hand turn into the business, slowing down/disrupting the traffic flow (most vehicles are traveling 40 mph at that point!). The extreme right hand lane is used to continue going south or eventually to make the right hand turn at CVS. If vehicles get into one lane to the left and then realize it's the wrong lane to make the right hand turn at CVS there is a potential for an accident as the driver may quickly try to get over into the proper travel lane. There is no deceleration lane to enter this potential business.

Concern: This business will only be able to be accessed by traveling South on Rt 29. If the damaged vehicle is drivable and/or especially on a flat bed the driver will need to travel Rt 29 North to the light at the intersection of Rt 29 & Woodbrook to make a U-Turn thus traveling south. This intersection also has vehicles leaving Rio Rd Shopping Center and allowed to make a Right Turn On Red. This situation is a potential for many more accidents at an intersection where many accidents already occur.

Concern: From what I understand on the corner of Woodbrook Drive & Rt 29 (leaving Rio Hill Shopping Center) at the site of the old Allen, Allen & Allen brick building it is rumored to have a car wash built there (by-right). Also the Hardees building has just been sold and a "parking lot type car dealership" is proposed for that site. The Malloy Ford site has just been redesigned. The parcel north of the Chevrolet dealership has a "sold sign" but do not know what is proposed for that site. Most of the dealerships on this "Motor Mile" have some type of collision facility associated actually on-site. Plus down the road from this proposed business and a few doors south of the empty Hardees is the Toyota Repair facility.

This is the ENTRANCE CORRIDOR. We now have a variety of building facades and it is becoming a MOTOR MILE. Is this truly what we want to have for our Entrance Corridor? The Form Base Code idea is on the table focusing perhaps on the Albemarle Square and/or Fashion Square Mall area. Will we be having Form Base Code environment on the north side of the Entrance Corridor and a mixture of buildings on the left?

A suggestion: Perhaps if the graphics were put up during the presentation with the cursor moving to give different scenarios it would have allowed the CAC members to get a better visual of what the applicant intended.

If I remember correctly, you asked for feedback prior to April 1, 2021. Do you have a potential date that the applicant would be presenting before the Planning Commission as well as the ARB?

Appreciate you taking the time to read the thoughts and concerns. If you have any questions for clarification, please do not hesitate to either email me: jschlüssel@earthlink.net or phone me: 434-973-8189.

Thanks
Enjoy your weekend
Regards
Judy Schlüssel
Rio 29 CAC member