

**Albemarle County Planning Commission
Final Minutes October 24, 2023**

The Albemarle County Planning Commission held a work session and regular meeting on Tuesday, October 24, 2023, at 4:00 p.m.

Members attending were: Corey Clayborne, Chair; Fred Missel, Vice Chair; Julian Bivins; Luis Carrazana; Karen Firehock; Nathan Moore; Lonnie Murray

Members absent:

Other officials present were: Kevin McDermott, Interim Director of Planning; Andy Herrick, County Attorney's Office; and Carolyn Shaffer, Clerk to the Planning Commission.

Call to Order and Establish Quorum

Ms. Shaffer called the roll. She noted that Ms. Firehock was present remotely via Zoom.

Mr. Clayborne established a quorum. He asked Ms. Firehock to provide her reason for participating remotely as well as her present location.

Ms. Firehock said that she was located in Howardsville, Virginia, and her reason for participating remotely was due to an illness in her family that required her to stay close by for caretaking.

Mr. Murray motioned to allow Ms. Firehock to participate in the meeting remotely, which was seconded by Mr. Carrazana. The motion passed unanimously (6-0). Ms. Firehock abstained from the vote.

Other Matters Not Listed on the Agenda from the Public

There were none.

Consent Agenda

Mr. Clayborne clarified that there were no items on the consent agenda today.

Public Hearings

ZMA202100016 North Fork UVA Discovery Park

Mr. Missel said that he had a personal interest in a business that may realize a reasonable and foreseeable benefit as a result of the transaction identified as North Fork UVA Discovery Park ZMA 2021-16. He declared that he was disqualifying himself from participating in this transaction and requested that this fact be recorded in the appropriate public records for a period of five years. He said that he would leave the meeting.

Mr. Carrazana said that in the interest of full disclosure, he was an employee of the University of Virginia. He said that the pending application was for the UVA Foundation, which was a separate entity. He said that he was able to consider the pending application fairly, objectively, and in the public interest; however, he wanted to disclose his employment for the record.

Mr. Murray said that he was employed by the University of Virginia. He said that the pending application was by the UVA Foundation, which was a separate entity, and he believed that he could consider the pending application fairly and impartially in the public interest. He said that he wanted to disclose his employment for the record.

Mr. Moore said that he was employed by the University of Virginia. He said that the pending application was by the UVA Foundation, which was a separate entity. He said that he could consider the pending application fairly, objectively, and in the public interest. He said he wanted to disclose his employment for the record.

Mr. Firehock disclosed that she was an employee of the University of Virginia. She said that she was not employed by the University of Virginia Foundation, but she believed she would be able to render a fair and balanced judgment on this matter, regardless of her employment status.

Bill Fritz, Community Development Department, said that the property was located between Airport Road and Route 29 near the airport. He said that it was a large piece of land running from Airport Road all the way to the North Fork Rivanna River. He said that one of the areas had single-family attached units proposed. He said another area had multifamily, single-family detached, and single-family attached units. He said that another area also had commercial and office spaces. He said that the remaining area was industrial, with an entrance on Airport Road that would be upgraded to a roundabout.

Mr. Fritz- said that the applicant had proffered significant improvements for the enhancements and a substantial amount of cash associated with them. He said that there was another entrance directly on Route 29, which also had proffers based on the level of development. He said that improvements would occur as development progressed. He said that an existing entrance was located on Quail Run, which served as a secondary access point. There was also a potential connection and potentially connected to adjacent property to the east. He said that the adjacent property to the east could potentially allow access to the property and potentially to Route 29.

Mr. Fritz said that the applicant had proffered and incorporated improvements to the greenway and trail system that ran along the northern portion of the property, including along the North Fork Rivanna. He said that there was also a recreational facility, Dabney Park, located fairly centrally on the property. He said that included in the application was the proposed grading, which was important because it would allow the grading to occur prior to the submission of site plans. He said that this was encouraged for planned industrial parks. He said that the proposed grading impacted steep slopes in several locations. He said that Area B5, located on Route 29, had already had its slopes approved by the Board of Supervisors for critical slope disturbance.

Mr. Fritz said that if the development was approved, the disturbance of the slopes would then be approved by virtue of being shown on the approved application plan, so a separate action was not required. He said that there were significant proffers. He said that the industrial portion of the property remained largely unchanged. He said that the prior rezoning on the property had a number of proffers, all which were being retained or enhanced in some way.

Mr. Carrazana asked whether there were triggers for the level of proffers and when they took place. He said that he wanted to know more about the triggers, specifically what was associated with the next level of proffers.

Mr. Fritz said that there were different triggers for a variety of things, such as traffic reaching certain points on Route 29. He explained that when a certain number of residential units were constructed within the residential portion, intersection improvements would be made. He said that other proffers were triggered in terms of construction improvements in Dabney Park or trail systems. He said that there were proffers for the right-of-way for the roundabout, and yearly payments were associated. He said that when Greenway trails were built, it triggered either dedication of land construction of other trails within the development.

Mr. Carrazana said that for the traffic issues mentioned, particularly concerning the concept of increased development leading to more congestion, proffers were required in order to achieve the development.

Mr. Fritz said that because the triggers were going to occur at some point in the future, and they did not necessarily know what the most appropriate things would be to improve traffic when that occurred because there was other development occurring in the area. He said that the cash proffers triggered at certain levels of development allowed the County to employ a certain flexibility to most appropriately address the transportation needs at the time the need was generated.

Mr. Carrazana asked how they could apply it to other developments causing similar challenges throughout the County. He said that this measure was appropriate, and since they possessed the necessary resources and means, they should consider implementing it in other locations as well.

Mr. Bivins said that when they discussed phased proffers for transportation, one of the reasons this worked in their case was because they had a vast and open green space with probably decades of development ahead. He said that while it may take decades to develop some things, they usually wanted to get it done in one instance. He asked how it would work for kinds of proposals where there was a hard cutoff for opening. He said that the process fit very nicely in this instance because they were really talking about a flow of development as opposed to an end point.

Mr. Carrazana said that there was a simplified approach because there was one owner. He said that it was how they considered applying it in a situation where there were multiple developments and one green area being developed over time and how to begin to apply the triggers.

Mr. Bivins said that he agreed because the last big piece was that if they had done that when they first did the development out there, the entire community would have had to bear the sort of complicating issues of how they were going to deal with incremental traffic. He said that he had always struggled with why they put that on the last to the table, when in fact it was a cumulative effect of 2,000 or 3,000 houses there that were adding it, not the 120 that were coming at the last bit. He said they should consider the blending.

Tim Rose, Chief Executive Officer of the University of Virginia Foundation, said that with him tonight were two of his colleagues, Frank Hancock and Deborah Van Ersel, who were the leaders on the project. He said that they also had their engineers and legal team present as well. He said that the University of Virginia Foundation provided real estate and other services to the University of Virginia, and as part of that, they were the owner of the North Fork Research Park. He said that he had stood in front of this group about 30 years ago down the hall to get the original piece of land approved, and they hoped that everyone had been pleased with the development that they had helped lead there.

Mr. Rose said that their goal was for the park to support the University's vision for fostering research and also to provide an economic development engine of sorts for the community. He said that university-affiliated research parks across the country had transitioned from being just a research park to becoming a 24/7 live, work, play community, and their request was to allow that to happen at the park. He said that they hoped that the housing would serve both the park and the employment center, which had experienced significant growth in that area.

Mr. Rose said that it would benefit the City and the County if they obtained this rezoning. He said that their first step would be to communicate with potential housing developers, both market and affordable housing. He said that the affordable housing process would be similar to the one they were currently going through closer to the City. He said that they needed them on their team to help them assist with this proposal.

Valerie Long, representing the applicant, said that it had been a challenging process, particularly given the large scale of the research park. She said that part of the challenge had been the detailed traffic study and analysis, as well as collaborating with County staff and VDOT to identify appropriate proffers to address transportation challenges, especially considering the existing congestion in the area. She said that even without any changes at North Fork, that congestion would continue.

Ms. Long said that the main goal was to create a 24/7 live-work-play community with constant activity. She said that this would enhance the economic development potential at North Fork and throughout the entire County. She said that the development would offer a variety of housing options with different price points in a strategic location near a large employment center. She said that it served as an amenity for economic development prospects. She said that potential tenants and their employees desired to live close to where they worked, reducing commute times compared to their current living situations. She said that the project supported the new microCAT service, which would serve this area.

Ms. Long said that by leveraging existing parks, natural assets, and trail systems, it enhanced the amenities available, including a cafe, gym, and numerous miles of trails and walking paths. She said that it introduced a 24/7 mix of uses helping enliven and activate the park. She said that residents living and working in the area would enjoy playgrounds, recreational fields, paths, trails, and future restaurants, among other attractions. She said that in essence, the infrastructure was already in place for the residents, though this was not always the case, particularly with residential rezoning.

Ms. Long said that they had included a quote from the existing Places 29 master plan in their comprehensive plan that actually contemplated having residential units in North Fork in the future. She said that the original plan was approved back in 1996. She said that their plan set for the application was much longer and more detailed. She said that they wanted to be able to show how similar the core elements were within the park. She said that they had the same road network and the same development blocks. She said a land addition to North Fork was approved in 2010.

Ms. Long said that a portion of the park would be rezoned as a neighborhood model district, and the remaining area would continue to be zoned as planned development, industrial park. She said that the sole reason for changing to the neighborhood model district was to allow residential use, which was the only district that permitted both residential and nonresidential uses. She said that there were two parcels along Route 29 that had been owned by the Foundation for a long time

but were not actually part of North Fork. She said that they felt it was appropriate to officially add them to it.

Ms. Long said that they were amending the proffers to address the impacts, modernize the terminology, make numerous other changes, and build on the historical proffers that had been in place for so long. She said that all of the uses allowed at North Fork would continue to be allowed everywhere in the park. She said that the blocks they were proposing to change to neighborhood model district would not preclude planned development industrial park uses; it was just an additive. She said that the existing approvals permitted up to 3.7 million square feet of nonresidential and PDIP uses that would continue.

Ms. Long said that since 1996, the Foundation had committed to retaining at least 200 acres of open space. She said that there would also be affordable housing. She said that they were proposing to rezone the two parcels not part of North Fork to PDIP. She said that one parcel was currently zoned highway commercial, while the others were zoned either R1 or R2. She said that future development of the park must align with the proposed application plan and the numerous details found throughout the application plan. She said that this served as a general framework for the park's development. She said that all types of housing units were permitted in the neighborhood model districts. She said that there was also a specific green space plan.

Mr. Clayborne asked Ms. Long to discuss the proffers for the application.

Ms. Long said that she would begin with the Parks and Recreation proffers. She said that the existing proffers discussed trails, but they were confusing and ambiguous. She said that the new proffers were clearer about what was required and when. She said that the first proffer involved constructing a recreational field and recreation area with a field, parking lot, restaurants, restrooms, and picnic area at a specific location. She said that the second proffer was for building a trail from the Dabney Park parcel to the future Greenway Trail along the river. She said that there were three options, but the Foundation had not yet determined which one to choose. She said that the proposals committed to building at least one connector trail in one of those three locations.

Ms. Long said that a new commitment not part of the original was constructing a trail along Jacobs Run, which would create a nice connection once the County built the Greenway Trail alongside the river. She said that it would connect to Chris Green Lake eventually. She said that there was an existing easement previously dedicated by the Foundation to the County for the County to build a Greenway Trail along the river. She said that the current Parks and Rec planning staff identified some areas that would require the trail to disturb more land and sensitive areas than was appropriate and would be much more expensive to construct.

Ms. Long said County staff had requested the Foundation to agree to some flexibility and consider or commit to expanding the greenway easement dedication in the future. She said that this would enable Parks and Rec staff to build the trail in a more environmentally sensitive and cost-efficient manner. She said that a study considered a shared use path along Route 29 frontage. She said that if this ever occurred, the proffers committed to dedicating an easement for that path in the future. She said that there was a commitment to set aside a small area for a trailhead parking lot for public use at any time. She said that the exact location had not yet been determined and would be addressed during the site plan stage.

Ms. Long said that for transportation proffers, the first was to construct two additional turn lanes when required based on a trip threshold event. She said that if at any point during the site plan stage the associated trip generation estimates indicated 150 trips during the peak hour, it would trigger the need to upgrade and construct those turn lanes. She said that they were tied to the trips and the impacts that would be created by the proposed use, whatever that was contemplated by the site plan.

Ms. Long said that the second was a commitment to provide cash to the County to help close a funding gap in the Airport Road/Berkmar Extended roundabout. She said that there was a project to extend Berkmar to Airport Road and then have a roundabout constructed at that intersection. She said that there were many benefits of that project both to North Fork as well as to the larger community and traffic generally. She said that it will enable Berkmar Extended and Lewis and Clark Drive to function as a parallel road network to Route 29, as envisioned by the original Places 29 master plan. She said that the Foundation constructed the extension of Lewis and Clark Drive, and the segment was completed in 2020. She said that they finished that connection, and now one could go from Airport Road, north on Lewis and Clark Drive, all the way to Route 29, which already functioned as a connector road.

Ms. Long said that the completion of the Berkmar Extended segment would make that segment complete. She said that the roundabout would help substantially with keeping traffic moving and provide safety. She said that in addition to committing to contribute \$2.5 million to close a recent funding gap, they had proffered to dedicate land and easements needed for the project in the area. She said that this would help keep the cost down. She said that part of the cost was VDOT factoring in buying land and easements from the Foundation, but this was no longer part of the equation.

Ms. Long said that there was a commitment to provide up to \$1.5 million over time for future transportation improvements once they had been identified by the County and VDOT. She said there were many studies going on right now and many other projects in the pipeline in this area. She said that the new Rivanna Station project would complement North Fork. She said that the idea was to commit a certain amount of money from the Foundation toward future improvements, rather than trying to predict or commit to a particular improvement that may not be what VDOT and the County ultimately decided was the most appropriate.

Ms. Long said that this amount would be payable in three increments when certain trip generation thresholds had been reached. She said that it was noted it was not limited to road projects; the funds could be used toward transit improvements, bike and pedestrian improvements or the like. She said that they tried to make that as flexible for the County and VDOT as possible.

Mr. Bivins said that he was relieved to hear that the locations and types of dwellings were simply illustrative. He said that he had been planning to ask or suggest that in considering those, they think about putting multifamily dwellings closer to the green space. He said that out of all the dwelling types, those would be the most densely developed, and they would be the people who have the least amount of green around them. He said that he assumed the single-family dwellings would likely have some sort of green patch around their properties. He said that the whole idea was to give families or individuals with the least opportunity to have green to put them closer to the green space.

Mr. Bivins said this was one of those places in the County that he was very fond of. He said that he was particularly fond of it now that the secondary road had been put there. He said that he

believed it worked and seemed to be fulfilling what was expected of it when Mr. Rose presented the vision in the 1990s. He said that at that time, he had been an employee at the University of Virginia had hoped to lease some of the space. He said that he was somewhat conflicted about the trails and their distance from where people would be living. He said that Dabney Grove was not close to where the people were going to live. He said that another point of contention was the fact that, given who would be moving in there, the area where office buildings were likely to be probably did not want people wandering around them.

Ms. Long said that this was part of the hesitation or inability to commit to a precise location. She said that they wanted to be able to assess that as they proceed.

Mr. Bivins said that he would encourage everyone to consider making the residential part of the community full of opportunities so that there would not be any tension between some of the units in the park and the people living in the area. He said that the result should be a livable, workable place that worked for everyone, particularly given what they heard earlier this afternoon from staff about the envisioned area across the road.

Mr. Bivins said that he challenged the Foundation to ensure that the design truly became an innovation corridor. He said that he saw a bunch of projects that were not very interesting and just the same old stuff. He said that the Foundation had the opportunity for it to be something smart and forward-looking as opposed to another suburban development, which they did not need.

Ms. Long said that she agreed with the statement and added that it was precisely why they were there. She said that the neighborhood model area application plan showed trails and other amenity areas.

Mr. Bivins said that he saw them and could see them, but when they started doing all of the proffering on the north side of the property, it would be hard to get over there, especially for older people who might need a walker. He said that it would be somewhat annoying, particularly when there was a rich field available for wonderful activities. He said that this was for multi-generational green spaces and having multi-generational people living in the places.

Deborah van Ersel, UVA Foundation, said that some of their tenants in North Fork were related to the folks across the street, and that was a more restrictive user group with certain sensibilities and sensitivities to those around them. She said that their employees wanted walkability, amenities, outdoor spaces, and meeting spaces. She said that they did provide the facilities. She said that on another diagram, one would see trails around their water retention pond. She said that they wanted to connect those to the newer trails that had been proffered in the future. She said that their original master plan, the one redone in 2017, showed all kinds of connections to trailways and walking ways. She said that this was an effort to create a “live, work, learn, play” kind of community. She said that they absolutely wanted this to be a place of great innovation.

Mr. Murray said that he wished everything they received was full of much green space. He said that there were impacts to isolated wetlands. He said that he knew they had no regulatory power over isolated wetlands but mentioned that there were vernal pools nearby along Route 29. He said that those were an important ecological community in the County. He said that the Foundation did an excellent job using native plants. He said that several people wished the Foundation would progress further and use regionally native plants.

Mr. Moore said that he would like to echo Commissioner Bivins' comments and ask about the placement of park space or third spaces for residents to come together in active ways during this phase. He said that based on where the parks were located, they were referred to as a kind of town center. He said that with the current tenants being a biotech firm and a security firm, it may not feel like a traditional downtown area.

Ms. Long said that they had indicated the location of the multi-use path and primitive trail, taking advantage of streams and green space throughout. She said that there was an intent and commitment to have them go all through the area. She said that in addition to the existing trails, this was building on that in all areas. She said that throughout the neighborhood model district, there would be pockets of open space.

Ms. Long said that the last page of their plan set was the code of development, which governed how the neighborhood model district blocks would develop. She said that it made it similar to any other neighborhood model district application received as a rezoning. She said that there were requirements in the code of development, including the amount of open space each block must have, amenities, and setbacks that regulated. She said that all rules were intentionally flexible to accommodate various types of buildings such as multifamily or townhouses while still requiring essential components that made it an attractive town center.

Mr. Moore asked for more information about the not-insignificant improvements that would be needed in water and sewer to make this work.

Ms. Long said that she understood that the Foundation had been collaborating closely with their civil engineers. She said that she had not participated in those discussions because her firm represented the Rivanna Water and Sewer Authority, so she wanted to avoid involvement in that matter. She said that she was aware of their collaboration and planning efforts. She said that at this stage, they were sharing information and plans. She said that there was a proffer in place since at least 1996, which stipulated that if there was a large water user planned, the Authorities must confirm that there was sufficient capacity before site plan approval.

Ms. Long said that both the Rivanna Authority and the ACSA were currently planning and initiating significant improvements to the community's infrastructure and water supply plan. She said that they were getting ready to build the pipeline that would connect the South Rivanna reservoir to the Ragged Mountain. She said that the Foundation had been working very closely with them and recently conveyed easements for the pipeline and land for a pump station.

Ms. Long said that they were about to start projects to, among other things, build a second water pipeline across the Rivanna so if the existing one were to fail, they had a redundant supply water system in place as well as expanded capacity. She said that those were big, expensive projects and they took time, but she knew that they had been working together to coordinate those things.

Mr. Moore that he was rereading some news stories about President Ryan's commitment to being great, good, and building 1,000 to 1,500 affordable units, and it looked like they might get around 200 for the proposal. He asked how, when coming in at 15% affordable, that fit in.

Ms. Long said that they hoped that 200 was the absolute minimum. She said that the range was from 200 to 1,400.

Mr. Moore said that he meant 200 affordable units.

Ms. Long said that at maximum buildout, he was correct. She said that the plan was that once the zoning was in place, they would initiate a process very similar to what they had been engaging in with the development and nonprofit housing community in two other projects at Piedmont and Wortland Street. She said that they hoped to determine what worked best and where. She said that they hoped there would be far more than 200 affordable units, especially because meeting the goal likely required more than that number unless a fourth location was identified.

Ms. Long said that the challenge was trying to commit to a certain number of units at this point when they had not yet started the process. She said that they did not feel it was appropriate to ask the nonprofit affordable housing developer to conduct market studies and design plans to help them determine how many affordable units they could build when they did not yet have the zoning in place.

Ms. Long said that they certainly expected that would be a challenge for them to commit to it, as the Foundation was a developer. She said that they would need to rely on the expertise of other builders. She said that based on the amount of interest they received for their first two RFPs at other sites, they were encouraged that there would continue to be a lot of interest in both for-profit and nonprofit housing such that, hopefully, there would be more than 200 units built. She said that it was challenging to commit to it.

Mr. Moore said that when he read the proposal, he realized that the Foundation was qualitatively and quantitatively very different from an average developer. He asked why they were just doing the minimum 15% at 88% AMI here, and it stood out to him. He asked if they could get more at this stage, but he acknowledged it would be better added at the site plan stage.

Ms. Firehock said she was supportive of residential being added to North Fork. She asked for more elaboration on the transportation aspect, specifically regarding multimodal options. She asked how accessible pedestrian and bicycle travel would be. She asked for more information about the type of commercial use that was envisioned and whether residents would be able to meet their needs within North Fork.

Ms. Long said that if someone wanted to commute from their townhouse in a specific location, there would be a sidewalk at least. She said that there would perhaps be another paved trail to connect to the shared use path and allow one to ride their bike to the town center or to a future employer located in one of the other blocks. She said that there would be sidewalks throughout the area, even if there were not already sidewalks. She said that the concept was for all the reasons indicated that it would be bikeable, walkable, and support that type of a community.

Ms. Long said that as they moved through the site plan process, each site plan would identify the sidewalks and other trails and amenities that would support multimodal use. She said that there were existing transit stops on the site. She said that the Foundation had a lot of experience; they ran up until the pandemic a shuttle bus. She said that it was also within the area of the future microCAT transit program, which should support both residents and employees at the park.

Ms. Long said that with regard to the second question, they had tried to be very flexible in terms of commercial uses permitted in order to provide the types of conveniences that future residents would have an interest in, like a coffee shop, restaurants with outdoor cafe seating, or perhaps a small drugstore, grocery store, or childcare center. She said that there were visions for

neighborhoods supporting commercial uses at appropriate scales to provide neighborhood services.

Ms. Firehock said that they should consider a bikeshare program. She said that when she worked full time at UVA, they had bikes that they just kept as an informal share. She said that they needed to have something like that so that if one worked in one of those research facilities, they could hop on a bike and ride over to the store.

Ms. Long noted that it would be an ideal location for an e-bike hub or scooters.

Mr. Clayborne opened the hearing for comments from the public.

Valentin Theodore "VT" Cruz said that he was a resident of Airport Acres. He said that his concern was with the development and infrastructure in the area. He said that his house was built in the late 50s on well and septic. He asked if they would have to disconnect from the well and septic due to this development. He asked whether a second lane would be added to Airport Road and if it would take out the woods behind his house. He said that regarding the proposed traffic circle on Airport Road, he inquired about the height restriction for any structure. He said that his home was almost directly behind the fire station.

Mr. Cruz said that his concern was that this was a great idea for many reasons, but it was also an 800-pound gorilla behind them. He said that he had retired and did not want to have to move again or deal with another mini-megalopolis in his backyard. He said that he wanted to ensure that the woods were kept and the roads were maintained at an absolute minimum level. He said that this would benefit the people living there by preventing them from having to contend with two lanes of traffic. He said that his concern was that he did not want to get stuck with this situation and wonder what they should do. He said that he could not afford to connect to the sewer and water system.

Ms. Long said that regarding the first question about whether they would be forced to connect to water and sewer, she was not aware of if there would be a requirement for them, nor was she able to speak to that. She said the residents would be able to do their own thing, and the Foundation and development would be connected to the water and sewer system. She said that with regard to the future widening of Lewis and Clark Drive, it was part of an eventual option for the Foundation or the County or VDOT to widen it. She said that when it was extended, there was already the necessary land and right-of-way. She said that the road had been graded already to accommodate two additional lanes, one on each side, so there would not be any more tree clearing needed for that area or more significant grading work required.

Ms. Long said that although it was fairly difficult to see, there was a buffer required on the application plan between Lewis and Clark Drive and the backyards of the Airport Acres residents. She said the buffer would continue. She said that there should not be any reason to need to grade into that area. She said the buffer was a commitment on the application plan that would be binding. She said that the building was limited to a maximum of six floors, and the hotel room limit was 200.

Mr. Herrick said that he was not aware of any changes proposed for water and sewer services in the neighboring subdivisions due to this application.

Mr. Clayborne closed the hearing to the public.

Mr. Bivins said that with the extension of Berkmar Drive and assuming that the circle at Lewis and Clark Drive came together, an individual would be able to go across to the shopping center and have access to a Harris Teeter and the full suite of things which were over there. He said that they would also have the ability to come all the way into town on a multi-use path, as Berkmar Drive Extended would go all the way up to the circle. He said an individual could commute from there and come all the way into town if they decided to. He said that one would have the ability to use an alternate means of coming into town from North Fork on that one road. He said that he suggested that this would be a significant win for many people who want to use an alternative method to come into town but do not wish to travel on Route 29.

Mr. Clayborne said that he wanted to ensure that the affordable housing was distributed throughout the development.

Mr. Moore moved that the Commission recommend approval of ZMA 2021-16, incorporating the proffers contained in Attachment 2 and the application plan featured in Attachment 3. Mr. Bivins seconded the motion, which carried unanimously (667-0, Commissioner Missel recused himself).

Adjournment

At 8:11 p.m. the Commission adjourned to November 14, 2023, Albemarle County Planning Commission meeting, 6:00 p.m.



Kevin McDermott, Deputy Director of Planning

(Recorded by Carolyn S. Shaffer, Clerk to Planning Commission & Planning Boards; transcribed by Golden Transcription Services)

Approved by Planning Commission
Date: 11/14/2023
Initials: CSS