

A regular meeting of the Board of Supervisors of Albemarle County, Virginia, was held on June 1, 2022 at 1:00 p.m. in Lane Auditorium, County Office Building, 401 McIntire Road, Charlottesville, Virginia.

BOARD MEMBERS PRESENT: Mr. Ned Gallaway, Ms. Beatrice (Bea) J.S. LaPisto-Kirtley (participated remotely), Ms. Ann H. Mallek, Ms. Diantha H. McKeel, Mr. Jim Andrews, and Ms. Donna P. Price.

ABSENT: None.

OFFICERS PRESENT: County Executive, Jeffrey B. Richardson; Interim County Attorney, Cynthia Hudson; Clerk, Claudette K. Borgersen; and Senior Deputy Clerk, Travis O. Morris.

Agenda Item No. 1. Call to Order. The meeting was called to order at 1:01 p.m. by the Chair, Ms. Donna Price. Ms. Price said the opportunities for the public to access and participate in the hybrid meeting are posted on the Albemarle County website on the Board of Supervisors home page and on the Albemarle County calendar. Participation will include the opportunity to comment on those matters for which comments from the public will be received.

Ms. Price said Ms. Bea LaPisto-Kirtley requested to participate in the meeting remotely in accordance with applicable Board rules of procedure, an act pursuant to the Freedom of Information Act (FOIA). She said Ms. LaPisto-Kirtley was unable to attend the meeting in person due to a medical condition.

Ms. Mallek **moved** to allow Ms. LaPisto-Kirtley to participate remotely. Ms. McKeel **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. Mallek, Ms. McKeel, Mr. Andrews, and Ms. Price.

NAYS: None.

ABSTENTIONS: Ms. LaPisto-Kirtley.

Ms. LaPisto-Kirtley stated that she was physically located at her home in Keswick, VA.

Ms. Price noted there would be times when Ms. LaPisto-Kirtley would need to step away. She asked Ms. LaPisto-Kirtley to inform the Board when she leaves and returns so the record reflected the portions of the meetings when she was present and absent.

Agenda Item No. 2. Pledge of Allegiance.

Agenda Item No. 3. Moment of Silence.

Agenda Item No. 4. Adoption of Final Agenda.

Ms. Price said there were technical limitations with regard to remote participation. She said if Ms. LaPisto-Kirtley were displayed on the monitor, then they were unable to display other images. She said there would be times during the meeting when Ms. LaPisto-Kirtley would be off camera but still participating through audio.

Ms. Price asked if there was a motion to adopt the final agenda.

Ms. Mallek **moved** to adopt the agenda as presented. Ms. McKeel **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Ms. McKeel, Mr. Andrews, and Ms. Price.

NAYS: None.

Agenda Item No. 5. Brief Announcements by Board Members.

Ms. Mallek noted the weekend was Memorial Day Weekend. She said it was hay season, and she had 80,000 lbs. of dry hay in the barn at her house and that she now would welcome any rain.

Ms. Price noted there were several Memorial Day recognitions. She mentioned the pandemic was ongoing. She said the country was experiencing approximately 100,000 infections per day and 300 deaths per day across the country—an 18% increase over the seven-day rolling average from the previous week. She said the most recent wave appeared to peak.

Ms. Price said, on another note, it was graduation season. She said she had attended two ceremonies, and she would be attending two more. She told people to go to a graduation if they had the time. She said it would uplift someone's spirits to see graduating students and celebrate the good things they have.

Agenda Item No. 6. Proclamations and Recognitions.

Item No. 6.a. Proclamation Declaring the First Friday in June as National Gun Violence

Awareness Day.

Ms. Mallek **moved** to adopt the Proclamation Declaring the First Friday in June as National Gun Violence Awareness Day as she read the motion aloud. Ms. McKeel **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Ms. McKeel, Mr. Andrews, and Ms. Price.
NAYS: None.

Mr. Mike Fox, State Legislative Lead for the Virginia Chapter of Moms Demand Action for Gun Sense in America (MDAGSA) said he lived in the Whitehall district. He said the recognition was about drawing strength from the memories of those who died and lifting up the voices of survivors. He said together they could turn grief into action.

Ms. Mallek said she talked to veterans, and several discussed with her the importance of training for the weapons people used. She said the veterans she talked to were angry that there was no training requirement for gun purchases in the country. She said she did not know if a local training requirement could be implemented. She said the state legislature could set a training requirement. She said it would increase safety for users and others around them. She said the requirements would remove the last-minute purchase and use of firearms. She said a father of a Parkland shooting victim and a leader of a gun owners' organization had partnered to promote weapons training and regulations for background checks and registration. She said citizens had brought attention to the issue for three years to further the safety of the children.

Ms. LaPisto-Kirtley said she was in favor of the regulations and requirements noted by Ms. Mallek. She said the country could not continue like this. She said even police officers wanted people to have the proper training. She said she was not a supporter of assault weapons because those were used in mass shootings. She said she was in support of responsible gun rights. She said it took a lot of training to use a firearm properly.

Mr. Gallaway so many words were said after events of gun violence, but those who needed to take action did not do so. He said violence would continue, and more words would be said and there would be further inaction.

Mr. Andrews noted this was the third year of the recognition. He said the recent events did not prompt the proclamation. He said the Board had discussed in April putting the item on the agenda. He said the proclamation should not be seen as timely.

Ms. McKeel said she agreed with the previous comments. She said there were 12 mass shootings across the country over Memorial Day weekend. She said it's almost as if they had become accustomed to the news. She said polling showed the majority of Americans wanted legislation on firearms. She said the leaders in Washington had to come together to pass the legislation. She said it was tragic when children going to school and people shopping for groceries were allowed to be slaughtered.

Ms. Price said there was a national inability to take appropriate action towards gun safety that supported the second amendment. She said it was outside the County's jurisdiction to address. She said the nation was failing.

Proclamation Declaring the First Friday in June as National Gun Violence Awareness Day

WHEREAS, every day, more than 110 Americans are killed by gun violence, alongside more than 200 who are shot and wounded, and on average there are nearly 16,000 gun homicides every year and Americans are 26 times more likely to die by gun homicide than people in other high-income countries; and

WHEREAS, Virginia has 1,065 gun deaths every year, with a rate of 12.2 deaths per 100,000 people and has the 34th-highest rate of gun deaths in the US, and localities across the nation, including Albemarle, are working to end the senseless violence with evidence-based solutions; and

WHEREAS, protecting public safety in the communities they serve is local government's highest responsibility and support for the Second Amendment rights of law-abiding citizens goes hand-in-hand with keeping guns away from people with dangerous histories. Local officials and law enforcement officers know their communities best, are the most familiar with local criminal activity and how to address it, and are best positioned to understand how to keep their citizens safe; and

WHEREAS, gun violence prevention is more important than ever as the COVID-19 pandemic continues to exacerbate gun violence after more than two years of increased gun sales, increased calls to suicide and domestic violence hotlines, and an increase in gun violence; and

WHEREAS, anyone can join this campaign by pledging to Wear Orange on June 3rd, the first Friday in June in 2022, to help raise awareness about gun violence. By wearing orange, Americans will raise awareness about gun violence, honor the lives of gun violence victims and survivors, renew our commitment to reduce gun violence, pledge to do all we can to keep firearms out of the wrong hands, and encourage responsible gun ownership to help keep our children safe.

NOW, THEREFORE, BE IT PROCLAIMED, that we, the Albemarle County Board of Supervisors, do hereby declare the first Friday in June to be National Gun Violence Awareness Day and encourage all citizens to support their local communities' efforts to prevent the tragic effects of gun violence and to honor and value human lives.

Agenda Item No. 7. From the Public: Matters Not Listed for Public Hearing on the Agenda or on Matters Previously Considered by the Board or Matters that are Pending Before the Board.

Ms. Price clarified organizations established procedural rules for the purpose of ensuring orderly transaction of business. She said when a procedural rule was established, it should be followed to avoid allegations or appearances of arbitrariness or favoritism. She said the Board meetings were open to and held before the public. She said a meeting in the public, while open to the public to attend, did not necessarily create an open forum conferring a right to speak, much less the right to speak on any topic an attendee chooses without regard to the authority of the Board. She said the Board had been careful not to create an open forum with respect to matters from the public by establishing the rules of procedure.

Ms. Price said the entirety of the Board established the procedural rules related to matters from the public not on the agenda for public hearing, matters previously considered by the Board, or matters pending before the Board. She said the rules had been in effect for two and a half years. She said the items for public hearing were set on the agenda, and there was an opportunity for the public to comment during those hearings. She said matters not for public hearing would be the other items on the agenda. She mentioned the items that the Board had previously considered or items pending before the Board.

Ms. Price said the procedures meant members of the public were invited to comment on matters related to County business. She said the Board was a body of limited jurisdiction and dealt with County business. She said they did not address decisions made by the president, Congress, or the Courts. She said they did not address decisions under the lawful jurisdiction of other bodies. She said the Board was open to matters that affected County business. She noted there were speakers signed up to speak in person. She asked if there were any speakers signed up for virtual comment.

Mr. Rob McGinnis said he was a resident of the City. He said he was the new County Senior Land Use Field Representative for the Piedmont Environmental Council (PEC). He said as the Board reviewed the County's growth management policy as a first step of the AC44 Comprehensive Plan planning process, they should consider the wide-ranging ramifications of the decision.

Mr. McGinnis said Kimley-Horn's recent draft Land Use Buildout Analysis concluded there was sufficient capacity to support the residential and nonresidential growth within the County's existing growth areas. He said it was enough capacity to support an additional 26,000 to 30,000 residents, not factoring in the City's expansion of residential housing. He said a strong growth management policy sent a market signal that the County wanted to see redevelopment, revitalization, infill, integration of affordable housing into walkable communities, and high-quality communities.

Mr. McGinnis said expanding growth boundaries at the fringes incentivized low-density, single-family suburban development, inconsistent with the County commitments expressed in the vision and values section of the AC44 process. He said discouraging the wasteful clearing and inefficient use of land, also known as sprawl, was the best way to fight climate change and promote resiliency. He said the forests and agricultural resources protected water and air quality, wildlife habitat, and food security—making areas healthy and enjoyable to live in. He said the County's transportation sector was the largest local source of greenhouse gas emissions at 52%, and sprawl would make it worse.

Mr. McGinnis said the Kimley-Horn analysis indicated expansion of the growth area was unnecessary. He said PEC believed future growth should occur within the designated growth areas and within the City.

Mr. Tom Olivier, Samuel Miller District, said by now, they've all read IPCC reports. He said the world is hotter. He said it's getting even hotter fast and will become disastrously hot soon unless we quickly change our ways. He said Computer modeling employed in IPCC reports points to paths out of this self-inflicted mess. He said if we protect and restore natural systems and renounce population and economic growth, the hospitability of future climates to humans will be much improved. On the other hand, he said, carrying on as we have is a recipe for expanding disasters.

Mr. Olivier said the current County growth management policy aims to reduce sprawl by "accommodating" growth in designated development or growth areas. He said if growth areas are filling up, the County should grab some open spaces for a new growth area. Growth managed!

Mr. Olivier said new growth areas lead to increased GHG emissions and losses of open space sequestration capacities. He said thus, growth area expansions undermine our pursuit of carbon neutrality, a crucial County climate action goal. He said the current growth management policy has no interest in GHG consequences of growth area expansions, which is hardly surprising since the current policy was formed when climate change was only an abstract possibility. He said they knew more and must do better and the current separation of growth policies from existentially threatening climate consequences is dangerous, unnecessary, and unacceptable. He urged the Board to direct staff to begin

developing a new growth management policy that supports rather than undermines Albemarle's movement toward carbon neutrality at thier buildout analysis work session with planning staff that afternoon.

Mr. Neil Williamson said he was from the Free Enterprise Forum. He said he was speaking regarding the growth analysis report from Kimley-Horn. He said the analysis was a maximum analysis. He said the analysis showed 6,000 units in the Hollymead neighborhood. He asked if 6,000 units would really be approved in Hollymead. He asked if the Board were going to accurately reflect the amount of development that would be approved.

Agenda Item No. 8. Consent Agenda.

Ms. Price noted that there were no items to pull from the consent agenda.

Mr. Andrews **moved** to approve the consent agenda as presented. Ms. McKeel **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Ms. McKeel, Mr. Andrews, and Ms. Price.
NAYS: None.

Item No. 8.1. Approval of Minutes: September 16 and October 7, 2020.

Mr. Gallaway had read the minutes of September 16, 2020 and found them to be in order.

Ms. McKeel had read the minutes of October 7, 2020 and found them to be in order.

By the above-recorded vote, the Board approved the minutes of September 16 and October 7, 2020.

Item No. 8.2. Fiscal Year 2022 Appropriations.

The Executive Summary forwarded to the Board states that Virginia Code §15.2-2507 provides that any locality may amend its budget to adjust the aggregate amount to be appropriated during the fiscal year as shown in the currently adopted budget; provided, however, any such amendment which exceeds one percent of the total expenditures shown in the currently adopted budget must be accomplished by first publishing a notice of a meeting and holding a public hearing before amending the budget. The Code section applies to all County funds, i.e., General Fund, Capital Funds, E911, School Self-Sustaining, etc.

The total change to the Fiscal Year 2022 (FY 22) budget due to the appropriations itemized in Attachment A is \$0, neither a net increase or decrease to the total budget. A budget amendment public hearing is not required because the amount of the cumulative appropriations does not exceed one percent of the currently adopted budget.

The net FY 22 budget impact is \$0.

Staff recommends that the Board adopt the attached resolution (Attachment B) to approve the appropriations for local government projects and programs described in Attachment A.

Appropriation #2022046

Sources:	General Fund's Fund Balance	\$ 12,200,000
	Capital Fund's Fund Balance	(4,100,000)
	Economic Development Fund's Fund Balance	(5,000,000)
	Housing Fund's Fund balance	(3,100,000)
Uses:	None in FY 22	\$0
Net Change to Appropriated Budget:		\$0

Description:

This request is to appropriate \$12,200,000 of FY 21 General Fund year-end undesignated funds for the following uses, pursuant to the Board's direction during the FY 23 budget development process.

- \$4,100,000 to the Capital Budget. There is a corresponding reduction in the planned use of fund balance of this fund in FY 22. This funding is programmed to support the Adopted FY 23 – 27 Capital Improvements Program.
- \$5,000,000 to the Economic Development Fund. There is a corresponding reduction in the

- planned use of fund balance of this fund in FY 22. The balance of the Economic Development Fund remaining at the end of FY 22 will be recommended to be re-appropriated to FY 23.
- \$3,100,000 to the Housing Fund. There is a corresponding reduction in the planned use of fund balance of this fund in FY 22. The balance of the Housing Fund remaining at the end of FY 22 will be recommended to be re-appropriated to FY 23.

This proposed use of the General Fund's fund balance will not reduce the County's 10% unassigned fund balance or 1% Budget Stabilization Reserve; however, it does reduce the amount of undesignated funds that would be available for other uses.

Appropriation #2022047

Sources:	Proffer Funds' Fund Balance	\$ 897,959
	Capital Funds' Fund Balance	(811,899)
	Housing Fund's Fund balance	(86,060)
Uses:	None in FY 22	\$0
Net Change to Appropriated Budget:		\$0

Description:
This request is to appropriate \$897,960 from Proffer Funds' Fund balances for the following uses.

- \$811,899 to the Capital Budget in support of two Capital Projects: Crozet Elementary School Addition/Renovation and Biscuit Run Park. There is a corresponding reduction in the planned use of fund balance of this fund in FY 22. This reduction in the planned use of fund balance is programmed to support the Adopted FY 23 – 27 Capital Improvements Program.
- \$86,060 to the Housing Fund. There is a corresponding reduction in the planned use of fund balance of this fund in FY 22. The balance of the Housing Fund remaining at the end of FY 22 will be recommended to be re-appropriated to FY 23.

Appropriation #2022048

Sources:	Economic Opportunity Fund (transfer of currently appropriated funding)	\$25,000
Uses:	Economic Development Authority Fund	\$25,000
Net Change to Appropriated Budget:		\$0

Description:
This request is to transfer \$25,000 from the Economic Opportunity Fund to the Economic Development Authority (EDA). The funds will serve as matching funds for CvilleBioHub's \$200,000 Regional Innovation Fund awarded from the Virginia Innovation Partnership Corporation, a state-funded program that provides competitive grants to leading Virginia-based entrepreneurial support organizations.

CvilleBioHub, serving both County of Albemarle and City of Charlottesville businesses, will utilize the state and local funding to broaden the region's biotech, tech, and other innovation-led sectors by partnering with regional economic development, industry and academia sectors. A portion of Albemarle County's Economic Development strategic plan (Project ENABLE) is to collaborate with the University of Virginia, the City, and the non-profit sector to develop the local innovation and entrepreneurship ecosystem.

The Economic Opportunity Fund was established by the Board of Supervisors in 2006 to match economic development grant programs at the state and federal levels that help create jobs and expand capital investment in the County. Upon approval of this transfer, the EDA will remit the funds to CvilleBioHub in accordance with their resolution of support expected to be approved at the EDA's May 17, 2022 meeting. CvilleBioHub is also working with the City of Charlottesville EDA for additional local funding.

* * * *

By the above-recorded vote, the Board adopted the resolution as presented in Attachment B to approve the appropriations for local government projects and programs described in Attachment A:

RESOLUTION TO APPROVE ADDITIONAL FY 2022 APPROPRIATIONS

BE IT RESOLVED by the Albemarle County Board of Supervisors:

- 1) That Appropriations #2022046; #2022047; and #202248 are approved; and

- 2) That the appropriations referenced in Paragraph #1,above, are subject to the provisions set forth in the Annual Resolution of Appropriations of the County of Albemarle for the Fiscal Year ending June 30, 2022.

* * * * *

APP#	Account String	Description	Amount
2022046	3-9010-99000-352000-510100-9999	SA2022046 GF Year End to Capital	-\$4,100,000.00
2022046	3-9010-99000-351000-512004-9999	SA2022046 GF Year End to Capital	\$4,100,000.00
2022046	4-1000-99000-493000-939102-9999	SA2022046 GF Year End to Capital	\$4,100,000.00
2022046	3-1000-99000-352000-510100-9999	SA2022046 GF Year End to Capital, Housing, Econ Dev Fund	\$12,200,000.00
2022046	4-1000-99000-493000-935203-9999	SA2022046 GF Year End to Econ Dev Fund	\$5,000,000.00
2022046	4-1000-99000-493000-935201-9999	SA2022046 GF Year End to Housing Fund	\$3,100,000.00
2022046	3-5801-99000-351000-512004-9999	SA2022046 GF Year End to Housing Fund	\$3,100,000.00
2022046	3-5801-99000-352000-510100-9999	SA2022046 GF Year End to Housing Fund	-\$3,100,000.00
2022046	3-5807-82100-351000-512004-9999	SA2022046 GF Year End to Econ Dev Fund	\$5,000,000.00
2022046	3-5807-82100-352000-510100-9999	SA2022046 GF Year End to Econ Dev Fund	-\$5,000,000.00
2022048	3-4700-91095-351000-512004-9999	SA2022048 Transfer from ED Fund-CvilleBioHub	\$25,000.00
2022048	4-5807-82100-493000-934001-9999	SA2022048 Transfer to EDA-CvilleBioHub	\$25,000.00
2022048	4-5807-82100-499000-999987-9999	SA2022048 Economic Opportunity Fund	-\$25,000.00
2022048	4-4700-91095-491095-560000-9999	SA2022048 Contribution to Other Entities	\$25,000.00

Item No. 8.3. Appointment of Replacement Assistant Fire Marshal.

The Executive Summary forwarded to the Board states that Albemarle County Code § 6-111 establishes the Office of the Fire Marshal pursuant to Virginia Code § 27-30 and allows for the appointment of Assistant Fire Marshals pursuant to Virginia Code § 27-36. Albemarle County Code § 6-111 further provides that the Fire Marshal and/or Assistant Fire Marshals shall be authorized to exercise all of the powers authorized by Title 27 of the Virginia Code and the Virginia Statewide Fire Prevention Code, which includes exercise of police powers as authorized by Virginia Code § 27-34.2.1.

The Department of Fire and Rescue’s budget allocates five full-time equivalent (FTE) positions in the Office of the Fire Marshal. Captain Rueben R. Cowles was transferred into the Office of the Fire Marshal to fill one vacant position, and he has successfully completed all the mandated training to fulfill the role of Assistant Fire Marshal with police powers as required by the Code of Virginia. Adoption of the attached resolution (Attachment A) appointing Captain Rueben R. Cowles as an Assistant Fire Marshal with police powers authorizes him to fulfill all the necessary duties of the Office of the Fire Marshal and to exercise the same powers as a sheriff, police officer, or other law enforcement officer as provided for in Title 27 of the Virginia Code and the Virginia Statewide Fire Prevention Code.

The appointment of Captain Cowles to this existing vacant position brings no additional budgetary impact.

Staff recommends that the Board adopt the attached resolution (Attachment A) appointing Captain Rueben R. Cowles as an Assistant Fire Marshal with police powers.

By the above-recorded vote, the Board adopt the attached resolution as presented in Attachment A appointing Captain Rueben R. Cowles as an Assistant Fire Marshal with police powers:

RESOLUTION TO APPOINT CAPTAIN RUEBEN R. COWLES AS AN ASSISTANT FIRE MARSHAL WITH POLICE POWERS

WHEREAS, Virginia Code § 27-30 provides that the governing body of a county may appoint a fire marshal, and Albemarle County Code § 6-111 establishes the Office of the Fire Marshal; and

WHEREAS, Albemarle County Code §§ 6-111, 6-200, and 6-201 recognize the Fire Marshal as Albemarle County’s Fire Official for the duties and responsibilities as established by Title 27 of the Virginia Code, the Virginia Statewide Fire Prevention Code, and the Albemarle County Code; and

WHEREAS, Virginia Code § 27-34.2:1 provides that the governing body of a county may authorize the fire marshal to have the same police powers as a sheriff, police officer, or law enforcement officer upon completion of the training discussed in such section; and

WHEREAS, Virginia Code § 27-36 provides that the governing body of a county may appoint one or more assistants, who, in the absence of the fire marshal, shall have the powers and perform the duties of the fire marshal; and

WHEREAS, the appointment of Captain Rueben R. Cowles as an Assistant Fire Marshal with police powers will promote the efficient and effective operation of the Albemarle County Department of Fire and Rescue.

NOW, THEREFORE, BE IT RESOLVED, that the Albemarle County Board of Supervisors hereby appoints Captain Rueben R. Cowles as an Assistant Fire Marshal with full police powers of the Fire Marshal as authorized in Virginia Code §§ 27-34:2:1 and 27-36 and Albemarle County Code § 6-111.

Item No. 8.4. Boundary Line Adjustment – Courts Project.

The Executive Summary forwarded to the Board states that the Board of Supervisors approved Fiscal Year 2018-2019 Capital Improvement Program included funding for the renovation of the County's historic courts complex and the construction of a new courts facility to serve both the County's and City of Charlottesville's General District Court operations. The new General District Court is proposed to be constructed on a site located immediately east of the historic courts and across two existing parcels (City Parcels 53-108 and 53-109), which are co-owned by the County and City. The Charlottesville City Code does not allow for a single structure to be constructed across more than one parcel.

In order to proceed with this project as proposed, it will be necessary to apply for a boundary line adjustment to consolidate the two parcels, as shown in Attachment A. As ownership is shared between the County and City, both the Albemarle County Board of Supervisors and Charlottesville City Council would need to authorize this application.

There is no budget impact associated with this action.

Staff recommends that the Board adopt the attached Resolution (Attachment B) authorizing the County Executive to sign the attached Plat (Attachment A) and any other documents required to apply for a Boundary Line Adjustment, once the documents are approved as to form by the County Attorney.

By the above-recorded vote, the Board adopted the attached Resolution (Attachment B) authorizing the County Executive to sign the attached Plat (Attachment A) and any other documents required to apply for a Boundary Line Adjustment, once the documents are approved as to form by the County Attorney:

**RESOLUTION TO AUTHORIZE AN APPLICATION FOR A BOUNDARY LINE ADJUSTMENT
TO FACILITATE THE COUNTY/CITY COURTS PROJECT**

WHEREAS, the Board of Supervisors approved the construction of a new courts facility to serve both the County and City of Charlottesville's General District Court in Fiscal Year 2018-2019 through the Capital Improvement Program;

WHEREAS, this new facility is proposed to be constructed on existing City Parcels 53-108 and 53-109, which are co-owned by the County and City;

WHEREAS, the Charlottesville City Code does not allow for a single structure to be constructed across more than one parcel;

WHEREAS, a Boundary Line Adjustment is necessary to consolidate the two parcels, following a joint application of the County and the City, as the parcels' owners; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Albemarle hereby authorizes the County Executive to sign the Boundary Line Adjustment Plat and any other documents required to apply for a Boundary Line Adjustment, once those documents are approved as to form and substance by the County Attorney.

* * * * *

CITY OF CHARLOTTESVILLE
Liezelle Agustin Dugger
CLERK OF COURT
Charlottesville, VA 22902



Instrument Number: 2022- 00003646

Recorded On: October 19, 2022 As
Recording No Fee (Real Property)

Parties: CITY OF CHARLOTTESVILLE
To
COUNTY OF ALBERMARLE

Recorded By: COUNTY OF ALBERMARLE

Num Of Pages:

Comment: 530108000 530109000

**** Examined and Charged as Follows: ****

Recording No Fee (Real Property): 0.00
Recording Charge: 0.00

**** THIS PAGE IS PART OF THE INSTRUMENT ****

I hereby certify that the within and foregoing was recorded in the Register of Deeds Office For: CITY OF CHARLOTTESVILLE, VA
File Information:

Record and Return To:

Document Number: 2022- 00003646 COUNTY OF ALBERMARLE
Receipt Number: 54009
Recorded Date/Time: October 19, 2022 03:30:02P CHARLOTTESVILLE VA 22902
Book-Vol/Pg:
Cashier / Station: E Rapi / JQPS8B3 (Cash1 - window)



THE COMMONWEALTH OF VIRGINIA - CITY OF CHARLOTTESVILLE

I certify that the document to which this authorization is affixed is a true copy of a record in the Clerk's Office of the Circuit Court for the City of Charlottesville, Virginia and that I am the custodian of that record

Liezelle Agustin Dugger - Clerk of Court

CLERK OF COURT - CIRCUIT COURT - CITY OF CHARLOTTESVILLE VA

2022 00003646

This document was prepared by:
Albemarle County Attorney
County of Albemarle
401 McIntire Road
Charlottesville, Virginia 22902

Parcel ID Numbers: 530108000 and 530109000

This deed is exempt from taxation under Virginia Code § 58.1-811(A)(3) and from Court Clerk's fees under Virginia Code § 17.1-266.

CERTIFICATE OF PLAT

The attached plat, made by Timmons Group, dated July 15, 2021 and last revised October 25, 2021, of certain lands belonging to the City of Charlottesville, Virginia and the County of Albemarle, Virginia, situated in City of Charlottesville, Virginia, identified as Parcel ID Numbers 530108000 and 530109000, and being the same land acquired by the said City and County by deed recorded in the Office of the Clerk of the Circuit Court of Charlottesville, Virginia in Deed Book 1026, page 305, is hereby confirmed and submitted for record in the aforesaid Clerk's Office.

Given under my hand this 10 day of OCTOBER 2022.

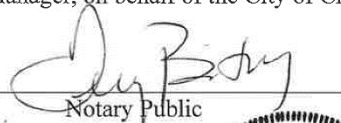
CITY OF CHARLOTTESVILLE, VIRGINIA

By:


Michael C. Rogers, Interim City Manager

COMMONWEALTH OF VIRGINIA
CITY/COUNTY OF Charlottesville

The foregoing instrument was acknowledged before me this 10 day of October 2022 by Michael C. Rogers, Interim City Manager, on behalf of the City of Charlottesville, Virginia.


Notary Public

My Commission Expires: April 30, 2024
Registration number: 187882

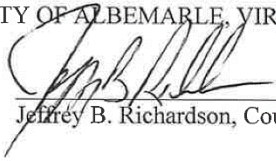
Approved as to Form:

 10-10-2022
City Attorney Date



COUNTY OF ALBEMARLE, VIRGINIA

By:


Jeffrey B. Richardson, County Executive

COMMONWEALTH OF VIRGINIA

CITY/COUNTY OF Charlottesville:

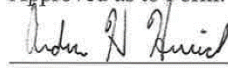
The foregoing instrument was acknowledged before me this 19th day of October,
2022 by Jeffrey B. Richardson, County Executive, on behalf of the County of Albemarle,
Virginia.


Notary Public

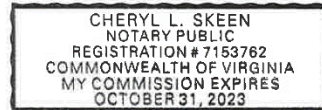
My Commission Expires: Oct. 31, 2023

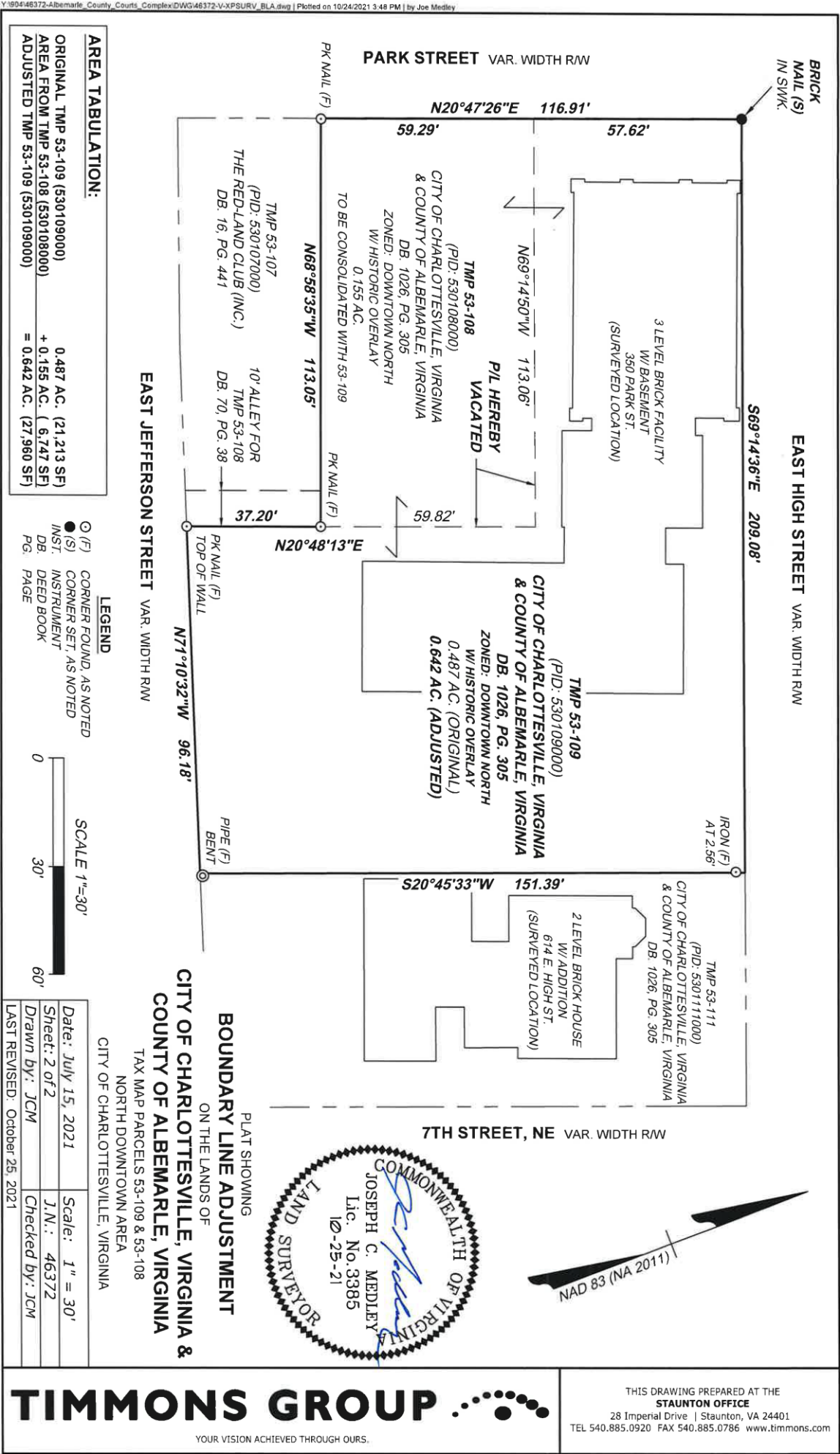
Registration number: 7153762

Approved as to Form:


County Attorney

10/19/2022
Date





Ms. Price said Mr. Graham Paige, Chair, School, Board, was not present.

The presentation for agenda Item 9 was not held.

Ms. Price said the Board would take a five-minute recess to allow staff time to prepare for the next item.

Non-Agenda Item. **Recess.** The Board recessed its meeting at 1:32 p.m. and reconvened at 1:39 p.m.

Agenda Item No. 10. **Presentation.** Regional Transit Vision Plan – Update.

The Executive Summary forwarded to the Board states that the Board of Supervisors previously supported the Thomas Jefferson Planning District Commission's (TJPDC) application for technical assistance funding for a Regional Transit Vision Plan. This application was awarded funding by the Department of Rail and Public Transit (DRPT), and work is ongoing through August 2022.

The purpose of this Plan is to develop a long-term vision for transit service in the Charlottesville-Albemarle region. The consulting team utilized meetings with the Regional Transit Partnership, a technical advisory committee, and the public, as well as an online public survey, to determine the community's priorities and make recommendations for how to achieve that vision.

While the vision plan document has not yet been finalized, the consulting team for the study has started to identify community priorities and sketch out broad goals and recommendations. Consultant staff will provide an update on the progress of the Regional Transit Vision Plan and a preview of the draft vision and goals; network assumptions and scenarios; and performance metrics and analysis before they are distributed for public comment.

This information will also be shared with Charlottesville City Council and the Boards of Supervisors for Greene, Louisa, Fluvanna, and Nelson counties. The presented project materials will be shared with the public for input during the next engagement period between June and July 2022.

No additional funding from Albemarle County is requested at this time.

Staff recommends the Board receive the update and provide feedback to the presentation team.

Mr. Kevin McDermott, Transportation Planning Manager, said he would introduce the consulting team for the Regional Transit Vision Plan. He said the plan was a collaborative effort led by the Thomas Jefferson Planning District Commission (TJPDC) and was jointly funded through a grant from the Department of Rail and Public Transit (DRPT), the County, and the City. He said the project began in the summer of 2021, and the consultant team had worked closely with the Regional Transit Partnership (RTP) and held virtual stakeholder meetings. He said they worked with County staff to develop the vision plan.

Mr. McDermott said there was an ongoing survey on the project website that was available, and the project was proposed to wrap up in August. He clarified that the Transit Vision Plan was a separate effort from the Regional Transit Governance Study. He said the Vision Plan was intended to look at the broad vision for transit in the entire region, and the Governance Plan would look into the details on how to achieve the Vision Plan and what the governance and funding structure would look like.

Ms. Lucinda Shannon, Senior Transportation Planner for TJPDC and Project Manager for the Transit Vision Plan, was participating remotely. She said the consultants, Mr. Tim Brulle (Project Manager, AECOM) and Scudder Wagg (Principal Associate, Jarett Walker and Associates) would provide a project update.

Mr. Tim Brulle was participating remotely. He said AECOM was based out of Arlington, Virginia. He said the presentation would cover the background of the project. He said there would be a discussion on the Transit Vision statement, goals, and objectives. He said the bulk of the meeting would cover the vision concepts followed by a brief overview of the Phase Engagement Strategy and a question period.

Mr. Brulle said the project was a collaborative effort to evaluate and establish a clear, long-term vision for transit service in the region. He said the project was led by the TJPDC and funded in part by DRPT and the local jurisdictions, including the County. He noted the end of the project approached. He said the draft network concepts had been drafted and input was being solicited and the outcomes were being evaluated. He said over the summer, the recommendations and the plan would be finalized.

Mr. Brulle said the project website was the best place to find information on the study, including the intermediate work products, meeting summaries, and upcoming engagement efforts. He said the project was anticipated to be finalized by August or September 2022. He said the Transit Vision study differed from the Transit Governance Structure. He said the governance study would commence as the vision study was finalized. He said the vision study was to identify the potential improvements to the regional transit system and establish a long-term goal and vision. He said the governance would determine the necessary steps to achieve the vision.

Mr. Brulle said one of the main intermediate work products was to develop a vision statement for transit in the region. He said the draft transit vision statement, goals, objectives, and measures technical memo was included in the packet for the meeting. He said the process was a public and stakeholder led effort to identify the transit priorities and goals for the region. He said three main themes were derived from the conversations: equity, multi-modality, and climate change.

Mr. Brulle said equity was defined as expanded opportunities for all residents and represented the needs of the urban and rural communities. He said multi-modality was defined as reducing the reliance on automobiles, included the improvement of the effectiveness and utility of the transit network and considered transit-supportive land uses and other multimodal solutions such as biking, walking, or inner-city rail. He said climate change was defined as protecting the environment and reducing greenhouse gas emissions.

Mr. Brulle said read the proposed vision statement:

“Develop, design, and provide transit in the Charlottesville area in a manner that reflects a collaborative, inclusive, and equitable process, representing needs in both urban and rural areas. This transit system expands opportunities for all residents (Equity), reduces reliance on automobiles (Multi-modality), and helps protect the environment (Climate Change Mitigation).”

Mr. Brulle said detailed comments could be delivered to the vision team as the project was finalized. He said Mr. Wagg would continue the presentation.

Mr. Scudder Wagg, Principal Associate, Jarett Walker and Associates, said two vision concepts had been developed that showed what an expanded transit network might achieve for the region—the Charlottesville/Albemarle urbanized area and the surrounding counties such as Greene, Louisa, Buckingham, Fluvanna, and Nelson. He said a constrained vision was developed—what was possible with assumptions about funding levels similar to the funding resources of the Central Virginia Transportation Authority (CVTA).

Mr. Wagg noted the budget assumptions were used to provide a dollar figure for the purposes of sketching out the constraint scenario. He said the intention was not to specify the County use the precise funding mechanisms and governance of the CVTA. He said it provided a sense of what was possible with a regional budget of \$26 million for transit.

Mr. Wagg said the constrained budget assumed most of the money was used to extend and replace local funding. He said local funding came from the general funds of each individual jurisdiction. He said the regional funding would supplant the general fund resources and be extended by the federal and state funding that was received through formal sources. He said the constrained vision had a budget of \$35.5 million per year. He said to provide context, the pre-pandemic budgets for CAT and JAUNT were a combined total of \$19.5 million.

Mr. Wagg said an unconstrained vision was developed to represent what a transit network would look like that would achieve all of the land use, climate, and other policy goals of the County. He said based on the report, the annual cost would be \$70 million for the unconstrained vision.

Mr. Wagg said he would discuss the capabilities of the networks and he would refer to the frequency of service, or how long a user had to wait for the next vehicle to arrive. He said the more frequent the service, the shorter the wait times. He said wait times were an enormous part of transit. He said frequency for shorter trips in the urbanized area was a critical factor.

Mr. Wagg explained the bar charts on the slide represented the demographics that were near transit service in the baseline network. He explained the baseline network was the network of transit the County would have after CAT revised its routes and the County had new, on-demand transit systems that had been planned and implemented. He said about 60% of residents in the MPO area—most of the urbanized area—were near some transit. He said only about 15% of residents were near service that was frequent.

Mr. Wagg said the constrained network significantly increased the percentage of people and the number of jobs near more frequent service. He said prior to the constrained vision plan, fewer than 30% of jobs were near transit that arrived every 15 minutes. He said the constrained plan significantly increased the number of jobs near 15-minute or 20-minute service. He said low-income residents and households without cars demographics saw an increase in the percent near 15-minute and 20-minute services. He said there would be more useful service to far more people, and people would be more likely to use the service.

Mr. Wagg said the numbers and percentages of people near any service increased under the unconstrained vision plan. He said 70% of jobs before the plan to 80% of jobs, and from about 60% of residents to 70% of residents near transit. He said the percent of people near frequent and useful service dramatically increased. He said increases in service frequency, at 15 minutes or better, had corresponding increases in the likelihood of people using transit option.

Mr. Wagg provided an isochrone of the area that could be reached within 60 minutes—including waiting time, walking time, riding time, and transfer time—from Fashion Square Mall in the baseline network. He provided a similar isochrone but of the constrained vision network. He said there was a 34% increase in the jobs that could be reached and a 50% increase in the residents that could be reached

within the 60-minute travel time under the constrained plan.

Mr. Wagg provided an isochrone of the area that could be reached within 60 minutes of Fashion Square Mall in the unconstrained vision network. He said there was a 122% increase in the reachable jobs and 140% increase in the reachable residents within 60 minutes of Fashion Square Mall.

Mr. Wagg said the analysis methodology could be applied across the whole urbanized area. He provided a map that displayed the areas where job reachability was either increasing or decreasing for the constrained and unconstrained vision networks. He said the results could be summarized across all people to determine the average change for a person. He said on average, at noon, in the constrained network, a person in the MPO area could reach 12% more jobs, and in the unconstrained network, a person could reach 57% more jobs. He said it was a vast improvement in opportunity across the region.

Mr. Wagg said there would be improvements in the demand response services and on-demand services. He said JAUNT operated a number of demand response services in the rural areas of the County and in many outlying jurisdictions. He said demand response services were where a trip could be scheduled the day prior to go to certain locations during certain hours. He said it was an important part of meeting need for transit service where it was hard to reach people in lower density rural areas. He said demand response service did not provide spontaneity or the opportunity to leave when needed. He said the vision plans included more on-demand service areas—riders could call and schedule a trip within 30 minutes to an hour in the same day. He said the two vision concepts included improvements to both service types.

Mr. Wagg noted there was an ADA paratransit requirement. He explained anywhere there was an extension of fixed route service to new areas, there came the obligation to provide ADA paratransit service within 3/4 of a mile of a route. He said there were other requirements that came with the expansion of fixed-route transit services.

Mr. Wagg said in the constrained vision plan, there were improvements to the existing regional circulator services—the day ahead reservation services. He said there was a demand response service that ran from 10 a.m. to 2 p.m. in the rural areas of the County. He said there were a few special zones where riders could call ahead for expanded hours. He said the hours in service for other areas was different. He said in the constrained vision, a consistency of 13 to 14 hours of service 7 days a week for the demand response services was recommended. He said it would cause a dramatic improvement in the ability for people to travel where they wanted when they wanted.

Mr. Wagg provided maps of the existing network with routes color coded based on the frequency of service. He said there was a lot of 60-minute service intervals in the County which was hard to rely on for consistent transit.

Mr. Wagg said the improvements in the unconstrained vision included a dramatic increase in improvement of frequency of service in the urbanized areas and some improvements in the availability for some of the on-demand services. He said most of the fixed-route services in the urbanized area would be at a minimum of 30-minute service frequency. He said a number of corridors would have 15-minute service, and there would be 10-minute service along US Route 29 through a BRT service recommendation. He said there would be 15-minute service frequency on Avon Street and 5th Street, and 10-minute service on High Street to Pantops. He said there would be new on-demand services in Crozet, Earlysville, Esmont, and Scottsville along with some fixed-route service extensions.

Mr. Wagg said the constrained vision did not show as much improvement in the frequency of service. He noted the line serving the Route 29 corridor had improvements from 30-minute service to 20-minute service. He said the Avon corridor saw improvements to 15-minute service, and High Street to Pantops was also 15-minute service that split to 30-minute service in Pantops. He said there were valuable improvements. He noted some corridors saw improvements from 60-minute service to 30-minute service frequency.

Mr. Wagg said the maps displayed the frequency of service at midday during the week. He said one thing in the constrained network was the improvements to evening and weekend service. He provided a chart that showed the frequency of service by hour of the day and day of the week. He noted most routes did not operate past 9 p.m. on weekdays, and on Saturdays, fewer routes operated past 9 p.m. He said there were few routes operating on Sundays.

Mr. Wagg said one of the significant improvements in the constrained vision was consistent 7-day service and service later into the evenings. He said it was one of the key factors to significantly improve access to opportunities, particularly for retail service and hospital workers. He said those were the types of jobs where people needed transportation at non-regular hours for work.

Mr. Brulle said Phase 2 of the public engagement had commenced. He said the goals for the phase were to confirm the draft vision, explore long-term transit alternatives for the region, and collect preferences on scenarios and future needs from stakeholders and the public. He said June was a busy month for the project. He said there would be presentations to local elected bodies, and the survey would be launched on June 9, available online and hardcopy distribution at the transit center. He said there would be a major update to the project website.

Mr. Brulle said there would be focus group discussions with community leaders and other interest groups. He said on June 23, a virtual public open house event would be held where they would review the

concepts of the project to solicit feedback from the community. He said the local presentations would wrap up in July. He said the project website would be updated with a summary of the Phase 2 engagements. He said the final meeting with RTP would be held in August to present the completed plan. He said they were open to questions.

Ms. Mallek mentioned the CVTA funding was used as a model. She said the County was a small jurisdiction compared to the CVTA. She asked how they would be able to achieve the same level of funding.

Mr. Wagg said the same tax sources as the CVTA were used as a model. He said the actual dollar amounts from the CVTA were not used. He said the comparison was done to show what the County could achieve if it used the same tax rates and revenues as the CVTA to fund the transit vision improvements.

Ms. Mallek said she had worked since 2002 to get the local authority to have the other sources of tax revenue, but the County had not succeeded. She said the revenue sources were not available to the County. She noted JAUNT was only called as a regional circulator from 10 a.m. to 2 p.m. She said JAUNT also took commuters to work during regular commuter hours. She said many residents were able to get to work using JAUNT. She asked if that detail was included in the report.

Mr. Wagg said there were a number of special areas of the County where JAUNT operated connect services or certain specialized demand response services to certain segments of the County. He said he did not want to go into the weeds about the hours of service for each individual section of the County. He said the availability of the services were presumed to continue or improve.

Ms. Mallek said Earlysville was mentioned several times. She said the area did not have big employers. She said there was some warehousing. She said the map appeared to show concentrations around Forest Lake rather than Earlysville. She asked where riders who did not go to the transfer center could access the physical copies of the surveys. She noted they were only being distributed at the transfer center.

Mr. Brulle said the survey would be advertised. He said the primary avenue to answer the survey would be through the online portal on the website—a Survey Monkey tool.

Ms. Mallek said the people who would benefit the most from transit would pick up a copy at the grocery store because they would not have online access.

Ms. Borgersen noted Ms. LaPisto-Kirtley had left the meeting.

Mr. Gallaway asked how prior land use decisions and economic development decisions had been factored into the analysis. He asked if the data included whatever existed when the project began.

Mr. Brulle said the future development was being considered in the plan. He said they had coordinated with City and County staff on the land use plans and significant growth areas. He said the network had been planned around the priority areas. He said as part of the analysis, they would be undertaking a travel demand forecast model. He said the forecast year was 2040. He said they had worked with County staff to ensure the data was appropriately updated to the appropriate levels for the analysis.

Mr. Wagg said all of the maps were yet to be posted to the website. He said the analyses leading up to the drafting of the maps, including the transit propensity analysis, were on the website. He said the propensity analysis examined the factors that were likely to drive transit ridership based on existing conditions and the existing and projected land use plans and growth areas. He said the density and scale of development made a difference in the potential for transit ridership.

Mr. Gallaway noted the areas of on-demand service did not encompass the areas of the pilot study. He asked if that was because the maps displayed the envisioned concept. He asked if the consultant was aware of the pilot study.

Mr. Wagg said in the constrained vision network, the on-demand service availability was designed to mirror the areas in the pilot zone. He said they had coordinated with the team and were aware of the work being done. He said the concepts were drafts and were open to adjustments.

Mr. Gallaway noted Route 11 on Rio Road East went towards the senior center. He said he believed the senior center was in the on-demand service area. He asked for the areas with on-demand service to be clarified.

Ms. Shannon said the proposed micro transit areas from other area studies were covered. She said there might be confusion with the maps because the area studied for Route 29 North extended to the southeast. She said the Monticello service area was studied, and it was recommended to have service as a long-term solution, which would happen in the future. She said the vision project focused on short-term recommendations for the two areas.

Mr. Gallaway clarified the plan was not finalizing the geographic zones. He noted the pilot study would tell them what the area was and what the best zone parameters were. He said it was important because the on-demand zones should hit routes with more frequent service—it would be vital to make the

system work with the on-demand components. He said if Rio Road East were not included in an on-demand zone and held at a 60-minute frequency, it would be possible to walk to the downtown before catching the bus.

Mr. Gallaway said the future development for the area did not work with a transit network operating at a 60-minute frequency. He said if the fixed-route network was not going to be under 15-minute service frequency, then they needed access to the on-demand zone to get to the hub or line that would connect. He said the project would show how to make service in the urban ring functional.

Mr. Gallaway said a 60-minute service frequency was not adequate for someone trying to get to a job on a daily schedule. He said the transit had to meet the needs of employees following their work schedules. He said the on-demand zone should cover areas where density was being developed. He noted Fashion Square Mall remained a hub. He said it had to be considered if the mall was the appropriate place for a central hub until it was revitalized.

Mr. Andrews said he needed clarity regarding the allocations for funding.

Ms. McKeel said the RTP had already received the presentation, and Ms. LaPisto-Kirtley had seen the presentation at an RTP meeting. She said the County was studying the ability to establish a transit authority. She noted the funding for the constrained or unconstrained vision plan related to the ability to fund it under a transportation authority.

Mr. McDermott said Ms. McKeel was correct. He said one item being examined in the governance study related to establishing an authority to be the source of funding.

Ms. McKeel said the County had already received permission from the General Assembly to establish an authority. She said Mr. McDermott had presented to the Board before that the enabling authority was outdate and needed to be updated with the General Assembly. She said it would need to be a consideration on the legislative packet.

Mr. McDermott said Ms. McKeel was correct. He said the state granted enabling authority to establish the transit authority, however, the County was not granted the enabling authority to grant taxing authority to the transit authority. He said the County needed to gain the permission from the state to grant taxing authority to the transit authority.

Ms. McKeel said it sometimes took more than one session with the General Assembly. She suggested adding the item to the legislative packet for the upcoming session. She said the Board would be looking at the governance structure for the authority, what stakeholders were included, and the work would happen over the following year.

Mr. McDermott said that was correct, and it was part of the Transit Governance Study.

Ms. McKeel noted there were two project cost estimates being described. She said one reflected improvement and the other reflected what would be the best possible transit for the community. She asked if there was flexibility to fall somewhere in between the two concept plans.

Mr. Wagg said the question was related to whether there was flexibility in terms of how much it would cost or how much the County could fund, and if it was one or the other. He said it was not one or the other. He said the concepts were provided to help the Board understand what kind of outcomes were available at different levels of investment. He said the Board could then determine what it could achieve at a funding level that fit the County needs.

Ms. McKeel said the plan could be extended and amended to meet the future needs of the County.

Mr. Wagg said that was correct. He said 15% of the CVTA funding went to the Greater Richmond Transit Company (GRTC) to support transit service and included in its authority requirements was an annual transit plan to identify the items funded through the regional authority. He explained the authority did not operate transit programs, they funded them, but GRTC produced a plan to describe what was being funded and to plan for future expansion out of the funding.

Ms. McKeel explained the transit authority would be potentially made up of more than the County and the City. She said it could be made up of surrounding counties who may help contribute tax revenue. She said jurisdictions would have to agree to be part of the authority. She said it was too early to determine how many jurisdictions would be involved.

Mr. Wagg said that was correct. He said it was a regional conversation about who wanted to participate. He said the concept plans showed what could be gained from being part of the regional authority and what the regional funding could support. He said it was possible to have a transit authority of just the County and the City, and it was possible to have one that covered all of the networks. He said it made sense for the City and County to be in a regional authority given how seamless development was across their boundaries.

Ms. McKeel said the more localities that were part of the authority meant more could contribute funding.

Mr. Wagg said more networks could be connected as well.

Ms. McKeel said there had been two speakers who discussed climate change and growth management. She said they had left before the presentation. She said the project tied into climate change and the carbon footprint. She encouraged people who were concerned about the climate and growth management to pay attention to the transit vision planning.

Ms. McKeel asked for clarification regarding ADA service. She said ADA service was available whenever service was expanded. She said ADA service was required within 3/4 of a mile around any transit expansion done by the County. She said the Board had discussed the requirement often. She said with JAUNT, it cost more money because of the ADA service. She asked if the ADA expansion costs were included in the total projected costs for the conceptual plans.

Mr. Wagg said the costs had been estimated. He said ADA paratransit costs were one of the harder costs to estimate accurately because the level of certainty about when and where people who might qualify for the service would want to travel varied from place to place. He said ADA paratransit was required for a jurisdiction if it ran an all-day fixed route service under the Federal Transit Administration (FTA).

Mr. Wagg explained the jurisdiction must provide ADA paratransit service within 3/4 of a mile of the route to within 3/4 of a mile of any other point where the jurisdiction ran fixed route service. He said there were exceptions for commuter-oriented services that ran only at peak times and primarily in the peak direction. He said the connect services operated by JAUNT to and from Crozet did not require ADA paratransit because they were peak-oriented service.

Ms. McKeel clarified the estimates for the ADA paratransit were included, but they could not be guaranteed.

Mr. Wagg said they had done their best to estimate the costs, but they were difficult to forecast.

Ms. McKeel said UVA was working with the RTP. She said UVA was included as a partner that was serving the community in the vision plans.

Mr. Wagg said UVA had been included in the conversation. He said in the unconstrained vision network, there were opportunities to look at trading resources. He said there was a large transit demand around universities in places like Charlottesville. He said UVA required a high frequency of service within a limited space, so they operated their own system. He said other localities allowed the city or town to manage the transit. He said in the unconstrained vision, a trading resources plan had been elaborated where the regionally oriented services would be run by CAT or a regional provider.

Mr. Wagg said the provider could take over some of the circulator services run by UTS. He said UVA could run a community-oriented service that served Grounds as a primary focus and the community at large. He said what UVA spent currently on the orange, green, and gold lines could be put to use for UVA and the community at large. He said it was an idea in the unconstrained plan, and there were some potential changes because UVA was in the middle of master planning. He said the unconstrained vision laid out ideas on how resources may be traded.

Ms. McKeel said it would make a difference if UVA was included as a stakeholder and part of the authority in terms of the County getting the most out of its investment and meeting the community needs.

Mr. Wagg said UVA would be included at least as a coordinating body.

Ms. McKeel said she wanted to see funding from UVA. She asked for the timing of the project and the timing of the Albemarle transit pilot program. She said the pilot program did not start for a year. She said the Board had supported a pilot program that would start in a year. She asked for clarification regarding the pilot program.

Mr. McDermott said the pilot service would not start until early 2023. He said the next six months of 2022 would be preparation. He said the pilot would operate for one year.

Ms. McKeel asked if the pilot and the vision plan would be combined. She said they were not done in isolation.

Mr. McDermott said that was correct.

Ms. McKeel said the evening, Saturday, and Sunday services were critical for people with jobs. She said Ms. Kilroy may be able to help with community outreach with regards to the transit survey.

Ms. Price said most of the presented improvements would be most beneficial to the residents within the urban ring. She said there had to be a sufficient demand to be able to afford the supply of public transportation. She said in the written materials, it was stated 20 members of the public participated in a public forum on November 18, and 673 filled out a survey. She said almost 50% of the 673 respondents made \$100k or more a year and more than 50% had two or more cars available. She said she questioned the validity and utility of the information provided by survey respondents who were less likely to use public transportation. She said there may be a more viable and accurate way of identifying the riders, where they came from, and where they went.

Ms. Mallek said questionnaires were once distributed on the buses.

Mr. Wagg said there was data on the patterns of existing riders from the rider counts on when and where people were riding the buses and from previous origin-destination surveys. He said those results only provided data on the existing system with its limited utility. He said they looked to the survey response data. He said they were cognizant the data was not representative of existing riders, so they looked at if there were differences in how riders responded based on their demographics. He said transit usefulness, geometry, and land use pattern interactions were well known universally across the country, and those patterns determined what made transit more useful to more people. He said the data provided information about work and ridership habits.

Ms. Price said the data would be more helpful than the surveys. She asked Mr. McDermott if he had received the response needed from the Board.

Mr. McDermott said he had received the response he needed and that he appreciated the feedback.

Agenda Item No. 11. **Presentation.** Comprehensive Plan Land Use Buildout Analysis.

The Executive Summary forwarded to the Board states that at a Board work session on November 3, 2021, the Board adopted a Resolution of Intent (ROI) directing staff to begin work on the Comprehensive Plan Update: Albemarle County 2044 (AC44), in accordance with the Project Goals and Phasing Plan (Attachment A). The first phase of AC44 is 'Plan for Growth', which is focused on a review and update to the County's Growth Management Policy. The Growth Management Policy comes from the 2015 Comprehensive Plan. The current policy directs new residential and commercial growth to the designated Development Areas, which currently cover about 5% of the County's land area.

One element of the AC44 Phase 1 work is to evaluate the current Development Areas to establish a baseline understanding of their potential capacity to accommodate future growth. Staff has been working with a consultant team from Kimley-Horn and Associates to conduct a Land Use Buildout Analysis to understand the theoretical buildout potential of the Development Areas, with a focus on the future land use designations identified in the Comprehensive Plan.

The Land Use Buildout Analysis is designed to establish an understanding of the County's 20-year population growth projections, and the associated need for new housing and businesses, compared with the maximum theoretical buildout of land within the County's designated Development Areas. The Analysis is based on the Comprehensive Plan's future land use designations for Development Area parcels, found within the Development Area Master Plans, and recommended densities and intensities associated with each land use category. The Land Use Buildout Analysis utilizes assumptions based on existing conditions, current trends, and historical development patterns within the County to estimate buildout totals for each of five real estate categories: residential, retail, office, industrial, and hotel. The approved and proposed residential development projects, or the 'development pipeline' are also included in the residential buildout estimates.

A summary of the methodology, assumptions, and initial findings from the Land Use Buildout Analysis are provided in Attachment B. The Analysis also summarizes some of the limitations of the findings, including some of the challenges associated with developing a property in accordance with the maximum densities identified in the Comprehensive Plan.

Staff will be seeking input from the community and stakeholders on the study's findings to further supplement this analysis. Following community input and considerations related to equity and climate action, the final Analysis will be used in the evaluation of and possible update to the County's Growth Management Policy.

There is no budget impact associated with this agenda item. The Fiscal Year 2022 budget identified \$665,000 from the Board of Supervisors Strategic Priority reserve to fund work associated with the Comprehensive Plan Update and Zoning Ordinance Update.

Staff recommends the Board receive and discuss the study's findings.

Ms. Rachel Falkenstein, Planning Manager, said she was joined by her colleague, Ms. Tori Kanellopoulos, and Ms. Jessica Rossi from Kimley-Horn would be presenting virtually. She said the consultant team that was contracted to perform the analysis would provide the majority of the presentation.

Ms. Falkenstein said the agenda was focused on an overview of the buildout analysis. She said the purpose, methodology, and findings would be reviewed. She said constraints to the analysis would be discussed along with other considerations. She said the presentation was informational and the Board was not asked to take any action. She said there would be a discussion about the growth management policy and the capacity of the development area.

Ms. Falkenstein said the County was in Phase 1 of the AC44 process—the Comprehensive Plan update. She said the first phase was an analysis of the growth management policy, Plan for Growth. She

said they were trying to understand the theoretical maximum buildout for the County development areas. She said the analysis was based on the future land use plan from the 2015 Comprehensive Plan and the County Master Plans. She said they would consider whether the theoretical maximum buildout would be sufficient to accommodate 20 years of population growth in the County based on the population projections. She said the state required the County to perform a 20-year visioning plan with the Comprehensive Plan.

Ms. Falkenstein said the analysis would determine if there was room to grow with the expected 20-year growth. She said there could be other uses for the analysis. She noted the Economic Development team would perform further analysis with the baseline data. She said they would receive a dynamic data set that would help staff through future phases of the Comprehensive Plan update as they considered adjustments to the land use. She said the data set would allow adjustments to be made and see what the resulting buildout would be based on possible scenarios for land use changes.

Ms. Falkenstein said there were limitations to the analysis. She said the forecasting for future growth and the buildout were based on a set of assumptions that applied to the County's entire development areas. She said they did not do a parcel-by-parcel analysis of buildout possibilities. She said they applied assumptions across the entire development area, based on the nature of the size of the development area and the ability to do the work. She said reasonable assumptions were applied based on environmental factors and needs for infrastructure. She said there were variables that could not be predicted, such as property owner preferences or how developers may choose to develop a property.

Ms. Falkenstein said the analysis was last performed in 2019, and it had been done every two to three years as time permitted. She said the last analysis was done in-house using a separate set of assumptions, so a direct comparison could not be done even though the figures were similar. She said in 2019, non-residential uses were not considered. She said in the 2022 analysis, commercial, retail, office, industrial, and hotel uses were examined in addition to residential uses.

Ms. Jessica Rossi said she would cover the methodology. She said the process did not start from scratch. She said they considered the 2019 analysis and methodology to ensure the changes from 2019 to 2022 were understood. She said a four-step process was used. She explained they focused explicitly on the County development areas. She said the process was designed to be applied in the same manner across all development areas. She said they did not complete a parcel-by-parcel assessment of the County.

Ms. Rossi said the first step in the methodology started with a high-level assumption that allowed parcels to be identified in the development areas that may have development or redevelopment potential. She said vacant parcels or parcels where the land value was higher than the improvement value were the focus. She said the secondary identification suggested a property could have redevelopment potential. She said for the second and third steps, the high-level assumptions were refined.

Ms. Rossi said as the results from the first step were reviewed, the assumption required additional review to ensure they were better grounded. She said a large part of the refinement focused on properties that had existing structures. She said staff wanted to provide a clear assumption as to why some properties with structures were included while others were not. She said the results were refined based on the location, size, ownership, environmental constraints, and current and future land use.

Ms. Rossi said the next step incorporated the residential pipeline. She said instead of making assumptions for properties that were either already approved for future development or in the review process, they used the unit counts to incorporate into the model. She said properties that were approved or under review were removed from the model to avoid double counting.

Ms. Rossi said applied land use buildout assumptions were across all opportunity parcels. She said any property that was identified for future opportunity was applied a similar land use buildout and standardized for even application in the development areas. She said initially, the acreage of each developable property was decreased to account for environmental constraints, needed space for infrastructure, and the required amount of open space. She said the buildout assumptions were created for a mixture of uses, density, and square footage of non-residential uses for each future land use designation based on the applicable master plan.

Ms. Rossi said the analysis examined market demand forecasts for a more refined 20-year period. She said market forecasts for housing, commercial retail, office, industrial, and hotel uses over the next 20 years were prepared. She said the forecasts took into consideration the past 10 years of development activity in the County and recent real estate performance, including vacancy rates, sales data, and expected population growth. She said demand could be constrained through factors such as land availability, cost to develop, access to infrastructure, and environmental factors. She said those constraints were not taken into account for the demand forecasts. She said the goal was to create a maximum theoretical buildout of the development areas and compare it to an unconstrained demand forecast to understand and compare the County's future capacity.

Ms. Rossi said one of the sources that helped inform the demand forecasts were population growth projections for the County. She said three sources that provided projections for 2030 and 2040 were utilized. She noted the findings were focused on the buildout to 2040, and they could be extrapolated to project to 2044 which would allow the forecast to better align with the planning for AC44. She said the three sources used were Weldon Cooper, Woods and Poole (a third-party data forecasting source), and Environmental Systems Research Institute (ESRI) Business Analyst Online. She said among

the three sources, the forecasts were relatively consistent. She said they resulted in an estimated 2040 population of the County ranging from 138,200 to just over 142,700 residents.

Ms. Rossi said the County had 11 distinct development areas. She said the areas had maintained the same naming conventions since the 1982 Comprehensive Plan. She said the consistent names had been useful for the County to track development trends and land use patterns over time. She said neighborhoods 1 through 7 represented the urban ring around Charlottesville. She said Hollymead and Piney Mountain were located further north along Route 29, Village of Rivanna was to the east, and Crozet was to the west.

Ms. Rossi said that as part of the methodology, the development pipeline was reviewed to ensure the growth that had already been approved or in process was understood. She said the residential pipeline resulted in more than 14,800 residential units across the 11 development areas. She said the number of potential new units varied across the development areas. She noted Neighborhood 6 had no projects scheduled, and Hollymead had over 6,300 residential units scheduled—almost 43% of the development across all the development areas. She said the different development areas ranged in size in terms of total acreage and recommended land use patterns.

Ms. Rossi said the residential market demand forecast looked at historic deliveries, residential sales, closing prices, rental leasing rates, and rental occupancy. She noted population forecasts were important for the land use because population generated demand for more housing units. She said for closing, price points, rental rates, and occupancy, the general trajectory had been positive, indicating strong demand for housing in the County.

Ms. Rossi said housing costs were also rising quickly which impacted affordability. She said the average since 2010 was 650 units added in the County per year. She said the average was often higher in recent years. She said in 2019, there were 665 units added. She said more than 1,100 units were added in 2020. She said about 960 units were added in 2021. She said in the last several years, multifamily residential units had become more prominent with new construction.

Ms. Rossi said the residential market demand findings showed that over 20 years, demand was expected for between 11,500 and 13,500 new units in the County. She said when the theoretical maximum buildout was considered, it would incorporate the development pipeline as well as the buildout of properties that were able to receive growth. She said the maximum buildout for the development areas could exceed 24,000 units—exceeding the demand forecast. She said the 2019 buildout analysis also found the capacity based on future land use designation maximums exceeded demand.

Ms. Rossi said they found capacity based on lower ends of the land use recommendations and by-right zoning capacity may not be sufficient to meet demand. She noted the analysis assumed some limited residential growth would occur in the rural areas. She said the number of new retail space construction over time had decreased. She said retail occupancy rates had decreased. She said retail had shifting and changing over time. She said the pandemic accelerated previous trends. She said there was an overall decrease in the amount of retail square footage added year over year. She said the forecasts suggested there could be demand for between 1 million and 1.3 million square feet of retail space over the 20-year period.

Ms. Rossi said office space followed a similar trajectory. She said on a long-term pattern, the amount of office space constructed year over year declined. She said it varied significantly, and almost 140,000 square feet of office space was delivered in 2020. She said occupancy rates had fallen as companies reconsidered how employees would work. She said the pandemic significantly impacted the office industry. She said the ability to work remotely would influence the amount of space a company needed in the future. She said office lease rates had increased, and that was seen as a positive. She said the analysis showed demand for between 750,000 and 1 million square feet of office space over the next 20 years.

Ms. Rossi said industrial completions had fallen in long-term trends. She said occupancy rates were high, there was almost no available space for industrial use, and lease rates had increased. She said the analysis found demand for between 950,000 to 1.1 million square feet of new industrial space.

Ms. Rossi said the number of completions for hotel uses had been on the rise over long-term trends. She said hotel occupancy rates and daily rates had decreased, largely as a result of the COVID-19 pandemic. She noted the data for the analysis was polled in February. She said recent data showed the numbers were improving, suggesting the occupancy rates were closer to pre-pandemic levels. She said between 700,000 and 900,000 rooms were forecasted to be in demand over the next 20 years.

Ms. Rossi said the market demand forecasts were less than the theoretical maximum buildouts, similar to the residential results. She provided graphs with the high and low range of the buildout forecasts. She said the residential forecast was between 11,500 and 13,500 units compared to a theoretical maximum buildout, including the development pipeline, of over 24,000 units. She provided a graph that compared each development area with the summary of the buildout findings for residential and non-residential uses. She said the distribution of non-residential buildout varied significantly by development area. She said there were some development areas that did not have capacity for industrial uses and others that took up the majority.

Ms. Rossi said the maximum theoretical buildout was focused on the capacity. She said the market demand forecasts were unconstrained by the realities of land availability what developers were

constructing. She said there were additional factors to consider. She said the land use buildout analysis focused on the maximum theoretical capacity of the development areas, based on the future land use designations. She said many considerations and variables would limit the actual buildout of the development areas.

Ms. Rossi said some constraints were accounted for in the base project assumptions, such as reductions in infrastructure requirements or environmental constraints. She said some constraints were not easily accounted for or captured in the development area-wide model. She said the constraints could be misalignment between existing zoning and future land use, the rezoning process, and the final buildout decisions. She mentioned site location, accessibility to existing infrastructure, physical site constraints, local and state ordinances, the cost of land, and the cost of housing as other constraints.

Ms. Tori Kanellopoulos said the theoretical land use buildout was based on future land use designations, so rezonings would be needed for most properties to meet the potential maximum. She said the estimated residential buildout by current by-right zoning compared to future land use designations was much lower. She said the zoning buildout estimate used the parcels identified as development opportunity in the land use build out analysis and applied assumptions based on the zoning district of each parcel. She said it did not include parcels in the development pipeline. She said an estimated 2,505 to 4,361 units that were not in the pipeline could be built in the development areas on properties with potential for development or redevelopment based on current zoning, and about 9,265 units could be built based on future land use designations.

Ms. Kanellopoulos said across the development areas, future land use designations and existing zoning districts did not always align. She said the rezoning process was uncertain and could be time consuming. She said some rezonings took over two years from initial submission to approval. She said proposed and approved densities were often lower than the maximum densities recommended in the Comprehensive Plan. She said in examining rezonings approved from 2016 to 2021, the total density approved was 58% of the maximum recommended density per future land use designation. She said even when projects were approved at higher densities, the sites often did not buildout to the maximum approved density.

Ms. Kanellopoulos said the Rio Point rezoning in neighborhood 2 was approved for 328 units while the Comprehensive Plan recommended a maximum of 624 units, and the previous by-right zoning allowed up to 110 units. She said the rezoning took 2.5 years from initial submission. She said the Old Trail Village development in Crozet was approved for a minimum of 1,600 units and maximum of 2,200 units in 2005. She said in 2015, the applicant requested a reduction in the minimum required units to 1,000. She said the expected final buildout of the development was 1,200 units, 1,000 units less than the approved maximum.

Ms. Kanellopoulos noted that in the development pipeline used for the project, all of the approved and under-review projects currently unadjusted—developments expected to buildout lower than the maximum approval—were fully counted. She said the location and surroundings of a parcel could affect potential buildout. She said adjacent residential uses could be helpful for certain businesses such as restaurants, but less desirable for others, such as heavy industry. She said some businesses needed access to major highways. She said available public infrastructure and relevant connections were important factors.

Ms. Kanellopoulos said while the assumptions for environmental constraints were applied across the development areas, each parcel would vary individually. She said generally, the easier to develop sites were developed first and remaining sites potentially became increasingly challenging and more expensive to develop. She said local and state ordinance requirements regulated how a property could be developed. She said the County zoning ordinance was an important set of regulations, and zoning requirements affected the form and density of development. She said zoning requirements included minimum lot sizes, setbacks, building height, parking, landscaping, and open space. She said rezoning to planned districts generally allowed greater flexibility compared with developing by-right under general residential or commercial districts. She said rezoning added more time to the development process.

Ms. Kanellopoulos said Kimley-Horn gathered feedback from local stakeholders and found the cost of land in the County had increased rapidly in the past few years. She said they found the sales price per acre of vacant properties increased by 38% from 2018 to 2021. She said increased land costs were passed on to homebuyers and renters. She said it was difficult for non-residential uses to absorb the costs, especially industrial uses.

Ms. Kanellopoulos said the high cost of housing in the area reflected the cost of land, supply and demand, and the cost of materials and labor. She said compared to the City and surrounding counties, Albemarle had the highest median for-sale home price in the last quarter of 2021. She said the high cost of housing could constrain the ability of local employers to find employees who may be priced out of the County.

Ms. Kanellopoulos said based on the land use analysis, there appeared to be sufficient land available for residential and nonresidential growth in the existing development areas predicated on a number of assumptions. She said the assumptions included development at the higher end of the recommended ranges based on future land use, significant redevelopment and infill, updates to zoning to match future land use, and incentives for affordable housing and economic development. She said the lower ends of the recommended densities and uses were not sufficient to accommodate future growth, and development under by-right zoning would not be sufficient to accommodate future growth.

Ms. Kanellopoulos said the Planning Commission reviewed the draft land use buildout at a meeting on May 24. She said the Commission expressed interest in the effects of the County's development decisions on adjacent and nearby localities, especially the demand for housing in other localities for people employed in the County who were unable to afford housing locally. She said the Commission mentioned the need to get more comfortable with density to effectively use the development areas.

Ms. Kanellopoulos said the Commission provided feedback on the rezoning process, including that it could be lengthy and uncertain, and it could deter potential development. She said infrastructure needs and concerns were an impediment to approving rezonings. She said the Commission stated there was the need to consider the availability and accessibility of existing infrastructure as some parts of the development areas may not have adequate facilities. She said the Commission suggested considering local demographics and the potential needs of different groups.

Ms. Kanellopoulos said there was one question for the Board to consider: does the current growth management policy provide opportunities to meet housing and non-residential needs for growth over the next 20 years. She said staff was open for questions.

Ms. Mallek asked if the presentation would be available after the meeting. She said there were several items that were not in the packet. She said from 2004 to 2008, there were five rezonings that rezoned a large number of parcels. She said she was concerned because they were considering changes to the County's approach based on the projections. She said the Old Trail Village went into the public hearing at 800 units and left with 2,200 units. She said it was a major political disaster. She said for the village to meet the maximum buildout, all of the development would have had to be apartment buildings. She said it was currently a place that was high in demand to live.

Ms. Mallek said the presentation stated they needed to get used to density. She said people in the County did not want to be Arlington in 50 years. She said it was part of the hard decision Board members would have to consider. She said there were residents who needed better housing, there was no connection between loosening regulations and building the needed housing, and there were many people who had already invested in their homes with interest. She said the interests had to be balanced. She said there might not be space for everybody. She said she was only able to represent her constituents. She said many were reeling from the high speed of growth. She said many of the changes were beneficial, but there were challenges.

Ms. LaPisto-Kirtley said the results were no surprise. She said residents did not want more growth near their neighborhoods. She said constituents asked her to stop new residents from moving in. She said that would not happen because people would continue to move to the County. She said she told her constituents that the densities would increase in the development areas. She said the density could increase where the infrastructure and transportation existed, such as along the Route 29 corridor. She said it would prevent development in the rural areas.

Ms. LaPisto-Kirtley said there were some people that wanted to develop their property along the borders of the development area. She said she wanted to avoid that type of development in favor of development in places where services were located. She said fact that developments had not built out to capacity was the Board's responsibility. She said they had to decide what to do and how to involve and engage the constituents. She said eventually, develop would expand into the rural areas in 40 to 50 years.

Mr. Gallaway noted slide 25 showed the buildout pipeline. He asked for clarification on the differences between the summary of the non-residential buildout findings and the residential findings shown on slide 15.

Ms. Falkenstein said slide 25 showed the buildout units and square footage of non-residential uses. She said slide 14 showed the proposed developments that were already approved or under review. She said they were tallied up and analyzed by neighborhoods. She said the number of units that had been approved was compared to the number that had been built as well.

Mr. Gallaway asked if the maps in the presentation were accessible to the Board.

Ms. Falkenstein said one of the maps was a late addition to the presentation at the request of Ms. McKeel. She said they would be distributed to the Board.

Mr. Gallaway asked Ms. Falkenstein to repeat her explanation of slide 14.

Ms. Falkenstein said the slide displayed the pipeline of units that had been approved for development or were under review and in process with staff.

Mr. Gallaway noted Neighborhood 2 included east Rio Road. He said there had been more than 254 units. He said Rio Point was 328 units.

Ms. Falkenstein said 961 was the total amount of units. She said the remaining units that had not been built was 254. She said 707 units were under review.

Mr. Gallaway asked where units developed for Belvedere were included in the figures.

Ms. Falkenstein said Belvedere should be in Neighborhood 2.

Ms. Kanellopoulos said the figures were from February of 2022. She said some of the more recently approved rezonings were not included. She said Rio Point was included in the units under review category.

Ms. Mallek noted the 961 total number of units was still accurate because they were adding the units under review to the remaining to be built.

Ms. Kanellopoulos said that was correct.

Mr. Gallaway said the 961 units in neighborhood two were all of the units that were approved. He said he was thrown off by the under-review figures. He asked if the maps were created for the presentation. He said he thought the maps existed in the Comprehensive Plan. He said he could not find them and would like a copy or link to the maps. He said 58% approved since 2016 was useful information. He said they should look further back than 2016 to get 5-, 10-, and 20-year trends. He said that would incorporate different Board agendas as well as what a maximum could be. He said the longer range took in the political dynamic and decisions from communities. He said the data should be sent to the Board.

Mr. Gallaway said the minimum should not be the by-right, it should be something realistic. He said the Comprehensive Plan should not state maximum buildouts if they could not meet it. He said he understood the designation between the development areas and the rural areas. He said if growth only occurred in the development area, then the County was set up for additional problems.

Mr. Gallaway said he was reviewing the third quarter building report. He said as many single-family homes had been built in the rural area as in the development area. He said the development area was seeing the density in units—from single-family attached to apartment units and everywhere in-between. He said there was an equal spread of single-family detached homes in both areas. He said they were only putting one type of housing mix into the rural area.

Mr. Gallaway said the growth management policy needed to understand how the growth in the development area impacted the rural areas at the expense of housing stock. He said it would be useful for other supervisors to review the 9-year comparison. He said the current growth policy did not address the needs and demands of the County. He said the County needed a new growth management policy. He said it would be useful to have the Economic Development team to present in order for the Board to understand the land use square footage required for retail and commercial space. He said the Board was considering less of a focus on commercial and retail use across the County.

Mr. Andrews asked if the populations of the development area and rural areas were known.

Ms. Shannon said they did not have the figures available at the meeting, but they could be provided to the Board.

Mr. Andrews noted the size of the City and the size of the current growth areas, which were three and a half times the size of Charlottesville. He said it was important to know the population sizes. He noted the total buildable units was 14,881. He said that included those units approved and in the pipeline.

Ms. Kanellopoulos said it included those units also under review.

Mr. Andrews noted Neighborhood 5 included Southwood. He noted on slide 25, the buildout potential was only 9,000 units. He said what was left available to build was substantially less than what was scheduled to be built.

Ms. Kanellopoulos said the 9,265 potential buildout residential units were units that were added per the methodology but were not included in the development pipeline.

Mr. Andrews said it included the maximum buildout potential of the parcels. He said the population forecasts often depended on the housing available. He noted there were rezoning possibilities. He said they should reexamine the different land uses. He said if retail, office, and hotel spaces were not seeing growth, then the areas could be repurposed for other types of uses. He said the Board had to consider climate impacts in the transportation and housing plans. He said they could not implement growth policies without considering the impacts.

Ms. McKeel said the County would see climate migration as climate change took over. She said the County was a safer climate than other areas in the country. She asked if climate migration had been considered in the population estimates and forecasts. She said the County was not perfectly safe, but it did not have the climate challenges of other localities. She said there was a major medical center in the area.

Ms. Falkenstein said she did not know if climate migration was considered. She said staff had met with the Weldon Cooper Center two months ago. She said they had asked questions regarding population projections and the census data. She said they asked Weldon Cooper about climate migration. She said Weldon Cooper thought the climate migration would not substantially impact the population for 20 years.

Ms. McKeel said she disagreed. She said in Florida, it was impossible to get private insurance for homes. She said the state carried a housing insurance plan that was not comprehensive. She suggested better ways to name the neighborhoods and bus lines as the Comprehensive Plan was developed. She suggested adding recognizable names or landmarks for reference. She said the Planning Commission had discussed the plan. She said they did not receive any of the comments from the Commission because the minutes were not available.

Ms. McKeel said there should be a work session scheduled with the Commission and Economic Development Department to discuss the buildout analysis. She said she was concerned the community was becoming a retirement community for rich white people because of the available housing. She said in her world, a community that was not growing was dying. She said a community had to grow. She said the community had managed to grow at a reasonable rate: 1% to 2% a year. She said it was important to continue the growth.

Ms. McKeel said she was concerned about removing commercial and industrial land. She said it was being rezoned. She said when the commercial and industrial land was rezoned, it needed to be replaced. She said that was not discussed at all, and it needed to be part of the conversation. She said there were concerns about the timelines of rezoning applications.

Ms. McKeel said she needed to see maps that identified all of the land uses—ACE, donated easements, parkland, steep slopes (manmade and natural), forest and agricultural—for the whole County. She said overlays would be helpful to visualize the various areas and land uses moving forward with the discussions in the Comprehensive Plan. She said she wanted to see the information in her magisterial districts. She said she was able to pull up the information herself, but it should be included as part of the discussion.

Ms. McKeel said there had to be a recognition of what was where. She said the Board used to receive similar maps, but they had stopped receiving them. She noted that going through the Comprehensive Plan review, the areas currently with little to no development had to be reincluded in the strategic priorities to ensure the areas were not forgotten. She said she had forgotten the question from staff.

Ms. Price said the question was whether the current growth management policy provided opportunities to meet housing and non-residential needs for growth over the next 20 years.

Ms. McKeel said she was not sure the policy met the needs. She said she needed more information, which was the purpose of the Comprehensive Plan review.

Ms. Price said as she was retiring from the Navy, the new acronym was “BLUF” or “Bottom Line Up Front,” so the answer to the question of “Does the policy provide opportunities?” was probably not, but more significantly, “Does the application of the policy by decisions of this Board provide opportunities?” had the answer of definitely not. She said she did not think they were building to capacity. She asked what had been the buildout versus the maximum potential buildout in the past. She said to Supervisor Gallaway’s comment, as they looked to the future, they should first look to the past to see if the maximum buildout in the past was 100 units and they had only been building 58 units, they could apply that going forward and probably would not come anywhere near that maximum buildout going forward.

Ms. Price asked if there was any reason that the future buildout would be any better than the past. She said she did not think so, and thought it was less likely in the future, because more development meant more people, and more people meant there would be more people who said, “not in my backyard,” which they heard with every application that came before them. She said people who lived in the development area who believed in their mind that it should remain as rural as the undeveloped rural area, and that was not the case. She said that pressure continued to build against maximum buildout in the development area. She said as they knew, they only had three options, which were to build up, build out, or fill in. She said she did not believe they could build down.

Ms. Price said if she understood the 58% correctly, she understood that was what had been done in the past, and there was no reason to think they would do any better than that in the future, and they probably would do less. She said she equated this to human-induced climate change. She said as they discussed that, they had the world, the earth, and everything that affected their ability to live, which was the same thing they were doing with their development area. She said if they did not build in as much as they could in their density in the development area, they would be into the rural area much sooner than they anticipated, and she did not believe that the numbers based upon this Board’s decisions would be able to meet that maximum buildout. She said the Board must look at themselves, because they had to increase the density when they did the approvals, or they would fill up and move out sooner than they wanted to.

Mr. Gallaway said he appreciated Supervisor Andrews’ points of discussion. He asked if they were saying in Neighborhood 2, if the maximum was achieved, there were 897 possible units in Neighborhood 2.

Ms. Kanellopoulos said that was correct based on future land use. She said it was not including the under-review or approved pipeline.

Ms. McKeel asked if Neighborhood 2 was Rio.

Mr. Gallaway said yes. He said he wanted to ask that question to confirm his understanding.

Ms. Price said she concurred with Supervisor McKeel on climate migration. She said she heard on NPR this morning that Lake Mead had dropped over 150 feet in three years. She said if it dropped a little over 100 more feet, there would not be water to supply the cities and the people out there; farms were already going fallow and they said that would show up next year in the grocery stores, because the food being grown this year is the food that will be harvested next year, but the fields were not being harvested or planted, because people in Los Angeles had increased the water usage who had green lawns. She said as they were now in year 32 of a mega-drought, she thought there would be population swings, and the southeast was experiencing an increase in precipitation, which meant this was where people would come.

Ms. McKeel said it was where the water was. She said in North Carolina, on the coastline farmers could not plant crops because of the salt that was coming inland and killing their crops. She said they had water right now.

Ms. Mallek said someone made a comment about why they did not put apartments in the rural area, and she said that was always linked with the availability of sewer and public water. She said in order to have that kind of density, they could not have such big parcels on well and septic. She said that was the decision from many years ago. She said she was now confused about Maps 14 and 25. She said using Neighborhood 2, or Rio, as an example, she had the 961, but the chart showed the 897 plus 961, which made more sense when thinking about all those neighborhoods. She said she was having a hard time putting that together.

Ms. Mallek said someone else asked about the 9,000 units picked up by the methodology but not in the pipeline. She asked if those were in the same parcels that were talked about in the 14,800 units. She said she would have to listen to the recording. She said one figure said 14,000 units and another place said 9,000 units, but it was unclear if those were for the same parcels or the growth area as a whole.

Ms. Kanellopoulos said the best way would be to consider them added together. She said these 9,000 did not include any pipeline, so they did not have any approved or pending applications on them, but they got picked up as being vacant or a low enough improvement value that they could be developed someday.

Ms. Price asked if Ms. Mallek had many more questions, because they were past their time.

Ms. Mallek said she could save them and send them in by email.

Ms. Price thanked Ms. Mallek. She asked Ms. Falkenstein if she had received the responses they needed.

Ms. Falkenstein said yes. She thanked the Chair.

Ms. Price asked the Supervisors if they had further questions to submit them.

Mr. Richardson commented that Ms. McKeel's point about discussing the EDA and Planning Commission in the future was something that took time to plan and was a significant lift, so he would need to discuss that matter further with the Board. He said they could discuss it offline, but he wanted to flag that as a tremendous amount of coordination work during an already busy year. He said if it was something the Board was interested in, it was something they needed to know and consider.

Ms. Price thanked Mr. Richardson. She introduced the next item.

Agenda Item No. 12. **Action Item.** Smart Scale Applications.

The Executive Summary as forwarded to the Board states that the Smart Scale grant program is the primary method for funding large-scale transportation projects in Virginia. The program provides state funds for the design/engineering, right-of-way, and construction of transportation projects. Localities, Planning District Commissions, and Metropolitan Planning Organizations can apply for Smart Scale funding every two years.

Albemarle County can submit up to four Smart Scale applications each funding cycle, and the Thomas Jefferson Planning District Commission (TJPDC) and the Charlottesville-Albemarle Metropolitan Planning Organization (C-A MPO) are each allowed to submit up to four applications. Because no other jurisdictions in the planning district exceeded their four-application limit, the TJPDC is able to submit four applications on behalf of Albemarle County.

The C-A MPO Policy Board voted at its July 2021 meeting to pursue four projects; all four project locations are partially or entirely within Albemarle County. The C-A MPO Policy Board is expected to provide a resolution for these four projects at its May 2022 meeting.

The Board previously reviewed a list of potential Smart Scale projects as part of the Transportation Planning Quarterly Report, which was included in the consent agenda of the April 6, 2022

meeting.

The Smart Scale program requires a Resolution of Support from the local governing body for all projects to be constructed at least partially within the jurisdiction. The attached resolution (Attachment A) lists all twelve project applications proposed to be constructed within Albemarle County. The resolution will be included with all project application submissions due to the Virginia Department of Transportation on August 1, 2022.

Descriptions of each proposed project are included as Attachment B.

These applications are for state funding to implement these projects. No County match is required, and staff is not proposing to include any County match in these project applications. If approved, VDOT would administer these projects and maintain these facilities. Therefore, no County funds would be necessary to support future maintenance or operations of the projects.

Staff recommends that the Board of Supervisors adopt the Resolution in Support of the Smart Scale Applications in Albemarle County (Attachment A).

Ms. Mallek **moved** to adopt the Resolution in Support of the Smart Scale Applications in Albemarle County (Attachment A). Mr. Andrews **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Ms. McKeel, Mr. Andrews, and Ms. Price.
NAYS: None.

Ms. Hersh-Ballering greeted the Board. She said they were presenting this year's Smart Scale applications. She introduced herself as Jessica Hersh-Ballering, Principal Planner, joined by Kevin McDermott, Planning Manager. She said at the end of their presentation, they would be seeking a resolution of support from the Board for all projects proposed within Albemarle County. She said they were also seeking feedback on the details of the projects they were going to describe today, while the overall concepts had already been set with their pre-application submissions, they could still explore changes to the details between now and the final submission date, as well as if the projects were funded, they could explore changes to the details all the way up until project construction.

Ms. Hersh-Ballering said that the Smart Scale grant program is the primary method for funding large-scale transportation projects in Virginia. She said Smart Scale was a competitive grant program, so VDOT evaluated and scored potential transportation projects from across the state based on how likely the project was to improve safety, reduce congestion, increase accessibility, contribute to economic development, promote efficient land use, and impact the environment.

Ms. Hersh-Ballering showed a slide with the calendar of the overall Smart Scale program. She said Smart Scale was a recurring grant program that was on a two-year cycle. She said they were approaching their final submission deadline of August 1. She said they previously submitted applications at the end of March and descriptions of the projects they submitted as preapplications were in their quarterly report back in April. She said after they submitted on August 1, VDOT would review all the projects submitted, and in January of 2023, VDOT would release scores for all applications and make initial funding recommendations. She said however, it would not be until June of 2023 when the Commonwealth Transportation Board would meet to officially determine which applications would be funded.

Ms. Hersh-Ballering said the Smart Scale program allowed localities of their size to submit a maximum of four applications per funding cycle. She said they were expecting to submit four applications, and Mr. McDermott would describe those projects in detail following this introduction. She said the Thomas Jefferson Planning District Commission and the Charlottesville-Albemarle MPO may also submit up to four applications on behalf of the localities that they served, including Albemarle County. She said none of the other localities exceeded their own four-application limit, so they were able to ask the TJPDC to submit four applications on their behalf. She said she would be describing those projects in detail later.

Ms. Hersh-Ballering said a year ago, the policy board of the Charlottesville-Albemarle MPO had identified four projects they would like to pursue, and Mr. McDermott would describe those at the end of the presentation. She said the Smart Scale program required a Resolution of Support from the local governing body for all projects to be constructed at least partially within the jurisdiction. She said they were there today to hopefully get the Resolution of Support from the Board.

Ms. Hersh-Ballering showed a slide listing all 12 projects that would potentially be applied for within Albemarle County. She said a brief description of each project was included in their reading materials as Attachment B. She said they would go through the projects in the same order today as they appeared in their reading materials. She noted that they did not have cost estimates for any of these projects; VDOT was working on those and would have them ready by their final submission, but not yet. She reminded the Board that if the Smart Scale applications were successful, the Smart Scale program would cover the entire cost of the project and VDOT would administer their construction. She said Mr. McDermott would discuss the next four projects.

Mr. McDermott said he would begin with the Avon Street Bicycle and Pedestrian Improvements. He said this project went from Mill Creek on the south end all the way to Peregrine Lane on the north end,

and Peregrory Lane separated the regional jail from the National Guard. He pointed to the National Guard location on the screen. He said this project was identified through the Avon Corridor Study a few years ago, and the basics of it were to construct a shared use path along the western side of Avon from Mill Creek to Peregrory Lane. He said it also included a pedestrian crossing to the Lakeside Apartments, which would connect to the sidewalks that were currently under construction that stretched from Swan Lake Drive to the Mill Creek intersection, continuing further south beyond that.

Mr. McDermott said the next project to talk about was the Belvedere Boulevard and Rio Road Intersection Improvements. He said this project had been looked at a number of times, and it was recommended in the Rio Corridor Plan and was something they looked at last year for Smart Scale as part of the improvements at John Warner Parkway at Rio, the location of which was just outside of the frame shown. He showed Belvedere Boulevard going into the Belvedere development and Rio Road.

Mr. McDermott said to the left of the screen was Rio heading towards Route 29, and to the right would be going back towards town. He said the design was called a Green T intersection, and its purpose was to provide a protected merge lane among the southbound section of Rio Road so that people coming out of Belvedere only had to be concerned with the traffic heading in that direction when they wanted to make a left turn, so they did not have to think about the traffic heading southbound on Rio Road until they got into the turn lane, which made the movement much easier.

Mr. McDermott said it could be signalized, and at this time they were not sure if it would need to be signalized, but if it was signalized, the signal operations were much more efficient than a typical signal because they did not need to stop the southbound traffic, they only needed to stop the northbound traffic to let that left turn to occur. He said this project would restrict some of the access to City Church as it became a right-in, right-out movement from the church location.

Mr. McDermott said if they wanted to go north or west of Rio, they would have to make a right and go to the roundabout and come back around, or if they were going from the City and wanted to make a left into the church, they would go to the next intersection, which was Greenbrier Terrace, and make a U-turn there and come back to get into it. He said that was a small change in the access to that church.

Mr. McDermott said he would next discuss the Fifth Street Extended Bicycle and Pedestrian Improvements from Afton Pond Court to Ambrose Commons Drive. He said the purpose of this project was to add a shared use path on the west side of Fifth Street. He said Afton Pond Court was across from Stagecoach Drive and indicated the County Office Building and ABC Development that was currently under construction. He said there was also a roundabout already funded that was going in at the location there. He said the shared use path they showed would be from Wahoo Way to Afton Pond Court. He said ABC Development was constructing the shared use path across their frontage, and this project would extend that south along Old Lynchburg Road through Sunset all the way down to Ambrose Commons Drive.

Mr. McDermott showed on the screen where the Southwood Development would approximately be located. He said in the future, they would love to get a pedestrian crossing to access that, so they would want to look into that in the future. He said one other note was that after the roundabout at the Old Lynchburg intersection, they would go down to one lane. He said it was currently two lanes all the way through Hickory Street where Stagecoach was, and they were going to reduce that down to one lane to make room for that shared use path as it went down. He said they modeled that traffic and believed it would not impact operations in that corridor.

Mr. McDermott said the next project he would talk about was the Old Trail Drive/US 250 West improvements. He said it was in Crozet and the project was identified during the transportation planning effort associated with the Crozet Master Plan. He said this intersection at Old Trail Drive, Western Albemarle High School was to the south and went into Old Trail. He said this was identified as the worst operations of any intersection in the Crozet area, which was why they were focusing on this intersection.

Mr. McDermott said this project added a partially two-lane, partially one-lane roundabout at that intersection. He said it could be seen on the slide that it only had one lane for the minor street left turns, but two lanes for the through movements on Route 250 and included the pedestrian crossing so students could walk along that shared use path that existed and connected down to the school. He said that concluded the first four projects on the Albemarle County list.

Ms. Mallek said she had no questions and supported all four projects.

Ms. LaPisto-Kirtley said she had no questions.

Mr. Gallaway thanked Mr. McDermott for the signalization at Belvedere and Rio Road. He said the signalization needed to stay a part of the conversation. He said he thought it would end up, if it were needed would only be used during peak times and then the light would be flashing yellow or something like that. He asked Mr. McDermott to clarify what he meant by taking a U-turn at Greenbrier Terrace or Greenbrier Drive.

Mr. McDermott said it was Greenbrier Terrace. He said when looking at the homes on the edge of the screen, Greenbrier Terrace was the first road that went into the City when they crossed those tracks.

Mr. Andrews asked to see Project 3, and had a question about Ambrose Commons to Old Lynchburg Road reduction in lane. He asked if that was necessary to accommodate the pedestrian path

and if that was the concept there.

Mr. McDermott said yes, and that it allowed them to reduce the amount of right-of-way that would be necessary to acquire to get that shared use path in.

Mr. Andrews said they had studied the traffic going south and west. He asked if they had studied the other directions and if it was impacted by Southwood.

Mr. McDermott said it would remain two lanes going north from there on the northbound side, so they were only reducing it on the southbound side at this time.

Mr. Andrews asked what the anticipated traffic pattern for people entering into that part of Southwood.

Mr. McDermott said there was a left turn shown for Southwood. He indicated Hickory Street on the screen and that they had kept a left turn lane for them.

Mr. Andrews thanked Mr. McDermott.

Ms. Price said referring to slide 7, she concurred with Supervisor Gallaway, because cars coming off of Belvedere turning left would have to watch for cars coming off of Rio turning left, and a traffic signalization there, given the density of the traffic there, would be advisable.

Ms. Hersh-Ballering said the next four projects were being submitted by the Thomas Jefferson Planning District Commission on Albemarle County's behalf. She said all four projects were identified through VDOT's pipeline planning program. She said this program focused on finding transportation solutions for priority locations and corridors identified through V-Trans. She said over the last year, the project pipeline program had focused on the 250 corridor east of Charlottesville, so that was where all of these projects would take place.

Ms. Hersh-Ballering said the first project was the US-250 and Rolkin Road Pedestrian Improvements. She indicated US-250 East, US-250 West, Rolkin Road to the north, and Rolkin Road to the south. She said this project would be composed of two main components. She said first, an at-grade pedestrian crossing for three of the four legs of the intersection, which would include the addition of two raised concrete pedestrian refuges, one on the south leg and one in the northeast corner.

Ms. Hersh-Ballering said this would reduce pedestrian crossing distances and therefore improve safety. She said secondly, the project would add a little more sidewalk. She said right now, on the south side of US-250, there was sidewalk heading up until the intersection with Rolkin Road, and then there was no sidewalk, so this project would add sidewalk on the south side of US-250 from Rolkin Road all the way to State Farm Boulevard.

Ms. Hersh-Ballering said she knew that this intersection had been discussed previously and there was community interest in a pedestrian overpass, so as part of VDOT's planning program, consultants did consider a pedestrian overpass, but they found that landing that overpass on the south side of this intersection would be difficult from an engineering perspective, so in addition, the overall cost of the project would make it not competitive at this time. She said they wanted to note that these pedestrian crossing improvements they were applying for now would not prevent them from considering a pedestrian overpass in the future.

Ms. Hersh-Ballering said the next project was the US-250 and Peter Jefferson Parkway Intersection Improvements, Park and Ride, and Access Management. She said Route 250 was horizontal on the screen, and indicated which direction Charlottesville was in. She showed Glen Oakey going north and Peter Jefferson Parkway going south. She said this project had four different parts. She said first, going eastbound out of Charlottesville on US-250, there was currently a shared right turn and through lane on the right, and the first change would be to convert that shared lane to a through-only lane and add a right-turn only lane to reduce rear-end crashes and improve safety.

Ms. Hersh-Ballering said the second component would be to implement a through-cut. She said a through-cut eliminated through movements on the minor approaches. She said in practice, if one were entering the intersection from Glenorchy, one would still be able to make a right turn and be able to make a left turn but could not continue through the intersection and go to Peter Jefferson Parkway. She said similarly, if one were going from the south up along Peter Jefferson Parkway, one could turn right or turn left, but could not go through onto Glen Oakie. She said this meant that all the turning movements for the minor approaches could all happen at the same time in the light cycle, and that freed up more time every light cycle for more traffic to move along US-250, so that was intended to improve congestion.

Ms. Hersh-Ballering said third, this project would construct a new Park and Ride on the northwest corner of this intersection. She said they did not know exactly where it would be, but the intention was to put it on that side. She said lastly, the project would complete the median between Peter Jefferson Parkway and Pantops Mountain Road, shown in green on the slide and connecting with the existing median. She said this would impact access to the hotel and restaurant, which people could access by using the existing median break. She said with completing the median, people would need to access that hotel and restaurant either via Peter Jefferson Parkway or off-screen to the left, on Laurel.

Ms. Hersh-Ballering said the next project was US-250 and Louisa Road or Route 22 Intersection

Improvements. She showed on the slide US-250, the direction of Charlottesville, and the intersection with Louisa Road. She said this project would implement a displaced left-turn for eastbound 250 traffic turning northbound onto Louisa Road. She said this meant that to turn left, motorists who were heading eastbound would need to cross to the opposite side of Route 250 at a signalized crossover, so they would cross traffic and reach the main intersection that was also signalized, and then make the lefthand turn onto Louisa.

Ms. Hersh-Ballering said this allowed those left turns to happen at the same time as both of the opposing movements on Route 250, so people could make the lefthand turn onto Louisa at the same time that traffic was heading west and east on Route 250, which again saved time every light cycle, allowing more traffic to move through the intersection and improving efficiency. She said this design also improved safety by reducing and spreading out the number of places where vehicles crossed paths, thereby reducing potential crashes.

Ms. Hersh-Ballering showed a slide of the US-250 and Milton Road Intersection Improvements. She indicated US-250 and Milton Road, and the intersection they were just discussing with Louisa Road. She said this project would construct a roundabout, which was intended to improve efficiency and safety. She said she would be happy to take any questions on these projects.

Ms. Mallek asked if the light at Route 22 only flipped when someone was there. She said she assumed they were using signal awareness technology so it would not be sitting on red when no one was there.

Ms. Hersh-Ballering said yes. She said this crossover intersection light would be timed to work with the main intersection light.

Ms. Mallek said she was interested in the roundabout at Milton Road, because there was a big slope, so the grade would make for some interesting design.

Ms. LaPisto-Kirtley said she had been hearing about this for years now, and all the improvements were going to make a difference. She said the roundabout at Milton Road would not have too steep of a grade. She said it was a wonderful suggestion and would work out well. She said all the suggestions they had come up with had made it easy, because they had so many constituents asking for a crossing at Rolkin Road and Route 250, so they would be extremely happy. She said she did not think they would get any pushback regarding a pedestrian bridge, because the crossing would actually do the trick for everyone. She said she was happy with all the suggestions. She said she knew on Route 250, when crossing the street, there was a median there. She asked if there would be a stopping point if someone was in the middle of the road.

Ms. Hersh-Ballering said they were unable to widen that existing median to make it more of a pedestrian refuge like there would be at the other part of the intersection. She said there was not enough width for that if they wanted to maintain the current number of lanes that were on Route 250.

Ms. LaPisto-Kirtley said she wished there would be, but she understood. She said she thought everyone would be very pleased, because they had been asking for a pedestrian crossing for a long time now. She thanked Ms. Hersh-Ballering.

Mr. Gallaway asked to see the slide again. He said asked if the orange on the Rolkin Road side was widening that.

Ms. Hersh-Ballering said existing right now were four lanes, a lane that turned into a right-turn lane, a through lane, a through and left-turn lane, and a short left-turn lane that stopped at the existing median break. She said this project would eliminate that short left-turn lane that was meant to access this and widen it so there was a wide pedestrian refuge.

Mr. Gallaway said his only concern was that cars that started to wait coming from 250 and turned left onto Rolkin, who then turned left to get over to BP, if there was a red light and traffic was backed up and waiting on 250, they could not make the left turn unless someone left an opening, so maybe striping that reinforced to leave the intersection open could help, but he thought it was a concern if they were eliminating that left turn lane. He said he had seen in other places where the left turn lane was spilling out onto 250 if it did not all frequent through. He said he assumed that had been considered, but if it had not, he hoped it would be.

Mr. Gallaway said on an unrelated note, the four-way stop at Abbey Road and Rolkin Road, they had approved a development application further on Rolkin, and one of the concerns of people coming up Rolkin to go to 250 would blow through that stop sign. He said he personally did not go up to the gas station to get that many cars, but he had been up there twice in the last month and had almost been hit by people coming through there. He said they were not seeing the stop sign there, and he wanted to bring that up as a safety item. He said he had no questions on the Peter Jefferson Parkway intersection. He asked what separated the lanes highlighted in yellow on the image showing the Route 22 intersection.

Ms. Hersh-Ballering said she believed it was a concrete barrier, but she would follow up on that to be certain.

Mr. Gallaway said that he was concerned that there should be some physical thing that was going to make that left-turn lane separate from oncoming traffic.

Ms. McKeel said as long as it was not one of those attenuators that turned into litter everywhere.

Mr. Gallaway said he would be curious to know what that treatment was.

Mr. Andrews said he was curious about that intersection as well, because it looked a little confusing, but he appreciated what it was trying to do.

Mr. Andrews asked to see the previous slide. He said there was a median strip extension and would like to know if it would extend to essentially where the Truist Bank was. He said his understanding was that there was a plan to extend that even further.

Ms. Hersh-Ballering said it went all the way to State Farm.

Mr. Andrews asked about it going in the other direction. He said this was just a short segment, and he was trying to understand where it fit in the whole part of Route 250.

Mr. McDermott said there was a median break at the signal with the intersection with Peter Jefferson, and the next one up was the one at Pantops Mountain.

Mr. Andrews said there was then State Farm.

Mr. McDermott said yes, then State Farm.

Mr. Andrews said it then continued to Rolkin and past that.

Mr. McDermott confirmed this. He said through the entire corridor of Route 250, there would only be specific breaks in that median, especially after they finished the already-funded project on 250 from Rolkin down to Route 20. He said this would close any center turn lanes and any unnecessary median breaks that they saw.

Ms. McKeel said she had a question about the Park and Ride. She asked who was anticipated to use this Park and Ride and who it was being serviced by.

Ms. Hersh-Ballering said this facility could be utilized by either CAT or JAUNT or both.

Ms. McKeel said that she was just thinking about commuters to the University and wondered if the University had been involved in this at all.

Ms. Hersh-Ballering said the University had not been included in these discussions, but as part of the planning process with VDOT, they investigated a bunch of different options for the proposed Park and Ride location, and this was determined to be the most useful for people coming from out of town and wanted to stop driving as soon as they got to town and hopped on the CAT bus to get around Charlottesville and the Albemarle area, and it could also serve people who wanted to get out of town using some of JAUNT's regional routes.

Ms. McKeel said she thought that was great. She said she hoped CAT would use one of their smaller buses. She said having said that, it would be interesting to have a discussion with the University or something with the commuter service, because there were a lot of people who lived in this area that worked at the University. She said to get them off of the road and to be able to park and get to work would be a good thing.

Ms. Price commended and complimented the work done on these projects, both with these as well as specifically the Route 250 and Interstate 64 improvements. She said when they put all of these together, she really believed the community members who lived in the Village of Rivanna and Glenmore area would be very appreciative of the traffic flow improvements that these would make. She said on slide 11, if she understood, there would be no north-south crossover directly at that, so that meant that anyone coming out Peter Jefferson Parkway on the south side of Route 250 would have to go right, do a U-turn at I-64, which was not necessarily the best place to do it, or take a left, do a U-Turn going west on Route 250, do a U-turn going back east on Route 250, to then cross Route 250 to the road on the north side of Route 250. She asked how many roads were serviced by the road on the north side of Route 250.

Ms. Hersh-Ballering said that was something she would have to look into and get back to her on.

Ms. Price said she was concerned with the number of proposals they were seeing recently that were similar to what they talked about with Hydraulic and Route 29, where left turns were being eliminated. She said here, going straight across was being eliminated here, and the one just shown at Rio was requiring a lot of circumnavigation to be able to cross over streets, and it seemed like there were a lot of those. She said overall, she was pleased with the improvements proposed.

Ms. Borgersen addressed Chair Price and said Supervisor LaPisto-Kirtley would like to speak.

Ms. LaPisto-Kirtley said there were not that many homes up Glen Oakie, an estimated ten at the most. She asked to see the slide showing Route 250 and Rolkin Road.

Ms. Price said she believed it was slide 10. She asked Ms. LaPisto-Kirtley to continue.

Ms. LaPisto-Kirtley said she heard they did not want to take away from the width of the road, but she had noticed going westbound on Route 250 that there was a righthand lane that turned right onto Chick-Fil-A and after that, it continued and turned right into the Rite-Aid and then continued right onto Rolkin Road. She said the problem was that a lot of people would use that right turn lane to circumvent the cars in the other two lanes and would merge within the intersection to continue to go straight. She asked if there was some way to narrow the right turn lane or put in some kind of concrete barrier.

Ms. Price said it appeared there was a triangle shape that would give an island for the pedestrians to stand on and prevent cars from sneaking through like that.

Ms. LaPisto-Kirtley said she was talking about the far right-hand side.

Mr. McDermott asked if she was talking about the entrance into the Rite-Aid.

Ms. LaPisto-Kirtley said there was a Rite-Aid and then the right turn into Rolkin Road, so instead of turning right onto Rolkin Road, they continued going straight, which was illegal. She said that happened a lot.

Mr. McDermott said they would look into that. He said there were only two receiving lanes west of Rolkin, so those people would have to merge. He said there were two receiving lanes westbound on 250, and two lanes that traveled through. He said they had a right turn lane traveling through Rolkin and a left turn lane onto the south side of Rolkin. He said the orange island was preventing anyone from merging after that right turn lane, so if they were in that right turn lane when they approached Rolkin, they had to make a right turn.

Ms. LaPisto-Kirtley said that was wonderful. She said that solved that problem.

Mr. McDermott said the last four projects would be the ones submitted by the Thomas Jefferson Planning District Commission. He said the first was Hydraulic Road and District Avenue Roundabout. He said this project was actually part of the Hydraulic Road package that was submitted a number of years ago and was then removed from the package that was funded through Smart Scale, but they still believed there was a lot of benefit to adding a roundabout here. He said because they were cutting off left turns at Route 29 and Hydraulic, then people who wanted to make a left from the other side of Hydraulic to go southbound on Route 29 could come to the roundabout and make a turn, and it vastly improved the efficiency of this area of Hydraulic and also made it a safer crossing for pedestrians. He said they had looked at the design to avoid any impacts to the construction going on in Stonefield with the new development at the corner of District Avenue.

Mr. McDermott said the next project was the Rivanna River Bike and Pedestrian Bridge. He said they had a long planning process that they worked with the Thomas Jefferson Planning District and MPO on, and they looked at multiple options for where this bridge could be located, and ultimately the policy board determined they would like to see that bridge located going from the Pantops side, going downstream from the old dam and connecting to where the Woolen Mills development was.

Mr. McDermott indicated where the State Farm building was, Woolen Mills, the railroad track, and Market Street going back into the City. He said the slide showed five piers, but they had reduced that to three piers in the river, and all three would be located on the island in the middle of the Rivanna. He said this project also made the connection with the shared use path all the way around the State Farm building up to the corner of State Farm Boulevard and Peter Jefferson Parkway. He said there would be a fully accessible pedestrian and bike connection all the way down to Woolen Mills, and then people could get into the City along Market Street, Broadway, or whatever route they chose.

Mr. McDermott said the next project was another Avon Street Corridor project. He said this one was at the City and County line. He showed on the map Moores Creek, which set the border between the City and County. He said it had a shared use path on Avon Street on the east side between the entrance to the CAT facility all the way in.

Mr. McDermott said the image showed a separated bridge for that shared use path, and the shared use path continued up to Palatine Avenue in the City. He said the rest of the City portion was adding a sidewalk on the western side of Avon Street up to Druid Avenue, and once at Druid there were existing sidewalks that went the rest of the way into downtown Charlottesville. He said this project did cross over the boundary there, and this section with the shared use path was the section in the County. He said it was the recommendation from the Avon Corridor Plan as well.

Mr. McDermott said the next project was on Fifth Street. He said this project was predominantly in the City. He showed the City and County line over Moores Creek and Fifth Street going into town and a couple pieces of the improvements there. He said the southern portion of the project was at the top of the screen and the northern portion where they connected. He indicated the Fifth Street Station Parkway intersection on the image and said that was where that was where the predominant amount of improvements would be made. He said those improvements involved removing the left turn from northbound Fifth Street into the Food Lion parking lot, and to replace that, they were going to go to a new left turn lane into the northern entrance. He said that separated those two movements and allowed them to get more time out of the Fifth Street Station Parkway signal operations.

Mr. McDermott said that also removed the left turn from the entrance from Food Lion to go

northbound on Fifth Street, and to make that movement now someone must go all the way through up to Harris Road. He said there was a connection between the Food Lion parking lot up to Harris Road, which was a signalized intersection. He said to go northbound on Fifth Street from Food Lion, that was the way to be taken.

Mr. McDermott said it also added a second left turn for southbound Fifth Street into Fifth Street Station Parkway, which backed up significantly throughout the day on Fifth Street, so adding that second turn lane and removing those phases from the signal should improve the operations there. He said the other piece of this was that it did add a shared use path on the east side of Fifth Street from where the current sidewalk ended in Albemarle County all the way through the whole section to Harris Road, improving the pedestrian and bicycle accessibility in the area.

Mr. McDermott said that concluded the presentation of projects. He said staff recommended approval of these projects in the Resolution, and while there was a suggested motion, he could take questions on those last four projects.

Ms. Price clarified that those last four projects would be sponsored by the Charlottesville Albemarle Metropolitan Planning District Commission and the previous four were from the TJPDC.

Ms. Mallek said it was the Metropolitan Planning Organization was responsible for the last four. She said the Park and Ride could be used by rideshare, so it would not necessarily require transit to make it succeed, and there were other rideshare parking lots on Route 29 such as in Culpeper and Fauquier Counties that were frequently used and did not have a bus system. She said hopefully the university would give free parking to the one who was driving everyone else in. She said she thought that Ms. LaPisto-Kirtley had a good idea of somehow trying to take a few inches from each of those lanes as they did very successfully at Hydraulic to be able to narrow the lanes to put in a median.

Ms. LaPisto-Kirtley agreed with Supervisor Mallek that if there was any way, especially crossing Route 250, because that was going over five lanes, and if there was some way to have a protected median so that someone could stand there and feel safe until they could safely cross when the signal changed, that would be fantastic. She said she approved of all of these projects.

Mr. Andrews said he had no questions and that all the information looked good to him.

Ms. McKeel said she approved of all the projects. She said she appreciated the roundabout at Hydraulic, because people often made dangerous U-turns there. She said to add to Mr. Gallaway's earlier comment, the light on Fifth Street Extended going on and off of the interstate was one of the most dangerous places she had ever driven routinely because of the drivers who ran red lights down Fifth Street. She said it was part of the Harris Road speeding issue, and she did not know what else to do other than to keep reporting it. She said it was right down the road from the County Office Building and police station.

Ms. Price said she had no comments and asked if a Supervisor would like to make a motion.

Ms. Mallek **moved** that the Board adopt the Resolution in Support of the Smart Scale Applications in Albemarle County (Attachment A). Mr. Andrews **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Ms. McKeel, Ms. Palmer, and Ms. Price
NAYS: None.

Agenda Item No. 13. **Closed Meeting.**

At 4:42 p.m., Mr. Andrews **moved** that the Board go into Closed Meeting pursuant to Section 2.2-3711(A) of the Code of Virginia:

- Under Subsection (1): to discuss and consider appointments to various boards and commissions; and
- Under Subsection (8), to consult with legal counsel employed or retained by the County regarding specific legal matters involving recently effective changes in state enabling law regarding local government personnel administration, and requiring the provision of legal advice..

Ms. Mallek **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Ms. McKeel, Ms. Palmer, and Ms. Price
NAYS: None.

Agenda Item No. 14. **Certify Closed Meeting.**

At 6:04 p.m., Mr. Andrews **moved** that the Board of Supervisors certify by a recorded vote that, to the best of each supervisor's knowledge, only public business matters lawfully exempted from the open

meeting requirements of the Virginia Freedom of Information Act and identified in the motion authorizing the closed meeting, were heard, discussed, or considered in the closed meeting.

Ms. Mallek **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Ms. McKeel, Ms. Palmer, and Ms. Price
NAYS: None.

Agenda Item No. 15. Boards and Commissions.

Item No. 15.a. Vacancies and Appointments.

Ms. LaPisto-Kirtley **moved** that the Board make the following appointments to their Boards and Commissions:

- **Appoint** Ms. Grace Remer to the Crozet Community Advisory Committee with said term to expire March 31, 2024.
- **Appoint** Mr. Lonnie Murray to the Planning Commission as the White Hall District representative with said term to expire December 31, 2023.
- **Reappoint** Mr. Joseph Mason to the Region Ten Community Services Board with said term to expire June 30, 2025.
- **Reappoint** Ms. Peggy Gilges to the Solid Waste Alternatives Advisory Committee with said term to expire May 31, 2026.

Ms. Mallek **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Ms. McKeel, Ms. Palmer, and Ms. Price
NAYS: None.

Agenda Item No. 16. From the County Executive: Report on Matters Not Listed on the Agenda.

Mr. Richardson said he had nothing to report to the Board.

Agenda Item No. 17. From the Public: Matters Not Listed for Public Hearing on the Agenda or on Matters Previously Considered by the Board or Matters that are Pending Before the Board.

Ms. Price read: "Organizations establish procedural rules for the purpose of ensuring the orderly transaction of business. When a procedural rule was established, it should be followed in order to avoid the perception or the allegations of arbitrariness or favoritism. Our Board meetings are open to and held before the public, but a meeting held in public, while open to the public to attend, does not necessarily create an open forum conferring a right to speak, much less the right to speak on any topic the attendee chooses without regard to the authority of this Board. Indeed, the Board of Supervisors has been very careful not to create an open forum with respect to matters from the public with establishing the following rules.

These rules were established by the entirety of the Board of Supervisors, not just the Chair. The Board established procedural rules related to Matters from the Public Not on the Agenda for a Public Hearing, Matters Previously Considered by the Board, or Matters Pending Before the Board. These procedural rules had been in effect for at least the last 2.5 years. If you look at your agenda, you will see that items number 18 through 21 were public hearings, and there will be comment opportunity by the public for each of those public hearings.

Everything else on the agenda has not been set aside for a public hearing, so Matters from the Public could include those items, Matters Previously Considered by the Board, or Matters Pending Before the Board. In essence, these procedures mean that members of the public were invited to comment during this time of their meeting on matters related to County business."

Ms. Price said with that, she would allow Supervisor LaPisto-Kirtley to read the procedural rules.

Ms. LaPisto-Kirtley read the procedure for public comment.

Mr. Mason Pickett (Rio district) said he would like to talk about name changes on public buildings. He asked if this was acceptable.

Ms. Price asked Mr. Pickett to proceed.

Mr. Pickett thanked Ms. Price. He said the people who were disapproving of it were hollering at the wrong people. He said slavery was not acceptable and had a long history. He said 3500 B.C. was when it was first recorded, but he would skip to the United States' actions. He said in 1807, the U.K. decided to create a blockade of about eight countries, and it did not sit well with the African people. He

said they had to stop and think about the possibilities there, which he would help them do. He said one of the kings said “slave trade was a ruling principle of my people. It is a source and glory of their wealth.” Mr. Pickett said what that said was that he was in support of it as long as he was making money and it had nothing to do with the United States. He said the captured them, detained them, and sold them as the initial sale.

Mr. Pickett said the City of Charlottesville had a sister city, and said they loved them. He asked how they could love them when they had a slave detaining place in the town. He said they were going to send them a fire truck, but he was not sure if they did or not. He said they either liked slavery or they did not.

Mr. Pickett said the next king was from Bani, now known as Nigeria. He said “We think this trade must go on. This is the verdict of our oracle and the priest. They say that your country, however great, could not stop the trade ordained by God himself.” He said that was Black people talking about Black people. He said when they were screaming at his father or grandfather, they were screaming at the wrong people. He said the Board members should be giving them some guidance, but they “did not do a damn thing.” He said they ought to be ashamed of themselves.

Ms. Muriel Grim (Rio district) said she would like to address two things related to updating growth management policy. She said first, some clarification was needed. She said climate action and equity were guiding principles, but capacity projection was a parameter that defined growth management. She asked if buildout capacity and other parameters be viewed through the climate action and equity lenses, but not themselves be used as lenses. She said second, the Comprehensive Plan updating process should have an additional component. She said the way to reduce their greenhouse gas emissions and build resilience was to act as a community, respectful and protective of the natural resources that supported human life. She said this year, their April showers were mostly torrents of rain accompanied by tornado warnings. She said these would increase with more global warming.

Ms. Grim said they could not say that devastation would not happen here; it already had. She said they may not get over two feet of rain in eight hours as happened in Nelson County during Hurricane Camille, or the historic flooding of Hurricane Agnes, but in the future, very intense storms along with mountain orographic effects will be devastating. She said perhaps everyone in their Albemarle community could accept reducing consumption if they knew what would happen if they did not.

Ms. Grim said to please imagine a Comprehensive Plan built on a Dickensian visit from the spirit of Albemarle’s future. She said to give them a vision of what 2044 would be like if they had not reduced their greenhouse gas emissions to net zero and updated their goals to include resiliency, that is, give them a vision people cannot ignore. She said the comprehensive plan, including growth management, should educate and guide them in confronting the challenges they will face from global warming. She thanked the Board.

Ms. Price apologized for not introducing Officer Ronnie Vanderveer who was present for the evening session.

Agenda Item No. 18. Public Hearing: ZMA202100012 Skyline Ridge.

ZMA202100012 Skyline Ridge.

PROJECT: ZMA202100012 Skyline Ridge Apartments (Digital) – Zoning Map Amendment

MAGISTERIAL DISTRICT: Jack Jouett

TAX MAP/PARCEL: 060000000040C8

LOCATION: Colonnade Dr, approximately 1200 linear feet south of the intersection of Colonnade Drive and Ivy Road (Route 250)

PROPOSAL: Zoning map amendment (ZMA) to amend the preserved steep slopes within the previously approved development area for the Skyline Ridge project.

ZONING: R15 Residential – 15 units/acre

PROFFERS: No

ENTRANCE CORRIDOR: No

OVERLAY DISTRICT: Airport Impact Area, Steep Slope Overlay

COMPREHENSIVE PLAN: (1) Urban Density Residential – residential (6.01-34 units/acre); supporting uses such as places of worship, schools, public and institutional uses, neighborhood scale commercial, office and service uses. (2) Parks and Green Systems – parks, playgrounds, play fields, greenways, trails, paths, recreational facilities and equipment, plazas, outdoor sitting areas, natural areas, preservation of stream buffers, floodplains and steep slopes adjacent to rivers and streams in Neighborhood 6 – Western Neighborhoods Master Plan.

The Executive Summary forwarded to the Board states that at its meeting on March 1, 2022, the Planning Commission voted to recommend approval (6:0) of ZMA202100012 Skyline Ridge, specifically recommending approval of the Steep Slopes Overlay rezoning below the 724-foot contour.

At the Planning Commission meeting on March 1, 2022, staff presented an overview of the application. Materials discussed included the applicant’s Narrative (Attachment A1) and Concept Plan (Attachment A2). The applicant proposes to rezone the Steep Slopes Overlay within the proposed project area on the property. The rezoning would re-classify Preserved Steep Slopes as Managed Slopes within the project area. The property was previously graded in the 1990s in association with prior approvals.

Staff recommends that the Board adopt the attached Ordinance (Attachment D) to approve ZMA202100012 Skyline Ridge.

Mr. Ben Holt (Senior Planner) said he would be presenting the next two items on the agenda. He said the first item was a zoning map amendment for Skyline Ridge, which was a Steep Slopes Overlay amendment. He said the location of the project was at the end of Colonnade Drive, off of Ivy Road, immediately adjacent to the west was Lewis Mountain and just west of the town boundary. He said the applicant was seeking to amend the preserved steep slopes within a previously approved project area, and the original site plans for the project were submitted in 1996 and 1997. He said zoning for the property was R15 residential and overlay districts were airport impact and steep slopes.

Mr. Holt said the Comprehensive Plan designated this property as a mix of both urban density residential and parks and green systems. He said the urban density residential was the orange color, and the parks and green system was indicated in green. He said urban density residential allowed a density of 6.01-34 units per acre, and parks and green system called for open space, natural area, and preservation. He said this coincided with the steep slopes on the property.

Mr. Holt said the underlying R15 residential zoning would remain for this application, specifically the applicant wanted to amend the steep slopes overlay and redefine or reclassify what was a preserved slope and what was a managed slope within the project area, which he would show them. He said preserved slopes restricted development, whereas managed slopes retained by-right zoning uses. He said it was important to note that with managed slopes, part of the definition included slopes that were disturbed significantly prior to the 2014 adoption of the Steep Slopes Ordinance.

Mr. Holt said to give a timeline of the project, in 1997 and 1998 they had the original site plan approval and land disturbance, the site was graded, the project was later halted, and construction was never completed. He said in 1997, after the site plan was approved, they had the County adoption of the Mountain Resource protection areas in the comprehensive plan, which included areas above the 700-foot elevation line, which he would show images of later. He said in 2014, they had the adoption of the Steep Slopes Overlay district within the zoning ordinance.

Mr. Holt said the current slide indicated the project area. He said the original area of disturbance was highlighted in the pink line. He said that was the area that was originally approved. He said the brown shaded areas were the verified steep slopes within this project area, and these had been verified on-site by survey. He said the next slide showed the mountain protection area bisected the property, and that again began above the 700-foot contour, which was indicated by a red line on the slide shown. He showed a slide of the proposed building envelope, which was the shaded area on the map. He said the applicant was requesting a line of disturbance that would go up to 723 feet in elevation. He said they were requesting an approval up to the 724-foot elevation line.

Mr. Holt said the favorable factors for the project were that the steep slopes within the project area were mostly manufactured, created by previous land disturbance. He indicated that the steep slopes were pushed and wedged together, indicating where previous grading had occurred. He said the request was consistent with the County's growth management policy, directing new development to the development areas, and also the slopes are not associated with any water features. He said the slopes proposed for disturbance were fragmented below the 724-foot contour line. The contiguous Lewis Mountain hillside system above the 724-contour line would remain undisturbed if the project were approved.

Mr. Holt said the unfavorable factors were that the request would disturb areas designated as Parks and Green Systems in the comprehensive plan, as well as the mountain resource area. He said also that the slopes formed an aggregate area greater than 10,000 square feet, however they did not create a close grouping of slopes greater than 10,000 square feet. He said at the Planning Commission on March 1, the Commission unanimously voted for approval of this project. He said staff had a prepared ordinance, Attachment D, if a Supervisor would like to motion to approve. He said if a Supervisor wished to motion to deny stating the reasons for denial. He said he was ready for any questions they had.

Ms. Mallek asked if the information that these were manufactured slopes strictly from the topography or if there was other evidence of that. She asked how they knew.

Mr. Holt said staff visited the site and was able to verify by looking at it that it had been previously graded. He said there were aeriels within the project narrative that the applicant submitted. He said the applicant probably had additional details about the historical grading of the property that they could provide.

Ms. Mallek said she supposed the difference in vegetation would be enough to know, compared to the existing forest, that that was when that happened.

Mr. Holt said that was correct.

Ms. Mallek said stabilization that was described was just letting it grow back by itself.

Mr. Holt said that was correct.

Ms. Mallek said it did not look like there was any permanent vegetation put down. She said she guessed that it preceded their rules requiring that. She asked if there were any extra offerings regarding stormwater due to the steepness of the slope and velocity of water coming down outside that would be hitting this building from up the mountain and would require some extra help.

Mr. Holt said that stormwater management would be handled through the site plan process if the rezoning was approved. He said some stormwater systems were put into place. He said they could see some of the channeling and stormwater facilities that were installed at the lower edge of the site. He said he noticed that when he visited the property himself. He said he could not speak to the detail of measures that would be put in place further up at the upper edge of the property, close to the line of disturbance they discussed.

Ms. Mallek said she did not see anything about them doing underground retention, for example, but maybe the applicant would have that information.

Ms. Price asked if the applicant was present at the meeting.

Ms. LaPisto-Kirtley read the rules for public comment.

Ms. Price said the rules would apply to subsequent public hearings as well.

Mr. Collins introduced himself as Scott Collins, representative of the applicant, Woodard Properties, for this project. He said Mr. Holt covered all the information thoroughly in his staff report, and he was there to answer any questions. He said he could certainly address a couple of the questions Ms. Mallek raised about stormwater. He said the area was graded in 1996, and the aerials they showed on sheet 3 showed four aerials over time, where it was graded and slowly revegetated. He said at this point now, it was pretty much revegetated, but they did grade out the elevation for the apartment building that was just below the 700-foot contour.

Mr. Collins said those paths existed now and that was where they would build the building and parking structure. He said the reason for the impact from the 700- to 724-foot contour allowed them about 30 feet above a building in order to grade it out and capture the drainage coming down Lewis Mountain and channel it around. He said they were planning on some stormwater management facilities in the vicinity of some previously located ones that did stormwater management on the site and treated it that way. He said if there were any other questions, he was happy to answer them.

Ms. Mallek said it said, "no known cultural or historic resources on the property." She asked if there was an investigation, or if that was because there was nothing on the record so far.

Mr. Collins said it was a little bit of both. He said they walked the site and investigated it, and to their knowledge, there were no known resources, and it also was graded, so between those two factors, in the area they were looking at for the development there were none.

Ms. Price said Mr. Collins had a five-minute rebuttal to any of the questions from the Board.

Mr. Collins declined. He thanked the Board.

Ms. Price closed the Public Hearing and said the matter was now back before the Board for comments or a motion.

Ms. McKeel **moved** that the Board adopt the ordinance to approve ZMA202100012 Skyline Ridge to rezone the Steep Slopes from Preserved to Managed Slopes before the 724-foot contour, as presented in Attachment D. Ms. Mallek **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Ms. McKeel, Ms. Palmer, and Ms. Price
NAYS: None.

**ORDINANCE NO. 22-A(6) ZMA 2021-00012 SKYLINE RIDGE APARTMENTS
AN ORDINANCE TO AMEND THE ZONING MAP
FOR PARCEL ID 06000-00-00-040C8**

BE IT ORDAINED by the Board of Supervisors of the County of Albemarle, Virginia, that upon consideration of the transmittal summary and staff report prepared for ZMA 2021-00012 and their attachments, including the undated proposed application plan with preserved steep slope impacts, the project narrative last revised on February 10, 2022, the information presented at the public hearing, any comments received, the material and relevant factors in Virginia Code § 15.2-2280 and County Code §§18-30.7.3 and 18-33.6, and for the purposes of public necessity, convenience, general welfare and good zoning practices, the Board hereby approves ZMA 2021-00012 to amend the Steep Slopes Overlay District from Preserved Slopes to Managed Slopes below the 724-foot contour on Parcel ID 06000-00-00-040C8.

ZMA2021-00006 Maplewood.
PROJECT: ZMA2021-00006 Maplewood
MAGISTERIAL DISTRICT: Rivanna
TAX MAP/PARCEL(S): 046B4000000400
LOCATION: Vacant parcel at the intersection of Proffitt Rd and Worth Crossing, behind Walgreens and Advanced Auto Parts PROPOSAL: Rezone property from C-1 Commercial to Planned Residential Development.
PETITION: Rezone approximately 3.41 acres from C-1 Commercial which allows retail sales and service and residential by special use permit (15 units/ acre) to Planned Residential Development (PRD), which allows residential uses (maximum of 35 units/acre) with limited commercial uses. A maximum of 102 residential dwelling units are proposed for a gross density of 30 units/acre.
ZONING: C-1 Commercial which allows retail sales and service; residential by special use permit (15 units/ acre)
OVERLAY DISTRICTS: AIA - Airport Impact Area, EC - Entrance Corridor, Managed Steep Slopes
PROFFERS: No
COMPREHENSIVE PLAN: Community Center – commercial, retail, employment uses with supporting residential (6.01 – 34 units/acre); Urban Mixed Use (in Centers) – retail, residential, commercial, employment, office, institutional, and open space in the Hollymead Community of the Places29 Master Plan.

The Executive Summary forwarded to the Board states that at its meeting on March 1, 2022, the Planning Commission (PC) voted (5:1) to recommend approval of ZMA202100006 Maplewood. The PC also requested that the applicant provide additional information on building massing, height, and materials, as well as parcel connectivity. The applicant has also applied for a Special Exception (SE2022-19) to waive the ordinance requirement for a building setback. The PC Staff Report, Action Memo, and Minutes are attached as Attachments A, B, and C, respectively.

The applicant has provided additional information, as requested by the Planning Commission, regarding the proposed building form/massing and height, building materials, and parcel connectivity. The applicant's revised Narrative (Attachment D) includes a massing diagram to provide examples of the final building form. The diagrams present three different options of the potential building roofline, shown from an elevation profile. The applicant has also applied for a special exception (SE2022-19) to waive the ordinance requirement for a building setback.

Specifically, County Code § 18-4.19 requires a minimum setback of 15' to the front of the building for each story above 40' in height or above the third story, whichever is less. The applicant's special exception application (Attachment G) and staff analysis (Attachment H) provide the details. Information regarding building materials has been provided on page 2 of the revised Application Plan (Attachment E), under Building Architecture notes. The applicant has indicated that exterior materials will include brick and Hardiplank, or similar quality materials. Parcel connectivity has been indicated on page 1 of the revised Application Plan by marked pedestrian connection points around the perimeter of the property.

Staff finds that the information provided by the applicant presents adequate detail to provide clarity regarding the concerns expressed by the Planning Commission. Staff recommends that the Board adopt the attached Ordinance (Attachment I) to approve ZMA202100006 and that the Board adopt the attached Resolution (Attachment J) to approve the Special Exception to waive the setback requirement.

Mr. Holt said this item was a zoning map amendment. He said the project was called Maplewood. He said this property was located near the intersection of Route 29 and Proffitt Road. He said the proposal was to rezone from C-1 Commercial to Planned Residential Development (PRD). He said the applicant would like to construct two-over-two style townhomes, and a proposed density of up to 102 units or 30 units per acre.

Mr. Holt said the zoning was again, C-1 Commercial and the overlay districts that were on the property were Airport Impact Area and Entrance Corridor. He said the comprehensive plan designated the property as Urban Mixed Use in Centers, which included a variety of uses including retail, residential, commercial, employment, office, institutional, and open space in the Hollymead Community of the Places29 Master Plan.

Mr. Holt showed a layout of the property that the applicant was proposing. He said it showed six buildings, three open space areas, and a ten-foot multi-use path that was shown as a brown line on two edges of the property. He said the illustrative plan showed a higher level of detail. He said the primary open space area was on the lefthand side and included amenities within, such as a tot lot and dog park. He said there were also two smaller open space areas at the center and the right. He said again that the multi-use path was on the outer edge and indicated in brown. He explained that the applicant had revised the application at staff's request to improve the amount of open space and the amenities within the open space.

Mr. Holt showed a slide with an example of what the two-over-two townhomes might look like. He said they were two townhome units stacked on top of each other, each one two stories each for a total of four stories. He said on March 1, the Planning Commission voted 5-1 to recommend approval of this project. He said the Commission asked for additional information from the applicant that included some details about building massing and height, building materials, and parcel connectivity to see how the

property would relate to those around and particularly pedestrian connectivity that it would allow. He said regarding the building massing, they had provided a massing or height diagram that was included in the revised narrative. He said their application plan called out that the materials they would use would be Hardiplank or a similar material and brick.

Mr. Holt said parcel connectivity they had outlined in their application plan. He said to give some context about what was around the site in terms of the discussion of height and connectivity, immediately to the west there was a drugstore, auto parts store, and gas station; to the south was Food Lion; to the east was a few preschools and a church; and to the south and east was some residential two-story townhomes.

Mr. Holt said staff noted that they had recently received an application for a storage facility immediately to the adjacent vacant area to the south, and that was for three-level storage units. He said the connection points were indicated on the revised application plan. He said he had highlighted those on the screen with circles and called out the adjacent uses that they just discussed. He said the applicant was now proposing a crosswalk at the lower lefthand corner, which would be subject to VDOT approval.

Mr. Holt said the discussion of height and massing led them into their special exception request to waive the setback requirement, which came from the zoning ordinance. He said they were requesting to modify that requirement to provide a setback of 15 feet as they could see in the illustrative diagram. He said that was required for each story above 40 feet in height, or each story above the third story, whichever was less. He said it was important to note that setback only applied to the frontage of the buildings. He said to that end, they found the frontage of the buildings, and as shown on the slide, the frontages faced the internal drive aisles. He said a setback would not really affect how the outside of these buildings would relate to the properties around them.

Ms. Holt said the favorable factors were that the request was consistent with the majority of neighborhood model principles, the County's growth management policy for development areas, the Places29 Master Plan recommendations for green space and civic space with that improved green space provision. He said the request would also provide new pedestrian facilities with the multi-use path. He said the request also included provisions for affordable units, which aligned with the comprehensive plan and the County's housing policy.

Mr. Holt said the factors unfavorable were that there was only one housing type provided, whereas the master plan and neighborhood model recommended multiple housing types. He said the development offered only one use for residential and the neighborhood model recommended a mixture of uses. He said the Ordinance or Attachment I was available if a Supervisor chose to adopt I to approve the zoning map amendment. He said the resolution, Attachment J, for the special exception, if a Supervisor wished to adopt that, and if there were any reasons for denial, to please state the reasons for denial. He said he was happy to answer any questions at this point.

Ms. LaPisto-Kirtley said there were two scenarios presented, one with a special exception.

Mr. Holt said yes.

Ms. LaPisto-Kirtley asked to see that information again.

Mr. Holt showed the massing diagram provided by the applicant. He said it showed three different profile options for the building so they could see what the form of the building would look like. He said the proposed height ranged from about 46.5 feet to 52.5 feet. He said the setback requirement would be for the fourth story of the buildings.

Ms. LaPisto-Kirtley asked if there would be a setback.

Mr. Holt said they were requesting to waive the setback requirement, which would apply to the fourth story.

Mr. Gallaway said he read somewhere in the report that the two-over-two units had affordable units, and he would like to know if the affordable units were the top or bottom units. He said at some point he thought it said which one would be more likely to be the affordable units.

Mr. Holt said the applicant could correct him if it was wrong, but he believed it was the bottom unit, because there was a parking garage on the first floor, so that cut into the lower unit, and there was actually less square footage in the lower unit, so those were the ones they were suggesting would be the affordable units.

Mr. Gallaway said he would withhold his other questions until later.

Mr. Andrews said to clarify, this was a layout proposed to them, but the Hardiplank, brick, and the picture were just to tell them ideas of what it might be.

Mr. Holt said that was correct. He said the image shown was not proffered and was only illustrative. He said the applicant noted the other townhome project they had and did use Hardiplank type materials and brick, so they did intend to duplicate those materials for this project.

Mr. Andrews asked if there was an image that showed the increase in green space.

Mr. Holt said he did not have the original layout before him, but in the original proposal, that larger green space at the left was not there and it was a smaller green space, so there were three smaller green spaces that were roughly equal in size. He said there were not any amenities within those open spaces. He said the comprehensive plan actually called for a civic use space, and what the revised application showed was more in line with the comprehensive plan.

Ms. McKeel said once again they were rezoning property from commercial to residential, and she understood it had some commercial, but her understanding was that they reached out to Roger Johnson from the EDA and they asked about their opinion or what they thought about a project as it related to economic development. She asked for his response to be shared.

Mr. Holt said he would be happy to. He said the Economic Development Office said they did not have comments on the specifics of the proposal, but generally speaking, the conversion of land from employment-based zoning to residential zoning was generally incongruent with their Project ENABLE, the County's economic development strategy plan, so they recommended the future comprehensive planning replace the loss of any employment-based land if this acreage was rezoned. He said planning was evaluating the amount of land available in the development area to facilitate future growth, and also with the comprehensive plan review or update underway, staff would ensure there was adequate commercial acreage within those development areas.

Ms. McKeel said she appreciated that information. She said she worried that this was the second time they had a proposal and Mr. Johnson had responded back with the same statement, and it never got translated to the Board. She said if it was in this document, she apologized for missing it. She requested that going forward, they actually see that Mr. Johnson had responded somewhere in these documents.

Ms. McKeel said she was not saying she was not in favor of the proposal, but she thought that somewhere on the first page or another place it should be highlighted that the Economic Development Authority or Mr. Johnson had said, rather than having to contact him. She said she thought this was important, and they were just skimming over it and moving forward. She said they were losing commercial space, and while she approved of this, moving forward they should discuss this issue.

Mr. Holt said he would like to mention that an area resident, Mr. Gerke, had submitted a print article that was distributed to them earlier. He said he believed that was published in the late 1990's, and it was about the growth corridor along Route 29, and he indicated that he believed a lot of the same issues and challenges mentioned in the article still existed today.

Ms. McKeel said she did not think Ms. LaPisto-Kirtley got hers, but they would make sure she received it.

Ms. Ashley Davies, Riverbend Development, said she was joined by Scott Collins, their project engineer who designed the site, as well Alan Taylor and many of their other Riverbend team members. She said she would highlight a few things they thought were the major benefits and why they thought this was a great project for the County. She said the first point was that they thought this was a fantastic location for additional housing in the County.

Ms. Davies said as it was mentioned, immediately adjacent to it there were several great amenities such as a drugstore within walking distance, a grocery store, multiple daycare centers, a church, the Martha Jefferson Medical Center, it was within easy driving distance to many retail locations, great restaurants, and it was very close to the airport. She thought this was ideal for some additional housing, as well as it was a unique housing type, so they were excited about that.

Ms. Davies showed a land use map of the County and said it illustrated that this parcel was central in a tapestry of so many different uses. She said it was part of a mixed-use center, which stated that it should have retail, employment, and residential, up to 34 dwelling units per acre. She said looking at the enter right now, it was 100% commercial, so this 3.4 acre parcel they thought was a very efficient use for adding the residential that would really enhance that future center.

Ms. Davies said looking at it right now, it was very suburban, a one level development with parking around it, but eventually this whole area would redevelop into something much denser, with employment and other opportunities, and they saw this as one puzzle piece of that development. She said it could be seen that it was the central point that was a location right next to these adjacent residential neighborhoods that led into the bigger Forest Lakes area, so it was connected directly across the street from a townhouse-style development as well as single family neighborhoods across the street, and it became a part of that overall tapestry of uses.

Ms. Davies said the Planning Commission forwarded this with a recommendation for approval. She said they requested some additional information about the building form, massing, and height, building materials, as well as the parcel connectivity. She said since that time, they had been working with staff and others to make sure they could provide all the detail to satisfy those requests. She showed a slide that she said contained some of the imagery they saw earlier of the two-over-two unit style type, which was what they were proposing in this location.

Ms. Davies said they already had constructed examples of this at the Brookhill development that was just down the street, and as Mr. Holt mentioned, this was a townhouse-style unit that offered two

units per building, with their own integrated parking in the unit. She said what that meant was that the lower-level unit was approximately 1,500 square feet with its own parking space, which allowed for two- or three-bedroom configurations, and the upper-level unit was about 2,500 square feet, and they had this nice rooftop deck amenity.

Ms. Davies indicated the profile elevation, which matched what they would most likely build there because the additional height was the stairs to get up to the rooftop area. She noted that this did require entrance corridor review, so they would get into much greater detail of all of those aspects, but they did include in the application plan the commitment to brick and Hardiplank or similar materials, so that was one way they were covering that until they got to the specific entrance corridor review.

Ms. Davies showed the illustrative plan that showed the bike and pedestrian connectivity. She said they had an easement area and interconnection to the parcel to the south that Mr. Holt mentioned they had an application for now. She said they were providing connectivity to that in two locations. She said they also had a shared use path all the way around the property that was buffered from the road and had additional landscape buffering and trees to shade it on the side. She said they were providing connectivity along one road, but one area was slated to become a traffic circle, so they were unsure of how those pedestrian connections would be handled in the future, but they were showing multiple crosswalk connections that would bring family members from this development over to the adjacent neighborhoods so they could be able to visit friends by walking or biking safely across that road.

Ms. Davies said as Mr. Holt mentioned, they worked closely with staff to make sure that given the small site of less than 3.5 acres, it was an efficient use of the land, but given that, there were nice green spaces associated with all of the buildings and the units. She showed a zoomed-out aerial image she said was to help understand how the development would fit in with the rest of the commercial areas, neighborhoods, and the amenities such as the daycare centers across the street.

Ms. Davies said she would conclude with what the project benefits were. She said this proposal was harmonious with the comprehensive plan goals, and it was in line with the mixed-use designation. She said 100% of that mixed-use center was currently commercial, so this would provide that residential element. She said in terms of the housing types, even though it was one housing type, it was actually three-in-one because there were various unit styles that came at different price points, as well as the affordable units within that, so it was similar to an apartment building with different sizes within the complex. She said it was very unique, had great pedestrian connections and amenities, and great green spaces. She said they were excited to actually construct affordable units and provide them very soon to the County.

Mr. Gallaway asked what the 15-foot stepback equated to in lost square footage.

Ms. Davies said they did not calculate the square footage. She said it was just not congruent at all with the two-over-two design, because that ate into the upper floor of the one unit that was providing all the bedroom space, and so instead they did all the green spaces and pulled the building back over that fifteen feet, so instead of a stepback, they pulled the whole building away and provided the green spaces. She said they could not do a two-over-two unit style and accomplish a stepback.

Mr. Gallaway asked if that would lose the roof amenity as well.

Ms. Davies said yes, they would lose a big part of it.

Mr. Gallaway asked for more information on the variety of housing types. He asked if all the housing would be the two-over-two style.

Ms. Davies said that was right.

Mr. Gallaway said they were saying whether it was a bottom unit or a top unit, where those were configured they could have six different designs.

Ms. Davies said potentially. She said the bottom units were approximately 1,500 square feet, but there were different layouts possible within that, so it could be a two- or three-bedroom layout, and the upper building layouts were approximately 1,000 square feet larger, so within that they accomplished several different layouts as well as price points, and they had the built affordable units, which was 15% of the development that was coming in at a totally different price point as well, so that was where the variety came in.

Mr. Gallaway said that this got the entrance corridor, and he thanked them for mentioning that. He said the border with Walgreens he imagined would need some fairly thick screening for the residents and for Walgreens. He asked if people going from Walgreens over would have to use the multi-use path to walk over there or would there be cut-throughs through that screening.

Ms. Davies said there was an elevation difference there, so they would route people along the multi-use path instead of scaling the wall.

Mr. Gallaway said he did not know there was a wall there.

Mr. Andrews asked how one would walk to Food Lion with this connectivity.

Ms. Davies said they recognized that on undeveloped parcels at this time, the pedestrian network was not yet there, so that would be coming, but they were providing three areas where they could connect into the adjacent parcel. She said as they got that development filling in, they would look to the County and staff to continue those inter-parcel connections and connectivity to get over there. She said those were the three options from their site, but unfortunately they did not have control of these off-site parcels.

Mr. Andrews said his understanding was that was proposed as a storage site. He said that would not allow connectivity.

Mr. Rapp introduced himself as Charles Rapp, Director of Community Development. He said they had a site plan under review right now, and that was a rezoning that came through a year or two ago to build out that parcel, and it was currently proposed as a three-story storage facility. He said it incorporated the multi-use path on the southern side. He said it just came in, and they had not reviewed it in any complete fashion, but he and Mr. McDermott noted this morning that it had those connections in it.

Mr. Andrews said he was very concerned about connectivity for this kind of development, so he appreciated that information.

Ms. Price said if she understood correctly, the lower levels would have the reduction in the square footage because of parking garages.

Ms. Davies said that was correct. She said there were two internal garages, so that took up a portion of that lower level, which was also the living area.

Ms. Price said the images shown, while she understood they were simply illustrative and not necessarily specific, did not show a parking garage in the front, and there was no rear access. She asked if it would be a front-facing garage.

Ms. Davies said the frontages shown were the same as the frontage seen along Proffitt Road with the entrances, and the garages were all on the rear.

Ms. Price said she misunderstood. She said she thought where the cursor on the screen was the front of the building, and that was why she could not figure out where the parking would be. She said she had no further questions. She asked the Clerk if there were any speakers signed up for public comment.

Ms. Borgersen said they did not.

Ms. Price said they would now close that portion of the public meeting and said the applicant had five minutes of rebuttal if needed.

Ms. Davies said there was no rebuttal.

Ms. Price said the matter was now back before the Board. She said she understood some Supervisors had comments.

Ms. Mallek said she supported this, despite her concern of the loss of the light-industrial land. She said the very first thing she voted on in 2008 was the Brass property, which was now where Wegmans was, and had been on the market for decades and could not get a buyer, so it was changed into something else. She said in this case, there were a combination of factors that helped her support this. She said in Hollymead Town Center across Route 29, and North Point north of this property, were tens of thousands of square feet of offices, employment, and commercial spaces already zoned and waiting for tenants. She said they had so fully saturated the market here that she was not sure saving this property for some other office would be helpful in the long run. She said she looked forward to getting the real numbers on where they were on this, because much had changed since 2008.

Ms. Mallek said for next steps in approval, if this was approved, they all needed to be careful of the site plan planners as well as the applicant about parking on the driveways. She said she had learned that people did not put their cars in their garage, they put things in their garage and then put their pickup trucks on the short driveway outside. She said unfortunately, in another development, they gave permission to shorten the driveway, so now there were many pickup trucks with their bumpers hanging out in the street, so people with strollers had to go into the street to get around them. She said either a Draconian rule that did not allow that, or some preparation for those 18-foot vehicles would be helpful.

Ms. Mallek said mentioned in the narrative was guest parking spots, and they should be thoughtful about how one was going to achieve that, because no one would pay any attention unless they put stickers on the cars or something. She said she was grateful for the underground stormwater, which she thought was grand. She said the height of the buildings did not concern her, because she when she went to the feed store across the street, looking to the west at the top of the hill was the four-story hotel, which made it feel like there was a mountain much higher than her, so she did not think this would be a concern on that. She said just today, there was a sign calling for neighbors' children for the Forest Lake swim team, so they were really looking for connectivity of people and trying to get people to get involved in their community there.

Ms. LaPisto-Kirtley said she liked the idea of having residential units. She said she was not in favor of losing commercial space, but she liked this development and thought it was a good location

where they could eventually have transportation, and it seemed to be near everything so people could walk places and did not need to always drive a car. She said she liked the aspect of the green space, and while she would like more, she understood the limitations of that. She said Supervisor Mallek brought up a good point about the length of the driveways. She asked if there was any further information on that.

Mr. Holt said he believed it was a requirement for 18 feet for the length of a parking space. He said Mr. Svoboda indicated the answer was yes.

Ms. LaPisto-Kirtley said if it was 18 feet, it alleviated that concern. She said she thought it was a nice development and was going to help them in the long run, so she was in favor of it.

Mr. Gallaway said based on the illustrative plan, all the sidewalks were internal, so there was no real conflict with the driveways. He said he was sure people would walk through there, but they had other ways to walk through the property without conflicting with that. He said he liked this project and thought the two-over-two style provided density without looking like a lot of density. He said whether they had a three-floor townhome or a 15-foot stepback, they were getting two full units out of something that looked like one unit. He said that was a clever way to get the density without needing more space.

Mr. Gallaway said he would hope that the HOA could be encouraged to direct traffic right onto Worth Crossing down to the intersection out onto Route 29 versus hitting Proffitt Road and making that left turn. He said other developments they had go out on Proffitt Road had traffic concerns of how to get out and go into that road. He said the right turn ended there, but he would think it would be better for them to get to that lighted intersection than going to Proffitt and going over. He said that was a suggestion if the HOA happened to agree. He said he was glad the ARB would be looking at this from an entrance corridor.

Mr. Gallaway said while he appreciated the applicant making the case and staff agreeing that the mixed use of the area versus the mixed use on the site and thought that was compelling and worked. He said he thought this was a necessary housing unit type in the area, and the mixed use was achieved, so he did not think it presented any sort of weird design. He said he would imagine it was just a storage company's philosophy now to chase developments so they could be the garage for the people. He said it seemed to be a successful business model, so they would keep going.

Mr. Gallaway said his biggest concern not to this project was that he understood they were not losing that much commercial space. He said it was probably time that they asked for how much they had turned into residential into the last five years he had been on the Board. He said they did a few acres on Berkmar, and another would probably be coming forward at some point. He said they had the Premier Circle that they lost commercial on, and they were going to lose a few acres here that could have been something. He said these small acres added up, and the Board could sometimes look at projects in an isolated sense, which made them lose sight of the whole inventory.

Mr. Gallaway said the economic development question came up about how much of the development area was turned from commercial or otherwise into residential, because that could not be recouped, and they were already constrained with inventory. He asked staff for that information to come back to the Board. He said he otherwise was very supportive of the project.

Mr. Andrews said he was supportive of the project.

Ms. McKeel said she was also supportive of the project. She said she had mentioned the light industrial and commercial, because while in this particular case it worked, the development was unique, and she agreed with Mr. Gallaway that they needed some sort of information. She said she would like to have the Economic Development Director's thoughts about each one of these projects as they came to the Board so that they could keep it in the front of their minds as they were making these decisions.

Ms. Price said to Mr. Gallaway that she believed the comment was made that the intersection at Worth and Proffitt was proposed for a traffic circle, so that may help with the left turn issue.

Mr. Gallaway said maybe down the road, but he did not know when that being constructed. He meant in the meantime.

Ms. Price said some people had very large trucks who did not only need 18 feet in length but a height of a garage not less than six feet and eight inches. She said it was nice to have both height and length in garages. She said she had the opportunity to meet with the applicants and was very appreciative of their efforts to improve the connectivity and additional green space for the project. She concurred with the comments of the other Supervisors with regards to any loss of commercial and industrial, but she believed this was a good project and she would be in support of it. She asked the Supervisors if anyone wanted to make a motion. She said Supervisor LaPisto-Kirtley had the right of privilege to make the motion because it was in her district.

Ms. LaPisto-Kirtley said she understood that if the motion were displayed on the screen, they could not hear her.

Ms. Price said she believed they would not be able to see her but would be able to hear her. She said in her binder there was Attachment I and Attachment J.

Ms. LaPisto-Kirtley **moved to** adopt the Ordinance (Attachment I) to approve ZMA202100006.

Ms. Mallek **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Ms. McKeel, Ms. Palmer, and Ms. Price
NAYS: None.

**ORDINANCE NO. 22-A (7) ZMA 2021-00006 MAPLEWOOD
AN ORDINANCE TO AMEND THE ZONING MAP
FOR PARCEL ID 046B4-00-00-00400**

BE IT ORDAINED by the Board of Supervisors of the County of Albemarle, Virginia, that upon consideration of the transmittal summary and staff report prepared for ZMA 2021-00006 and their attachments, including the application plan last revised on May 6, 2022, the information presented at the public hearing, any comments received, the material and relevant factors in Virginia Code § 15.2-2284 and County Code §§18-19 and 18-33.6, and for the purposes of public necessity, convenience, general welfare and good zoning practices, the Board hereby approves ZMA 2021-00006 with the application plan last revised on May 6, 2022.

Ms. LaPisto-Kirtley **moved to** adopt the Resolution to Approve SE2021000019 Maplewood (Attachment J), with the conditions contained therein. Ms. Mallek **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Ms. McKeel, Ms. Palmer, and Ms. Price
NAYS: None.

RESOLUTION TO APPROVE SE 2022-00019 MAPLEWOOD

WHEREAS, upon consideration of the staff reports prepared for SE2022-00019 Maplewood (in conjunction with ZMA202200006) and the attachments thereto, including staff's supporting analysis, any comments received, and all of the factors relevant to the special exception in Albemarle County Code §§ 18-4.19.5, 18-8.2(b)(3), and 18-33.9, the Albemarle County Board of Supervisors hereby finds that the proposed special exception:

- (i) would be consistent with the intent and purposes of the planned development district under the particular circumstances, and satisfies all other applicable requirements of Albemarle County Code § 18-8;
- (ii) would be consistent with planned development design principles;
- (iii) would not adversely affect the public health, safety or general welfare; and
- (iv) would satisfy the public purposes of the original regulation to at least an equivalent degree.

NOW, THEREFORE, BE IT RESOLVED that the Albemarle County Board of Supervisors hereby approves the special exception to waive the 15-foot setback requirement for each story above 40' in height or above the third story, whichever is less, in a Planned Residential Development, for the buildings in the Maplewood Development, subject to the conditions attached hereto.

* * * *

SE202100019–Maplewood Special Exception Conditions

1. Development of the use must be in general accord (as determined by the Director of Planning and the Zoning Administrator) with the application plan titled, "Maplewood Development, ZMA2021-6" prepared by Collins Engineering, dated April 19, 2021, last revised May 6, 2022.

2. The setback requirement is waived only for the fourth story of each of the six multi-family structures as shown on the application plan and identified in the special exception application narrative, titled "Maplewood Special Exception Application Narrative, SE2022-00019," dated March 17, 2022.

Agenda Item No. 20. **Public Hearing: Rivanna Water & Sewer Authority Extension.** To receive public comment on a proposed Concurrent Resolution of the City Council of the City of Charlottesville and the Board of Supervisors of the County of Albemarle to extend the existence of the Rivanna Water and Sewer Authority for an additional fifty years..

The Executive Summary forwarded to the Board states that the Rivanna Water & Sewer Authority (RWSA) was incorporated by the State Corporation Commission in June of 1972 at the request of the Albemarle County Board of Supervisors and the Charlottesville City Council. RWSA manages the community's reservoirs, treats its public drinking water, and wholesales that water to the Albemarle County Service Authority (ACSA) and the City of Charlottesville. RWSA also treats sewage generated by customers of the ACSA and the City. Under Virginia Code § 15.2-5114, water and wastewater authorities "may exist for a term of 50 years as a corporation, and for such further period or periods as may from time to time be provided by appropriate resolutions of the political subdivisions which are members of the authority." Nearing the end of its first 50-year term, the RWSA is now seeking an additional 50-year term, as authorized.

In order to continue its service to the community's water and wastewater needs, RWSA's term must be extended no later than June 7, 2022 by both the City and the County. Charlottesville City Council will be asked to consider a concurrent resolution at its June 6 meeting.

There is no budget impact as the County is not required by the RWSA's articles of incorporation to provide direct financial support to the RWSA.

Staff recommends that the Board adopt the concurrent resolution to extend the RWSA (Attachment A).

Mr. Lance Stewart, Director of the Department of Facilities and Environmental Services, said he was there to briefly introduce a matter before them this evening, the Rivanna Water and Sewer Authority's continued existence. He said for background, in June of 1972, the Rivanna Water and Sewer Authority was incorporated at the request of the Board of Supervisors and the Charlottesville City Council for the purpose of managing reservoirs and dams, treating and distributing public drinking water, and treating sewage, among other things. He said June of 1972 was 50 years ago, and the Virginia Code only allowed a maximum term of 50 years for that corporation to continue, unless the supporting local agency, either a City, County, or in this instance both, at some point before that term expired passed a resolution to continue that.

Mr. Stewart said in this case, they would be asking for a concurrent resolution by both the Board of Supervisors and City Council in the very near term. He said the Board was being asked to consider it tonight and the City Council would be considering the concurrent resolution next Monday, June 6. He said staff's recommendation, while having no water or sewer authority on staff, was to extend the existence of the Rivanna Water and Sewer Authority. He asked if there were any questions and wanted to give the opportunity for the applicant to speak.

Ms. Price asked if there were any questions from the Board. Hearing none, she asked if the applicant would like to make comments.

Mr. Stewart said Mr. Bill Mawyer was present.

Mr. Mawyer thanked the Board for having him. He said they were all familiar with the Rivanna Water and Sewer Authority, and he had the privilege for the last five-and-a-half years to be the Executive Director. He said their staff worked very hard to diligently, professionally, and economically provide water for the greater region of the City and the County, including Scottsville, Crozet, and Red Hill. He said they operated and managed six water supply reservoirs, five water treatment plants, and four wastewater plants. He said they tried to do that all economically and support the County and the City as best they could.

Mr. Mawyer said he listened to their discussion about redevelopment projects, and they were very much a part of economic development, as they made sure that there were adequate water and wastewater facilities to support those developments. He thanked the Board for their consideration, and they enjoyed having Ms. Mallek, Mr. Richardson, and Mr. O'Connell from the Service Authority as their appointees. He said they made about 10 million gallons a day for the community's drinking water and treated a similar amount. He said their staff operated 24/7, 365, and through wind, rain, storms, or pandemics, they had to be on the job, so they enjoyed their job and appreciated their support.

Ms. Price asked if the Board had any questions.

Ms. Mallek said she did not have any questions, but the tour she was able to get a week ago allowed her to see the back doors or backyards of all those facilities which she had never seen before, and it was incredibly impressive. She said she asked Mr. O'Connell to explain that Albemarle County water purchasers' buy 2.5 gallons of water with one penny. She said they were lucky and needed to take care of it.

Mr. Gallaway asked how long they had known that the deadline was June 7.

Mr. Mawyer said he was reading the Virginia Water and Wastewater Authorities Act to understand better how their authority could address a property at Buck Mountain that they were considering for leasing and selling and wanted to see if that gave them any guidance on how to dispose of excess real estate. He said in the first paragraph that authorities were authorized for fifty years and then had to be reauthorized. He said they stumbled upon that and hopefully got it to the Board and the City in time. He said it was amazing what could be found when reading some of these regulations.

Mr. Gallaway said he did not know how to set a reminder for fifty years, but perhaps next time they should note that at 49 ½ years next time.

Mr. Mawyer said it had been unique during his tenure. He said there was a 99-year lease on the Observatory Water Treatment Plant from the University because they owned the ground, and that expired in 2021, so back in 2018 and 2019 they found themselves renegotiating the 99-year lease that seemed would last forever. He said now they had to deal with the fifty-year authorization.

Ms. McKeel said that negotiation was a lot more difficult than tonight's.

Mr. Mawyer thanked the Board for that.

Ms. McKeel asked if Mr. Mawyer and Mr. O'Connell had ever considered bottling water and selling it. She said she was tired of going to Costco and seeing people who had wells who had to buy plastic bottles of water because they had terrible water, because the wells were nowhere near what they wanted to drink. She said it occurred to her while Mr. Mawyer was talking that they should bottle water, make money off of it, and put it in the right kind of containers.

Mr. Mawyer said that would be a new enterprise that they could venture into, but he had not talked specifically with Mr. O'Connell about it. He said he would bring it up.

Ms. McKeel said they could perhaps save plastic bottles from going into the landfill.

Mr. Mawyer thanked her for that suggestion.

Ms. Price said perhaps a filling station where people could refill. She said Monday was the 6th, so they still had 24 hours to get this done. She said she appreciated Mr. Mawyer being there today, because she did not know if the Board would have been supportive without his presence. She said she would now open the public hearing.

There was no one signed up for public comment.

Ms. Price said Mr. Mawyer had five minutes for rebuttal.

Mr. Mawyer thanked the Board.

Ms. Price said the public hearing was now closed and the matter was now before the Board for comments or a motion.

Ms. Mallek **moved** that the Board adopt the Concurrent Resolution with the City Council of the City of Charlottesville and the Board Of Supervisors of the County of Albemarle to Extend the Existence of the Rivanna Water and Sewer Authority (Attachment A).

Mr. Andrews **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Ms. McKeel, Mr. Andrews, and Ms. Price.

NAYS: None.

CONCURRENT RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHARLOTTESVILLE, VIRGINIA AND THE BOARD OF SUPERVISORS OF THE COUNTY OF ALBEMARLE, VIRGINIA TO EXTEND THE EXISTENCE OF THE RIVANNA WATER AND SEWER AUTHORITY

WHEREAS, by concurrent resolution of the City Council of the City of Charlottesville, Virginia (the "City") and the Board of Supervisors of the County of Albemarle, Virginia (the "County") and a certificate of incorporation issued by the Virginia State Corporation Commission pursuant to the Virginia Water and Sewer Authorities Act (currently enacted as the Virginia Water and Waste Authorities Act, Virginia Code Section 15.2-5100 et seq.), the Rivanna Water and Sewer Authority (the "Authority") was incorporated as a public body politic and corporate on June 7, 1972; and,

WHEREAS, pursuant to Virginia Code Section 15.2-5114, the Authority can only be authorized to exist for a period of up to 50 years as a corporation, and for such further period or periods as may from time to time be provided by resolution of the political subdivisions which are members of the Authority; and

WHEREAS, the City and the County, as the political subdivisions which are members of the Authority, now wish to extend the existence of the Authority for an additional 50 years; and **WHEREAS**, pursuant to Virginia Code Section 15.2-5104, the City and the County caused to be advertised in a newspaper of general circulation in the City and the County a descriptive summary of this Concurrent Resolution with a reference to the location in the City and the County where a copy of the Resolution could be obtained, and giving notice of the date on which public hearings would be held on the proposed Concurrent Resolution; and,

WHEREAS, public hearings on the proposed Concurrent Resolution were held by the Charlottesville City Council and by the Albemarle County Board of Supervisors, prior to consideration of this resolution.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Charlottesville, Virginia and the Board of Supervisors of Albemarle County, Virginia that: (1) The existence of the Authority is hereby extended for an additional fifty (50) years from the date of approval and adoption of this Concurrent Resolution.

IN WITNESS WHEREOF, the City Council of the City of Charlottesville and the Board of Supervisors of the County of Albemarle have extended the existence of the Authority pursuant to Virginia Code Section 15.2-5114 in the name of the City of Charlottesville and the County of Albemarle, respectively, by their presiding officers and attested by their Clerks as set forth below.

Agenda Item No. 21. **Public Hearing: Ordinance to Amend County Code Chapter 2, Administration, to Increase the Compensation of the Board of Supervisors.** To receive public comment on its intent to adopt an ordinance to amend County Code Chapter 2, Administration, by amending Section 2-202, Compensation of Board of Supervisors, to increase the compensation of the members of the Board of Supervisors by an inflation factor of 10.0% effective July 1, 2022 from \$17,311.00 per annum to \$19,042.00 per annum.

Ms. Hudson said that Virginia Code required that members of Boards of Supervisors be paid a salary from the County levy, and this amendment to the existing Ordinance 22-2 permitted or effectuated that requirement in this instance by proposing to raise the annual salary to capture increases in the nature of cost-of-living increases. She said there was one that would have been authorized in December of 2021, and another to be authorized July 1 of 2022, which then brought the annual salary to the total amount set forth here, from \$17,311 to \$19,042 per year. She said that would be effective July 1.

Ms. Price opened the Public Hearing asked if there were any questions from Supervisors. There were none.

Ms. Borgersen said there were no speakers signed up.

Ms. Price said Ms. Hudson had five minutes of rebuttal.

Ms. Hudson said she yielded her time.

Ms. Price asked if there were any comments from Supervisors.

Ms. LaPisto-Kirtley said she would unfortunately not be supporting this item as it was part of her campaign's promise.

Mr. Andrews commented that they were aware now that the Planning Commission, Board of Zoning Appeals, Board of Equalization, Architectural Review Board, and other Boards had not received increases in their compensation for some time, and he hoped they would take it upon themselves to do something about that.

Ms. McKeel said she agreed with Mr. Andrews' comment. She said when looking at their Board, there was not a lot of diversity on this Board. She said if they looked at their salaries through the lens of equity, and if they were hoping to get people who chose to run who looked different from them, one of the issues they might need to address was their salaries. She said she knew that Mr. Gallaway had a full-time job, and her first five terms between the Board of Supervisors and the School Board, she had a full-time job, but she was only able to participate on the School Board and Board of Supervisors during those five terms because she had bosses who were very generous and considered public service important, and she used up almost all her vacation time every year to go to meetings.

Ms. McKeel said she was lucky, and there were not a lot of people in that position. She said at some point, looking at their other boards, authorities, and commissions would be good, but she thought they needed to have a discussion as a Board about how to boost not their own salaries but future salaries so they could have more than just retired people serving. She said they needed to increase the salaries so people would choose to do this work, rather than having it as an avocation only because they were retired and could work because they were drawing from retirement funds or Social Security.

Ms. Price thanked Mr. Andrews, because a number of weeks ago, he was the first one who had brought to her attention that their Planning Commission and other appointees who were compensated had not had an increase, in some cases for over twenty years, and the Board was looking to make a fair adjustment to those individuals who had been serving much under-compensated for too many years.

Ms. Price said her next comment was somewhat anecdotal. She said she took the time to look at the photographs in the Clerk's Office of the members of the Board since 2000, and she totaled them all up, and there had been 25 Supervisors who had served or were currently serving since sometime during and after the year 2000. She said there was one black male, sixteen white males, and eight white females (four of whom were currently serving and a fifth left the Board just last year). She said that reflected a lack of diversity among their membership, but more significantly, with no specific information on any of those individuals' financial situations, they were mostly old white people. She said if they talked about equity and inclusion and talked about having a government that represented the people, then she completely concurred with what Supervisor McKeel said about the necessity of providing fair compensation.

Ms. Price said the compensation they received as Supervisors was wholly inadequate in analysis of the time, effort, and responsibilities they put into serving their community. She said that had over half a billion dollar budget, and they were paying \$19,000 basically to the Board of Directors. She said if they wanted to demonstrate equity and inclusion, they the Board had an obligation to come up with a fair compensation for not only the Board but for all who were appointed into compensated positions. She said she completely supported this. She said if there were no further comments, the floor was open to a motion.

Ms. McKeel **moved** that the compensation for each Board of Supervisors member be increased

to \$19,042 per year, effective July of 2022.

Ms. Price said also there was an \$1,800 stipend for the Chairman, and \$35 to the Vice Chair for each meeting the Vice Chair chaired.

Ms. McKeel said she would accept that amendment to her motion.

Ms. Mallek **seconded** the amended motion. Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Gallaway, Ms. Mallek, Ms. McKeel, Mr. Andrews, and Ms. Price.

NAYS: Ms. LaPisto-Kirtley.

**ORDINANCE NO. 22-2(1) AN ORDINANCE TO AMEND AND REORDAIN CHAPTER 2,
ADMINISTRATION, ARTICLE 2, BOARD OF SUPERVISORS, OF THE CODE OF THE COUNTY OF
ALBEMARLE, VIRGINIA**

BE IT ORDAINED by the Board of Supervisors of the County of Albemarle, Virginia, that Chapter 2, Administration, Article 2, Board of Supervisors, of the Code of the County of Albemarle, Virginia, is hereby amended and reordained as follows:

By Amending:

Sec. 2-202 Compensation of the Board of Supervisors.

Chapter 2. Administration Article 2. Board of Supervisors

Sec. 2-202 Compensation of the Board of Supervisors.

The Board of Supervisors' compensation is as follows:

- A. *Salary.* The salary of each member is \$19,042 per year, effective July 1, 2022.
- B. *Stipend for the chairman.* In addition to the salary, the chairman shall receive an annual stipend of \$1,800.
- C. *Stipend for the vice-chairman.* In addition to the salary, the vice-chairman shall receive a stipend of \$35 for each Board meeting chaired.

(6-13-84; 5-8-85; 5-14-86; 7-1-87; 7-6-88; 6-7-89; Ord. of 6-13-90; Ord. of 8-1-90; Ord. of 8-7-91; Ord. of 7-1-92; Ord. No. 95-2(1), 6-14-95; Ord. No. 98-2(1), 6-17-98; Code 1988, § 2-2.1; § 2-202, Ord. 98A(1), 8-5-98; Ord. No. 99-2(1), 5-5-99; Ord. No. 00-2(1), 6-7-00; Ord. 01-2(2), 6-6-01; Ord. 02-2(2), 5-1-02; Ord. 03-2(1), 6-4-03; Ord. 04-2(1), 6-2-04; Ord. 05-2(1), 6-1-05; Ord. 06-2(1), 6-7-06; Ord. 07-2(1), 6-6-07; Ord. 08-2(2), 6-4-08; Ord. 11-2(1), 5-4-11; Ord. 12-2(1), 5-2-12; Ord. 13-2(1), 5-1-13; Ord. 14-2(1), 6-4-14; Ord. 15-2(1), 6-3-15; Ord. 16-2(1), 6-1-16; Ord. 17-2(2), 6-7-17; Ord. 18-2(2), 4-11-18; Ord. 18-2(3), 6-13-18; Ord. 19-2(1), 6-5-19; Ord. 21-2(1), 6-16-21, effective 7-1-21)

State law reference -- Va. Code §§ 15.2-1414.1, 15.2-1414.3.

This ordinance is effective on and after July 1, 2022.

Agenda Item No. 22. From the Board: Committee Reports and Matters Not Listed on the Agenda.

Ms. Mallek said she supported a mention that Ms. McKeel made earlier about having the staff and Mr. Richardson consider more explicit inputs from each of the departments. She said she knew that all those departments were considered, and sometimes things were lost in the amalgamation that had come up at other times. She said whether it was the Historic Resources staff person or ARB staff or Economic Development, she thought it would be easy to do and help them understand all the different elements. She said they may be in conflict sometimes, but that was okay, because they should be aware of the tug-of-war that happened with many of the decisions the Board made.

Ms. Mallek said regarding Skyline, this was an example to her of why the Board went out of its way to put in expiration dates on special permits and rezonings. She said all by itself, in the last year, staff had stopped putting that in their documents, and she had asked a few times about why, but she would like to have a discussion about that and whether it was required by state law and if they did not have the authority to have an expiration date anymore. She said the whole point of it was that in the Rivanna District they were dealing with a twenty-year-old project across from Peter Jefferson Place on the side of the mountain. She said this property on Lewis Mountain was an approval from 1996, and another on Hydraulic was done in 1986. She said it troubled her when she was reading the staff report about Skyline because of the lack of stormwater management that had been done.

Ms. Mallek said fortunately, the owner was doing it correctly now, which would be great, but there were improvements in their processes and requirements, and she thought were important to do

everything they could do make sure they were not leaving themselves open to a lot of noncompliance because they let these things go. She requested a formal reconsideration of expiration dates on these applications and certainly an explanation of why they were not being provided anymore.

Ms. McKeel said to Ms. Mallek’s point, she thought that was a General Assembly issue. She said they could certainly make it part of their legislative packet.

Ms. Mallek said they put it expirations ten years ago. She said that the legislature had postponed the approvals that had not been acted on by some number of years, but for something that was already way beyond, her understanding was that the legislature extended things that had expiration dates, and she supposed that was part of the reasoning why staff stopped putting them in. She said the Board did not direct them to put them back in, but she hoped they would, because for this one that did not have anything, she did not want to go back to that day. She said they needed to figure out a way that there was a time to either get it done or they were done and had to start over again.

Ms. Hudson said she would be glad to take a look at that, in case anything had changed since Ms. Mallek’s recollection of the situation ten years ago.

Ms. LaPisto-Kirtley thanked Ms. Hudson for researching that, because she was concerned that there had to be a reason why they were or were not doing something. She said Ms. Hudson looking into it before they move forward gave her comfort. She said she did not know what had happened ten or twenty years ago, but it would be nice to know if something had changed, and if it had changed legislatively, what they could or could not do.

Ms. Hudson said she would find out.

Ms. McKeel said today, they approved minutes from September and October of 2020. She said that was such a long time ago that she would like to reiterate her suggestion of the Board having a discussion at some point about having recordings and information for people who wanted to listen to the meetings. She said when they were approving minutes that were so old, she questioned their usefulness. She said she thought it would be beneficial as they moved into the Comprehensive Plan to have discussions with the Planning Commission and the EDA about some of these important discussions.

Ms. McKeel said while it was as scheduling issue and a huge challenge, the EDA and Planning Commission both met on Tuesdays, so perhaps they could join them at that time for a joint meeting. She said it did not have to be next month, but to be able for them all to sit down and talk about the challenges faced with density and their earlier discussions of land use would at least give them some understanding about where they were coming from and have the discussion together.

Ms. Price said she thought scheduling it was the easiest part, but the lift was preparing for it to ensure it was an effective discussion.

Ms. McKeel said even if it were not scheduled until the fall, it would be a worthy conversation to have.

Ms. Price reminded the public that June 15 would be their next meeting, but they would be skipping a meeting on the first Wednesday in July, July 6, not because of the July 4th holiday but because their staff had worked so hard and performed so well during the past two years of this pandemic that she was pleased that they would be able to give their staff a real vacation. She said she knew when they returned, it would be a heavy lift to get ready for that July 20 meeting, but she wanted to publicly express her appreciation for the work staff had done and hoped that everyone would be able to take some time off.

Agenda Item No. 23. Adjourn to June 15, 2022, 1:00 p.m. Lane Auditorium.

At 7:41 p.m., the Board adjourned its meeting to June 15, 2022, 1:00 p.m. Lane Auditorium, County Office Building, McIntire Road, Charlottesville, Virginia. Information on how to participate in the meeting will be posted on the Albemarle County website Board of Supervisors home page.

Chair

Approved by Board
Date 04/03/2024
Initials CKB