A regular meeting of the Board of Supervisors of Albemarle County, Virginia was held on June 3, 2026, at 1:00 p.m. in Lane Auditorium, Albemarle County Office Building, 401 McIntire Road, Charlottesville, VA 22902.

BOARD MEMBERS PRESENT: Ms. Sally A. Duncan, Mr. Ned L. Gallaway, Ms. Beatrice “Bea” J.S. LaPisto-Kirtley, Ms. Ann H. Mallek, Mr. Frederick “Fred” A. Missel, and Mr. Mike O.D. Pruitt.

ABSENT: None.

OFFICERS PRESENT: County Executive, Jeffrey B. Richardson; County Attorney, Andy Herrick; 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 1:00 p.m. by the Chair, Mr. Ned Gallaway.

Mr. Gallaway introduced the following Albemarle County Police Department officers present: Officer Joshua Penn and Master Officer Eric Ketchum.

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Agenda Item No. 2. Pledge of Allegiance.
Agenda Item No. 3. Moment of Silence.

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Agenda Item No. 4. Adoption of Final Agenda.

Ms. Mallek **moved** to adopt the final agenda as presented.

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

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

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

Ms. Mallek reported that despite the recent rain, the stream on her property was only about four inches wide when it was usually four feet wide, so it was clear they still needed more rain. She said that the County recently had their special waste collection events, during which they collected electronic waste from 303 Albemarle County customers, household hazardous waste from 385 customers, and 33,160 pounds of furniture, mattresses, tires, and other bulk waste. She encouraged citizens to continue to take advantage of these important special collection days at the Ivy Solid Waste & Recycling Center.

Ms. LaPisto-Kirtley reported that she and Mr. Gallaway had recently visited Chapel Hill, NC with some of their senior staff to learn about their transportation program, and there was a lot that Albemarle could learn from them. She commented that it was a great visit.

Mr. Pruitt said that they were approaching their peak recreation season in the County, which meant several locations for swimming would be open. He said that there would be fees at these locations to offset the cost of paying their lifeguards, but it was still a great bargain for great places to swim. He encouraged everyone to please be safe on the County roads; there were higher numbers of cyclists as well as a higher number of drunk drivers. He said that there were many upcoming opportunities for summer activities, including Scottsville’s Fridays on the Canal and the 4th of July Celebration.

Mr. Gallaway noted his recent trip to Chapel Hill and said that more formal reports would be provided when they had a joint meeting with the City in the future. He expressed his appreciation to the folks in Chapel Hill for hosting them, and he looked forward to returning their generosity when they visited their community this fall.

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Agenda Item No. 6. Proclamations and Recognitions.

Item No. 6.a. Proclamation Recognizing June 5, 2026 as National Gun Violence Awareness Day.

Mr. Mallek **moved** to adopt the proclamation recognizing June 5, 2026 as National Gun Violence Awareness Day, which she read aloud.

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

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

Proclamation Recognizing June 5, 2026 as National Gun Violence Awareness Day

WHEREAS, every day, more than 130 people in the United States are killed by gun violence, alongside more than 200 who are shot and wounded, and on average, there are nearly 19,000 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 1,226 gun deaths every year, with a rate of 13.9 deaths per 100,000 people, and has the 31st highest rate of gun deaths in the US, and localities across the nation, including Albemarle County, are working to end the senseless violence with evidence-based solutions; and

WHEREAS, protecting public safety in the communities they serve is the 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 those who are a danger to themselves or others. Local officials and law enforcement officers know their communities best and 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 we see an increase in firearm homicides and nonfatal shootings across the country, increased calls to 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 2026, to help raise awareness about gun violence. By wearing orange, people across the United States 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 recognize the first Friday in June, June 5, 2026, as National Gun Violence Awareness Day and encourage all residents to support their local communities' efforts to prevent the tragic effects of gun violence and to honor and value human lives.

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Mr. Bobby Doyle, Director of Gun Violence Solution Project, accepted the Proclamation and thanked the Board for recognizing National Gun Violence Awareness Day with this Proclamation. He said that over the past few years, their County had made significant progress on this topic, but they still witnessed a high numbers of firearm violence in their community. He said that as a volunteer with Albemarle County Fire Rescue for 14 years, he wanted to acknowledge that this progress was not by chance.

Mr. Doyle stated that they had an exceptional team of first responders, law enforcement officers, counselors, physicians, human services professionals, victim advocates, and many others who worked tirelessly to make their communities safer. He said that he hoped that this Friday, people would take a moment to acknowledge the dedication and hard work of these individuals, as well as the lives they had saved and lost. He said that he appreciated all that the Board was doing to bring this forward.

Ms. LaPisto-Kirtley thanked Mr. Doyle for serving as a volunteer firefighter and for accepting the proclamation. She said that the Board wanted to do everything possible to prevent gun violence and encourage responsible ownership. She said that she hoped parents would prioritize locking away guns in a gun safe so that children and adults were kept safe.

Ms. Mallek expressed her sincere gratitude and appreciation for the tireless efforts of their Moms Against Gun Violence and other local organizations over many years, which had helped them all strive for improvement. She said that she looked forward to seeing more progress on this issue in the future.

Mr. Missel thanked Mr. Doyle for being here. He said that the statistics related to this issue were sobering. He said that Mr. Doyle had mentioned their community had been doing fairly well, and he would like to ask more about the general trends.

Mr. Doyle said that there were currently two competing trends in firearm violence. He said that on one hand, they were witnessing a significant decrease in community violence, where individuals were shooting each other in communities. He said that this was largely attributed to the outstanding work being done. He said that on the other hand, they were seeing a slight increase in firearm-related suicides, particularly those linked to mental health issues. He said that while they were making progress, it was clear that there was still much work to be done.

Mr. Missel said that he was eager to learn more about what they could do to assist moving forward. He thanked Mr. Doyle for his time.

Mr. Pruitt thanked Mr. Doyle for the work he was doing currently. He said that this was an issue that was frustrating because there were real, quantifiable solutions that everyone could work toward.

Instead, they had an issue that became a fractional, politicized problem. He expressed his appreciation to everyone in research and advocacy settings who made meaningful progress to halt gun violence.

Ms. Duncan thanked Mr. Doyle for accepting this Proclamation. She said that gun violence continued to be a seriously concerning issue, and everyone should keep it in mind. She encouraged everyone who owned guns to safely lock them away.

Mr. Gallaway thanked Mr. Doyle for being there and for all his efforts. He agreed with Mr. Pruitt that this work should transcend politicized argument and focus on mutually agreeable solutions.

Mr. Doyle again thanked the Board for supporting this work to keep everyone safe.

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Agenda Item No. 7. Public Comment on Matters Previously Considered or Currently Pending Before the Board (Other than Scheduled Public Hearings).

Ms. Nicole Scro said that she was a land use attorney representing Kate and Jeremy Kent. She said that Doug Lowe, their contractor, was also present to answer any building-related questions. She said that she was speaking on the Action Item 9. SE-2025-00040 528 Clarks Tract Building Site Modification. She said that the request was for a stream buffer encroachment, and she would like to explain why this abnormal request was justified. She said that between 2001 and 2013, the prior owner, a Class A contractor, failed to obtain permits or inspections for several buildings on the property. She said that furthermore, he was hosting weddings as a business, and her clients relied on this information when they purchased the property in 2022.

Ms. Scro said that in 2023, they hosted their own wedding, followed by two more weddings for their friends. She said that after these events, the County issued a letter noting the various violations. She said that since then, the property has been in compliance, with no other events taking place. She had provided an owner's affidavit signed at closing stating that they were unaware of any violations of zoning laws or ordinance, nor problems related to the issuance of a building permit or failure to obtain one on the property. She said that her clients were involved in a pending lawsuit at the circuit court, and the determination of fault would be made by the court.

Ms. Scro said that this evening, the issue before the Board was compliance. She said that their goal was to preserve the structures while still achieving compliance. She said that the structure was large, so it would be difficult to move or demolish. She said that their two options were to pipe the stream with Department of Environmental Quality (DEQ) approval, or to mitigate the problem through landscaping. She said that in their discussions with the County, staff stated their preference was for landscaping. She emphasized that the Health Department did not approve this nine-bedroom property with two rental structures, so in order to get the downgrade as advertised, they needed to improve the sewage system. In order to achieve that, it required coming back to the Board for approval.

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Mr. Jeremy Kent said that he and Kate were family medicine doctors at the University of Virginia, where they met. He said that they were both from Virginia, growing up and going through almost all of their schooling here. He said that with the exception of the years he spent in the Army as a doctor, they spent their entire lives here. He said that they had lived in Albemarle for almost 15 years. They were also a blended family, each of them bringing three children under the age of 18. He said that they were looking for a house that could fit all of their children, and 528 Clarks Tract was the perfect place for them.

Mr. Kent said that the previous owners had stated they held weddings at this property, and it seemed perfect for them to have their own wedding, too. He said that the next year, they planned their wedding for their property, sourcing everything locally to keep costs down. He said that they held two additional weddings on their property, but at the time, they did not realize a special permit was required for weddings on the property. He said that one of their neighbors contacted the County about the weddings they were holding there without ever mentioning it to them. He said that the County investigated the complaint and found that several structures were unpermitted and major zoning violations including the Water Protection Ordinance.

Mr. Kent said since they were made aware of the issue, they did not attempt to hold any more weddings on the property. He that they were not business experts nor construction experts, and they did not understand the law at the time. He said that they had engaged attorneys, contractors, engineers, plumbers, electricians, and a sewage excavation team to ensure they could achieve compliance on their property. He said that the costs of ameliorating this issue were over $100,000 and it was not resolved yet. He said that they spent a lot of time and money on this mitigation plan, and he requested the Board approve it. He said that this would be one step to helping them get back to a normal life.

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Ms. Katharine (Kate) Kent said that as her husband had said, they bought this house for their blended family, and it seemed like a sanctuary at the time. She said that in the exact place where she and her husband said their vows in their backyard, there was now a three-foot-wide, elevated sewer lid. She said that this was a sad metaphor for how the situation had turned out for them. She said that there was a lot of uncertainty and insecurity in their house due to the added stress. She said that they had to take on extra jobs to keep them afloat, and they could not sell the house due to the issues with the permits.

Ms. Kent said that they were stuck with non-compliant structures they did not build. While they

accepted this was their problem now and were willing to work with the County to reach compliance, they needed the Board's help with explaining the necessary steps and helping them reach closure. She said that these had been formative years for their blended family, but it was no longer a stable place to live. She said that it would feel better to know the exact next steps they needed to take.

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Agenda Item No. 8. Consent Agenda.

Ms. LaPisto-Kirtley **moved** to approve the consent agenda as presented.

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

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

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Item No. 8.1. Approval of Minutes: March 16 and April 22, 2026.

Mr. Gallaway had read the minutes of March 16, 2026, and found them to be in order.

Mr. Pruitt had read the minutes of April 22, 2026, and found them to be in order.

By the above-recorded vote, the Board approved the minutes of March 16 and April 22, 2026.

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Item No. 8.2. Resolution of Approval and Concurrence of Bond Financing for Kappa Sigma Endowment Foundation through EDA of Appomattox County, VA.

The Executive Summary forwarded to the Board states that Kappa Sigma Endowment Fund (KSEF), along with its limited liability corporation, Scottsville Road Holdings LLC, is expanding its museum and headquarters with cash and tax-exempt revenue bond financing through the Appomattox County EDA. Albemarle County's EDA cannot issue "bank-qualified" bonds (BQ Bonds) under the Internal Revenue Code (IRC) since a locality is limited to $10 million in tax-exempt bonds in a calendar year to qualify as BQ Bonds and Albemarle County has issued more than $10 million in tax-exempt bonds in 2026. Another locality's EDA is needed for KSEF's BQ Bonds to proceed.

KSEF built its original museum in Albemarle County with similar BQ bonds in 2006, and the Albemarle County Board of Supervisors approved Nelson County's EDA issuing bonds for the project. The Albemarle Board also approved a later bond issue by Appomattox County's EDA for KSEF in 2012. The Virginia Industrial Development Authority Act and the IRC require the local governing body (Board of Supervisors) to approve and concur in the financing of a project located in its county if another locality's EDA will issue bonds for the project.

The Appomattox County EDA approved the KSEF bond issue on April 27 after a public hearing, and the Appomattox County Board of Supervisors approved the bond issue on May 18. The Albemarle County EDA held its public hearing and recommended approval on May 19, and recommends that the Albemarle Board approve and concur in the bond issue. The KSEF Bond Issue is planning to close in early June following the Albemarle Board meeting. Neither Albemarle County nor the Albemarle EDA have any liability for the KSEF Bond Issue being issued by the Appomattox EDA.

This action is the same action that the Board of Supervisors took in 2006 and in 2012 to allow Kappa Sigma Endowment Fund to finance its original national headquarters and museum facility in Albemarle County at 1610 Scottsville Road. KSEF is expanding these facilities with a new tax-exempt revenue bond issue, again issued by the EDA of Appomattox County, VA, in order for the bonds to be Bank-Qualified and more attractive for lending by a bank (First National Bank).

The Albemarle County EDA has held a public hearing on May 19 and approved a resolution recommending that the Albemarle County Board of Supervisors approve and concur in the Appomattox County EDA issuance of a revenue bond for Kappa Sigma Endowment Fund and Scottsville Road Holdings LLC to expand its National Headquarters and Museum facilities in Albemarle County as required by State and Federal law (the VA IDA Act and Internal Revenue Code). All approvals have taken place in Appomattox County with approval by the Appomattox EDA after public hearing and by the Appomattox County Board of Supervisors.

Once the Albemarle County Board of Supervisors approves its resolution, the KSEF Bond Issue will proceed to closing in early June. Expanding the museum and national headquarters for Kappa Sigma Endowment Fund in the County will increase tourism and promote the County to visitors to the museum and national headquarters.

There is no budget impact associated with this resolution.

Staff recommends that the Board approve the attached Resolution (Attachment A) to approve and concur in the bond issue for Kappa Sigma Endowment Fund to be issued by the Appomattox EDA.

By the above-recorded vote, the Board approved the resolution in Attachment A to approve and concur in the bond issue for Kappa Sigma Endowment Fund to be issued by the Appomattox EDA.

RESOLUTION OF THE
BOARD OF SUPERVISORS OF ALBEMARLE COUNTY, VIRGINIA

WHEREAS, the Economic Development Authority of the County of Appomattox, Virginia **("Appomattox County") (the "Appomattox Authority")** has considered, at a public hearing held on April 27, 2026, the application of Kappa Sigma Endowment Fund **(the "Endowment")**, a Section 501(c)(3) entity formed as an Illinois Trust and Scottsville Road Holdings, LLC, a Virginia limited liability company **(the "Company," together with the Endowment, the "Borrower")**, both exempt from taxation under Section 501(c)(3) of the Internal Revenue Code of 1986, as amended **(the "Code"**), both based in the County of Albemarle, Virginia **("Albemarle County")** and each having its principal place of business at 1610 Scottsville Road, Charlottesville, Virginia 22902;

WHEREAS, the Borrower has requested that the Appomattox Authority issue its qualified non-profit revenue bonds in an amount not to exceed $10,000,000 **(the "Bonds")** pursuant to the Industrial Development and Revenue Bond Act, Title 15.2, Chapter 49 of the Code of Virginia of 1950, as amended **(the "Act")**, the proceeds from which Bonds will be used to assist the Borrower in financing a portion of the costs of the acquisition, construction, equipping and furnishing of an expansion of the Endowment's National Headquarters and Museum facilities with additions and an adjacent building totaling approximately 15,000 square feet of improvements to be located at 1610 Scottsville Road, Charlottesville, Virginia, 22902 **(the "Facility")**, and to pay costs of issuance **(the "Plan of Financing")**;

WHEREAS, the Economic Development Authority of Albemarle County, Virginia **(the "Albemarle Authority")** has, after a public hearing held on May 19, 2026, considered the request of the Borrower for the Albemarle Authority to recommend to the Board of Supervisors of Albemarle County, Virginia **(the "Board of Supervisors")** its approval of and concurrence with the Plan of Financing and issuance of the Bonds by the Appomattox Authority under the Act, in such amounts as may be necessary to finance the cost of the Facility;

WHEREAS, the Facility will also benefit Albemarle County and the Borrower has described the benefits to Albemarle County at such public hearing and the Albemarle Authority has recommended that the Board of Supervisors of Albemarle County approve of and concur with the Plan of Financing and issuance of the Bonds by the Appomattox Authority under the Act;

WHEREAS, Section 147(f) of the Code provides that both the governmental unit having jurisdiction over the area in which any facility financed with the proceeds of private activity bonds is located and the governmental unit on behalf of which such bonds are issued must approve the issuance of the bonds after public hearing;

WHEREAS, Section 15.2-4905 of the Act provides that if a locality has created an industrial development authority, no industrial development authority created by a second locality may finance a facility located in the first locality unless the governing body of such first locality concurs with the inducement resolution adopted by the industrial development authority created by the second locality;

WHEREAS, the Facility to be financed through the issuance of the Bonds is located in Albemarle County and the Board of Supervisors constitutes the highest elected governmental unit of Albemarle County and the Board of Supervisors has created the Albemarle Authority pursuant to the Act;

WHEREAS, the Board of Supervisors of Appomattox County constitutes the highest elected governmental unit of Appomattox County and the Board of Supervisors of Appomattox County has created the Appomattox Authority pursuant to the Act;

WHEREAS, the Board of Supervisors of Appomattox County approved on May 18, 2026, the Plan of Financing for the Facility and the issuance of the Bonds for the benefit of the Borrower and has designated the Bonds as "qualified tax-exempt obligations" under Section 265(b)(3) of the Code; and

WHEREAS, the approving resolutions of the Board of Supervisors of Appomattox County and the Appomattox Authority are each contingent upon the Board of Supervisors' approval of, and concurrence with, the issuance of the Bonds by the Appomattox Authority;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF ALBEMARLE COUNTY, VIRGINIA:

1. The Board of Supervisors hereby approves and concurs with the Plan of Financing of the Facility and the issuance of the Bonds by the Appomattox Authority for the benefit of the Borrower, as required by Section 147(f) of the Code and Sections 15.2-4905 and 15.2-4906 of the Act, to permit the Appomattox Authority to assist in the financing of the Facility.

2. The approval of and concurrence with the Plan of Financing and issuance of the Bonds, as required by said Section 147(f) of the Code and Sections 15.2-4905 and 15.2-4906 of the Act, does not constitute an endorsement of the Bonds or the creditworthiness of the Borrower or otherwise indicate that the Facility possesses any economic viability. As required by the Act, the issuance of the Bonds as requested by the

Borrower will not constitute a debt or pledge of the faith and credit of the Commonwealth of Virginia, Appomattox County or Albemarle County. Neither the Commonwealth of Virginia nor any political subdivision thereof, including the Appomattox Authority, Appomattox County or Albemarle County shall be obligated to pay the Bonds, or the interest thereon, or other costs incident thereto, except from the revenues and monies pledged therefor, and neither the faith and credit nor the taxing power of the Commonwealth of Virginia nor any political subdivision thereof, including the Appomattox Authority, Appomattox County and Albemarle County, will be pledged to payment of principal of such Bonds or the interest thereon or other costs incidental thereto.

3. This resolution shall take effect immediately upon its adoption.

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Item No. 8.3. Resolution Affirming Commitment to Fund the Locality Share of Projects Under Agreement with the Virginia Department of Transportation.

The Executive Summary forwarded to the Board states that the Virginia Department of Transportation (VDOT) requires each locality that is a recipient of funds under various grant programs for transportation-related projects to provide assurance by resolution every four years of its commitment to fund its local share of all projects. On April 22, 2022, the agreement was last renewed and subsequently expired in 2026. A new resolution, once executed, will continue the County of Albemarle's assurance to VDOT to fund its share of all current and approved projects.

Under this blanket resolution, individual transportation-related projects execute a separate Appendix A that identifies the project narrative, project estimates, project cost and reimbursement, project financing, and program and project-specific funding requirements.

There is no budget impact associated with these agreements.

Staff recommends the Board adopt the attached resolution and authorize the County Executive to execute all agreements and/or addenda for any approved projects with the Virginia Department of Transportation.

By the above-recorded vote, the Board adopted the attached resolution and authorized the County Executive to execute all agreements and/or addenda for any approved projects with the Virginia Department of Transportation.

RESOLUTION
AFFIRMING COMMITMENT TO FUND THE LOCALITY SHARE OF PROJECTS
UNDER AGREEMENT WITH THE VIRGINIA DEPARTMENT OF TRANSPORATION
AND PROVIDE SIGNATURE AUTHORITY

WHEREAS, the County of Albemarle is a recipient of Virginia Department of Transportation funds under various grant programs for transportation-related projects; and

WHEREAS, the Virginia Department of Transportation requires each locality, by resolution, to provide assurance of its commitment to funding its local share.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Albemarle hereby commits to fund its local share of preliminary engineering, right-of-way, and construction (as applicable) of the project(s) under agreement with the Virginia Department of Transportation in accordance with the project financial document(s); and

BE IT FURTHER RESOLVED that the County Executive, or his designee, is authorized to execute all agreements and/or addenda for any approved projects with the Virginia Department of Transportation.

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Item No. 8.4. SE-2026-00010 Out of Bounds Variation Request.

The Executive Summary forwarded to the Board states that ZMA201500005 Out of Bounds (ZMA2015-05) allowed the existing single family detached unit in Block 2 of the development to remain, and the Code of Development limits the block to one single family detached unit. The applicant is proposing to construct one (1) single family attached dwelling unit in Block 2 and therefore is requesting a Special Exception to vary the use table from the Code of Development approved with ZMA2015-05.

The applicant has requested two minor variations (Attachment B) to the Code of Development approved with ZMA2015-05:

1. Variation to the phasing/block layout of Blocks 2 and 3.
2. Variation to allow single-family attached/townhome units in Block 2.

Staff analysis of the request is provided as Attachment C.

The Board of Supervisors may grant variations to an approved plan and Code of Development as authorized by County Code §18-8.5.5.3. Such authorization includes changes to the arrangement of

buildings and uses (§18-8.5.5.3(a)(2)).

Staff recommend that the Board adopt the attached Resolution (Attachment D) to approve the special exception request.

By the above-recorded vote, the Board adopted the attached Resolution (Attachment D) to approve the special exception request.

RESOLUTION TO APPROVE SE-2026-00010
OUT OF BOUNDS SPECIAL EXCEPTION

WHEREAS, upon consideration of the staff reports prepared for SE-2026-00010 - Out of Bounds Special Exception and the attachments thereto, including staff's supporting analysis, any comments received, the relevant factors in *Albemarle County Code* §§ 18-8.5.5.3(c) and 18-33.9, the Albemarle County Board of Supervisors hereby finds that the request for a variation of the Code of Development and application plan of ZMA201500005:

1. Is consistent with the goals and objectives of the comprehensive plan;
2. Does not increase the approved density or intensity of development;
3. Does not adversely affect the timing and phasing of development of any other development in the zoning district;
4. Does not require a special use permit; and
5. Is in general accord with the purpose and intent of the approved application.

NOW, THEREFORE, BE IT RESOLVED that the Albemarle County Board of Supervisors hereby approves a special exception for SE 2026-00010 Out of Bounds on Parcel 060L0-00-02-05200 to amend the Code of Development and application plan of ZMA201500005, to shift the phasing and block layout of Blocks 2 and 3, and to allow single-family attached/townhome units in Block 2, as shown and described in the Project Narrative prepared by Shimp Engineering, P.C., dated February 23, 2026.

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Item No. 8.4.a. Resolution Changing the Start Time of the June 17, 2026, Meeting of the Albemarle County Board of Supervisors.

RESOLUTION CHANGING THE START TIME OF THE JUNE 17, 2026 MEETING OF THE ALBEMARLE COUNTY BOARD OF SUPERVISORS

WHEREAS, *Virginia Code* § 15.2-1416 requires that the Board of Supervisors meet at such days, times and place as may be established by the Board at its organizational meeting, provided that it hold at least six meetings per fiscal year;

WHEREAS, *Virginia Code* § 15.2-1416 further requires that if the Board subsequently prescribes any public place other than the initial public meeting place, or any day or time other than that initially established, as a meeting day, place or time, the Board shall pass a resolution as to such future meeting day, place or time;

WHEREAS, according to its January 7, 2026 resolution, the Board established its regular meeting schedule for the period of January 2026 through January 2027;

WHEREAS, such resolution generally provides that the Board will hold regular meetings on the first and third Wednesdays of each month, starting at 1:00 p.m.; and

WHEREAS, the Board has determined to defer the start of its June 17, 2026 meeting from 1:00 p.m. to 3:00 p.m.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Albemarle, Virginia that its regularly scheduled meeting on June 17, 2026, in the Auditorium of the County Office Building, 401 McIntire Road, Charlottesville, Virginia, will start at 3:00 p.m.; and that the Clerk of the Board is directed to post an attested copy of this resolution at such location where official notices are posted and to take such further actions as deemed appropriate to give notice of this change.

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Item No. 8.5. Virginia Department of Transportation (VDOT) Monthly Report, ***was received for information.***

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Agenda Item No. 9. **Action Item:** SE-2025-00040 – 528 Clarks Tract Building Site Modification.

The Executive Summary forwarded to the Board states that the applicant requests a special exception from County Code §18-4.2.3 to allow a 3-car garage structure to remain in the water protection ordinance stream buffer (Attachment A). Structures and improvements must be located in a building site, outside of the stream buffer. Rather than pursue removal of the structure, the current owners are seeking relief from this ordinance provision to allow the structure and improvements to remain in the stream buffer.

Staff recommends that the Board adopt the attached Resolution (Attachment D) to deny the proposed modification.

Ms. Rebecca Ragsdale, Planning Manager said that she would be providing the staff overview for this special exception. She said that the background and context for this item had been explained by the owners and their representative. She said that she was joined by County Engineer, Frank Pohl, and they would be available to address any questions the Board may have.

Ms. Ragsdale said that this request was for a special exception to the building site section of regulations in the Zoning Ordinance. She said that the request was intended to allow the existing structure to remain within the stream buffer, as discussed by the owners. She said the Zoning Ordinance required that buildings be located within a building site, which meant they would not be located in a stream buffer or on critical slopes. However, this building was not in a building site and was in the stream buffer. She said that the property, located off Clarks Tract Road, was a 7.86-acre parcel with a pond and a stream on the adjacent property, resulting in two Water Protection Ordinance buffers. She presented a map of the property showing the location of the building relative to the stream buffers and said that the building in question was a two-story garage with finished space on the upper story. She said that the applicant and their representative had provided detailed information about the parcel history and the steps leading to this request. She noted that from a zoning perspective, the property had one development right, which meant only one dwelling was permitted; therefore, the structure subject to this request could not be a dwelling.

Ms. Ragsdale said that the current owners had purchased the property in 2022, and the estimated date of construction of the structure was approximately 2013. She presented another map of the area and said the footprint of the building was 40 feet by 40 feet including the overhangs. She said the applicants had proposed that the structure remain with mitigation measures. She explained that the proposed mitigation measures would include reducing the impervious area, restoring disturbed areas, and planting shrubs, deciduous trees, and grasses around the pond and stream. Staff believed that these measures would adequately mitigate the impacts, considering the stream had been observed to be in good health despite the infringement of the stream buffer.

Ms. Ragsdale said staff had provided the criteria from the Ordinance. She said that if things had happened in the order that they should have, staff would not be able to make the findings that they have and would not recommend new construction in the stream buffer. However, the structure and improvements were already there, and staff was able to analyze the current situation based on the criteria. She said that the that the special exception criteria had been provided, and this included requirements such as no detrimental effects to public health, safety, and welfare, that it was not contrary to sound engineering practices, and that staff could make at least one of the findings. She said that in this case, there were other areas of the property where this accessory structure could have been constructed, and there was nothing in terms of size or shape that would have prevented it from being located elsewhere. She said that regarding criteria D, granting a modification could serve a public purpose in further mitigating the stream buffer impacts that had already occurred. She said that therefore, staff believed that findings could be made with the current situation under criteria D.

Ms. Ragsdale said staff had included resolutions in the Board packet for if the Board chose to deny or approve the proposal. The resolution to approve included the mitigation plan prepared and reviewed by the County Engineer, which would establish timelines for compliance and prohibit accessory uses such as homestays or home occupations for the structure.

Ms. Mallek stated that she was struck by the change in tone from the original packet two weeks ago to today. She said she had received no communication as to why the recommendation for denial was no longer front and center, despite the fact that the four criteria had not been met, and no alternatives had been suggested. She said that she was troubled by the fact that the applicant’s attorney had represented in email communication that Mr. Pohl had approved all these things, which was not the case in the written packet the Board had received previously.

Ms. Mallek said that while she sympathized with the personal circumstances of the current owners, she would note that one of her constituents had spent about 15 minutes researching the history of the property online and found all of this history of the property. She said that she was puzzled as to why the owner’s attorney had not conducted similar research and found the same information before they purchased the property. Now, the County was being asked to intervene in a civil dispute, which they were repeatedly instructed they could not do.

Ms. Mallek said that the County was also being asked to waive its buffer regulations, which they had enforced in other areas and had successfully enforced by removing structures that were placed in the buffers. She said that the reason for these regulations was to protect against the dangers of things being washed away in a flood. She said they had to be aware of the reason why these ordinances were passed. She said that almost half of this structure was located in the buffer, and there was a significant area that did not have any mitigation measures, such as the asphalt. She said that the proposal to leave all the asphalt and structures in place would only exacerbate the problem, increasing the velocity of runoff and negative impacts within the stream buffer.

Ms. Mallek said that she was also concerned about the ultimatum presented, which threatened to pipe the stream if the waiver was not granted. She said that she did not react well to this suggestion and

had contacted DEQ to inquire if this was something they would recommend, and they had responded that there was no guarantee they would consider granting approval to pipe the stream when it was done to avoid regulations.

Ms. Mallek said DEQ had reiterated that the County was responsible for the stream buffer, while DEQ was responsible for the water along with the Army Corps of Engineers. She stated that it was the County's responsibility to have consistency in enforcing its requirements, otherwise it would undermine the rule of law. She said residents had spoken to her and asked why they should have to follow the rules if others were going to get exceptions made after the fact. She said chaos was coming their way if they walked away from their responsibilities. She said that she had shared information on the background processes for DEQ with Board members and staff, and she hoped that they had had a chance to review it.

Ms. Mallek said that she would like to hear staff's feedback on her concerns and the changes that had occurred, as well as the reasons behind the postponement. She said that it was evident from the original date that this proposal was recommended to be denied, and that was exactly what she had been anticipating would occur.

Ms. Ragsdale said that both resolutions, approval and denial, and the staff analysis were included in the Board packet.

Ms. Mallek said that the analysis had a recommendation for denial, but it was not presented that way to the Board;

Ms. Ragsdale said that the recommendation from staff was still for denial.

Ms. Mallek said the staff presentation insinuated that this was all going to be fine, which was her concern. She said that this was a significant problem that went undetected for a long time, but that did not mean it was no longer a problem. She said that she also was concerned about the way Mr. Pohl was represented in these communications, which differed significantly from the conclusions of the staff report, and that she thought it put him in a bad position.

Mr. Frank Pohl, County Engineer, explained that when staff spoke to the applicant about the different options, the owners had asked if there was an option for them to stay where they were. He said that in the ordinance there was a way to do that, which was to come before the Board. As part of that process, he had recommended they follow the ordinance and provide mitigation at a 2:1 ratio to the impacts.

Mr. Pohl stated that they could not go back and definitively determine the impacts within the buffers, so they chose to use the impervious areas as the impacts; this resulted in the 11,688 square feet of impact and 23,376 square feet of mitigation. He said this filled in the areas within the buffers around the impervious areas. He clarified that he did not state that this would be approved, and his personal opinion about what would be preferred if something was approved was irrelevant, because the Board had to decide.

Mr. Pohl said that his suggestion was to provide a mitigation plan, and the first mitigation plan was a 1:1 ratio. He said that he had instead recommended a 2:1 ratio, which was what was being presented today. He said that the owners had asked how to keep the structure in place, and this was the process for achieving that. He agreed that this development would not be approved if requested today, but the applicant was asking to keep the structure where it stood.

Ms. Mallek asked if the pool, the pool deck, and the driveway were included as part of the 11,000 square feet.

Mr. Pohl replied no; that was incorrect. He stated that those permits were issued and there were no notes he could go back and use to make a determination on those structures.

Ms. Mallek said that her impression was that all of those structures were built without a permit.

Mr. Pohl said that his understanding was that the permits had been issued, but the inspections and certificates of occupancy (COs) had not been provided.

Ms. Mallek said that this essentially meant that the permits were not valid.

Mr. Pohl clarified that at the time, staff had issued permits for those structures, despite them being located within the buffer zone. He said that a decision had been made at that time, and he would not revisit or second-guess that decision. However, for this specific structure, they had a clear denial, which was why they were here today.

Ms. Mallek stated that there appeared to be a lot of impacted area that was not being remediated, and pulling up the driveway and putting plantings there would provide more remediation. She said that if the original builder had followed regulations, they would be doing 2:1 mitigation, but now years later with multiple non-compliant issues, they were still only providing 2:1 mitigation—and there was no recompense for that.

Ms. Lapisto-Kirtley said she thought this was a sad situation because the new owners had a notarized affidavit had asserting that everything had been permitted, but that turned out to be untrue. She asked if the pool and the other structure had been permitted or if an application had been asked for.

Mr. Pohl responded that he did not think so; they were waiting to resolve this current process before proceeding with those.

Ms. LaPisto-Kirtley asked if it was correct that this structure must not be used for any homestays.

Ms. Ragsdale confirmed that this was one of the conditions outlined in the resolution for approval, should it be approved. She said she was not sure if it qualified anyway for one.

Ms. LaPisto-Kirtley said that in that case, it was essentially a storage unit. She said the stream on the property was very small, but she understood the potential impacts of flooding on this property. She said considering the use of the structure there was no risk of loss of life. She said that the 2:1 ratio would provide a lot of mitigation to ensure the site was stabilized. She said that there were no anticipated impacts to health and safety. She said that she did not think involving DEQ was intended to be pursued by the applicant if the County denied this request; her understanding was that the County had mentioned it as a mitigation factor presented as an option by the County.

Ms. LaPisto-Kirtley said that she sympathized with the applicant and felt the Board needed to find a solution for this individual situation. She said that the applicants would be spending a lot of money to fix this problem, and removing the storage buildings was unnecessary. She said she liked the proposed mitigation and thought it would be beneficial and would eliminate the concerns while allowing the owners to live there and enjoy their home.

Mr. Missel acknowledged it was a heartbreaking situation for the property owners, and he would try to remain objective while he learned and understood the facts. He said that while Mr. Pohl had stated his opinion did not matter because this was the Board's decision, he felt Mr. Pohl's opinion did matter and was respected by the Board. He asked if there were any setback issues with the structure's placement, considering it was so close to the property line.

Ms. Ragsdale replied that the setback for accessory structures was six feet and there were no issues.

Mr. Missel asked about the previously approved permits. He asked if it was correct that a building permit was approved but the inspections were not completed.

Ms. Ragsdale said that the focus of this special exception was the garage structure. She said that the house had obtained the necessary permits and certificate of occupancy through the correct process. She said that there was also a pool house that had received a building permit from the County, and to some extent, had undergone inspections. She said that they could not speculate about the mapping and depiction of stream buffers at that time, but it had been approved by staff.

Ms. Ragsdale said that there may be a gazebo that would also require a building permit. She said that it appeared that they were taking a comprehensive approach to the remaining structures on the property. She said that this was a key decision point in terms of identifying the next steps for the rest of the structures and building permits that needed to be acquired.

Mr. Missel said that he understood that the applicant was taking steps to unwind some of the actions that were taken illegally. He said that he appreciated that. He said that regarding the DEQ process, if a decision was made to deny this application, the applicant could then go to the DEQ and request approval to pipe the stream, which would effectively remove the infringement and render the current situation null and void.

Mr. Pohl confirmed that the applicant could go to DEQ and request whatever permits they wanted. He clarified that he had never stated that DEQ would approve this. He did state, however, that they would not require a permit if they stayed below the threshold of 10,000 square feet, and that was a fact. If they were under 10,000 square feet of land disturbance within the stream and DEQ issued a permit, then they could pipe a portion of the stream.

Mr. Missel said that in terms of precedent, this decision by the Board would not set any precedent and the decision would stand on its own for this particular case.

Mr. Andy Herrick, County Attorney, confirmed that was correct.

Mr. Missel expressed appreciation for the staff presentation material that explained what would have happened had this application gone through the established process, and criteria item D was a helpful piece.

Mr. Pruitt asked if there was any diminution of their enforcement abilities over time with issues like this one that involved permitting and their riparian buffer.

Mr. Bart Svoboda, Deputy Director of Community Development and Zoning Administrator, said that normally, no. He stated that what diminished was their ability to backtrack and see what happened in real time. He said that if he reviewed the permits for the pool and pool house, the aerials made it clear

that the pond was smaller, and this meant that the 100-foot buffer did not reach the structures at that time. However, now that the pond was containing more water, the buffer moved with it.

Mr. Svoboda said that staff believed that was what happened with some of the permits, but they were not entirely sure. He said that with the aerial photos, they could see a significant difference that could be measured, but they did not have access to other past records or past employees' experiences with this property. He said they could not call on the inspectors who had been to the property at the time since they no longer worked with the County. He said that in this particular case, this was one step in the process to move forward as the applicants had proposed. He said that if it was not approved, there would be different steps for enforcement, compliance, or both.

Mr. Pruitt said that he would like to ask a hypothetical question. He asked if they somehow did have all the records, this process could happen 50 years from now, and there was no limiting factor.

Mr. Svoboda confirmed that was correct; there was no statute of limitations.

Mr. Pruitt said that this was fascinating because there were statutes of limitation for other property issues, such as building a fence on a neighbor's property. He said that if it was a zoning issue rather than a permitting issue, it would be handled differently but could be subject to grandfathering of the use.

Mr. Pruitt said something that stood out was that the impervious surfaces were substantial on this parcel, and they were proposed to remain intact. He asked if it was ever discussed that they would replace them with pervious surface or tearing it up as part of the mitigation area.

Mr. Pohl replied that it was not.

Ms. Duncan asked if they knew how many weddings the previous owner had hosted on this property.

Mr. Svoboda said that they did not have a previous record of violations for weddings at this property. He said that they did have confirmation from the current owner regarding the three weddings that took place during their ownership. He clarified that having weddings on one's property for family or friends was not a violation; it was only a violation if it were a business venture. He said that they had not had any issues on this property since notifying the property owner, so they were now focused on the steps toward meeting compliance.

Ms. Duncan said that she did not quite understand how the County had not noticed this large building for over 10 years. She said that assessments did not require walking the properties every year, but they had two sets of aerial photos that showed the building's presence, and it was reasonable to assume that permits would have been obtained when the structure was built. She said that the common sense approach suggested that all necessary permits were in place, especially when the prior owner signed a legal document stating that everything was compliant.

Ms. Duncan asked if the County expected all new property owners to pull the permits for the buildings on the property and additions they may not know about. She said that given the state building code's two-year statute of limitations, she wondered if they could incorporate a similar statute of limitations into their ordinance to address this issue.

Ms. Duncan said that she also had questions about whether this should be included in the stream buffer in the first place. She said that upon reviewing historical maps, she discovered that both the pond and the adjacent property's pond were man-made, constructed between 1957 and 1966.

Ms. Duncan said that the stream coming out of this pond was not a naturally occurring stream, as indicated on U.S. Geographic Survey (USGS) maps. She said that she was curious to know if it was an intermittent or ephemeral stream, and how this classification would impact their stream buffer ordinance. She said that when they reviewed their riparian buffer ordinance next, she thought the focus should be on perennial streams and that they could reduce the buffers for intermittent streams to 30 feet or 50 feet.

Ms. Duncan stated that when considering the topography and how the manmade pond was acting as a stormwater retention pond, potentially mitigating damage to the creek further down, it was providing environmental benefit in its current form. She said that she was unsure about the classification of this stream, so she would like to know if it was considered an intermittent or ephemeral stream.

Mr. Pohl stated that it was considered an intermittent stream and a natural channel, with the pond providing a consistent flow.

Mr. Gallaway asked, if this were a brand-new development, and the applicant asked for some sort of waiver, accepting that it could fit somewhere else on the property, whether the major concern would be the impervious surface. He said that he understood that being in the stream buffer was an issue, but he was wondering if the primary concern was how the impervious surface would be impacting the stream.

Mr. Pohl said that mitigation was based on disturbance within the buffer, not just impervious areas. He said that if 50% of the area in the buffer was disturbance and 50% was impervious surface then the mitigation would be for the full area, not just the impervious surface. He said that however, stream health was primarily based on the impervious areas. He said that turf areas that were maintained, such as

the lawn at the foot of this dam, which was presumably mowed, would be replaced with native grasses, which would help with mitigation.

Mr. Gallaway asked if the Board would have different considerations if the structures were not already built, and in the present situation the impervious surface was the primary concern.

Mr. Pohl replied that for this application, yes.

Ms. Mallek said that she agreed that no two applications were alike, but the County regulations were intended to avoid subjective decisions based on staff interpretation. She said that the regulations provided reasons for why things should be done a certain way, and if they did not support the rules of the ordinance, they should change the ordinance rather than vote to not uphold it. She said the County had Community trust to equitably enforce the rules they adopted and expected everyone else to follow. She said that this situation was no different.

Ms. Mallek said that there was a conservation easement downstream, and the protection of that stream was incredibly important when they experienced catastrophic flood events, so they had to prioritize that. She said neighboring property owners had rights, too, and that health and safety was essential to their County charter. She said if they were continually avoiding enforcement of buffer rules, they were not prioritizing health and safety of their neighbors. She said that she was grateful for Mr. Pohl's explanation of the pond and stream's role in sustaining the natural flow of water on this property. She emphasized that the pond must have drainage on a regular basis to keep it safe, otherwise it would overflow during rain events and wash out.

Ms. Mallek asked if there was any mitigation plan for the outfall side of the dam.

Mr. Pohl said that was where the native grasses will be planted.

Ms. Mallek clarified that it was just grasses and not trees and shrubs since that would damage the integrity of the dam.

Mr. Pohl agreed.

Ms. Mallek stated that she strongly recommended denying the applicant's request for a waiver and would reiterate they should uphold the County's rules on this matter.

Ms. LaPisto-Kirtley asked if staff was confident that the mitigation area plantings would be sufficient for the intermittent stream.

Mr. Pohl said that it would provide additional pollutant removals for areas not depicted as impervious, as those areas were currently open turf grass areas.

Ms. LaPisto-Kirtley asked if this building were to be moved closer to the pond, it would not be located in the stream buffer.

Mr. Pohl said that they did not believe that they had the room to move the structure toward the pond. He said that the pond buffer was too close to accommodate the structure there.

Ms. LaPisto-Kirtley asked if there was anything preventing the structure from being washed away in a flood in that area.

Mr. Pohl said that flooding was not a concern in this area, as there was no floodplain present. He said that he was not aware of the elevations or the channel, and he did not consider the floodplain perspective when evaluating this situation. He said that he was uncertain whether a flood could have backed up this far under the stream or over the dam, and whether it would flood the structure.

Ms. LaPisto-Kirtley said that she did not think there were any health and safety aspects with regard to the non-compliant structure. She said that she thought the proposed mitigation from the property owner was an acceptable way to resolve the issue they had inherited from the previous owner. She said that she did not want to pipe the stream, so she thought the mitigation area would allow it to stay safe without any further negative impacts.

Mr. Missel asked what maintenance plan and oversight would be required if this mitigation plan were put in place. He asked what the County's role would be in reviewing the installation of the plan and oversight of maintenance if it was approved.

Mr. Pohl said that Condition 3 stipulated that the plantings must be bonded prior to plan approval and installed within six months of plan approval.

Mr. Missel asked if there was no plan for ongoing oversight, meaning that if all the plantings died, there would be no recourse.

Mr. Pohl said the bond would remain in place until the plants were established, which was typically two seasons; then, they would release the bond, and past that it would be under buffer regulations.

Mr. Missel asked Mr. Pohl for his professional opinion on the better approach: to pipe the stream to remove the infraction, or to implement mitigation plantings.

Mr. Pohl confirmed that he recommended mitigation.

Mr. Missel said that he appreciated Ms. Mallek's comments and agreed that when looking at this objectively, they would adhere to the ordinance. He said that however, they had some leeway and could consider the question of whether the health and safety of the neighbors was being impacted by this, and if there were reasonable interventions and mitigation that could offset any impacts. He said that in his opinion, this was a unique situation and there was no intention of impropriety by the owners. He said that it was an unfortunate series of events, and likely an illegal representation by the previous owners. He said that the current owners were asking for forgiveness because they did not perpetrate this.

Mr. Missel said there was some value in the realization of that, and it appeared that there was some malicious intent in that the County had denied the previous request for a permit and the former owner constructed the building anyway a year later. He said that he was not in favor of piping the stream because he knew the value of daylighting streams. He agreed it would be a massive effort to demolish the structure and throw it in a landfill, and that would be unfortunate. He stated that the applicant had asserted to him that they were committed to serious, intentional rewinding of the issues with the structures to ensure it was no longer a dwelling unit, and was clearly committed to righting this ship.

Mr. Pruitt asked for clarification about whether there was any concern that the Board would affect the rights of the different parties in active litigation related to this issue.

Mr. Herrick said that he did not have that concern.

Mr. Pruitt noted that if there were any issues with neighbors' rights and subsidence, flooding, and debris entering a neighbor's property due to this development, they would have a suit in nuisance, but that was not the County's responsibility. He said that the County could consider that in their decision, but it was not their responsibility to police it. He stated that he believed in this case it was most important to consider the balance of public harm and benefit, weighing in favor of the option that caused the least harm.

Mr. Pruitt said that when considering the analysis of alternatives, it seemed that the harm of tearing down the structure would be significant due to demolition impacts on the environment and the owner. He said that it was unfortunate that this was only happening because someone violated the law multiple times and then fraudulently convinced someone into a contract. He stated that approval of the exception was, narrowly, the most beneficial option for the public as a whole.

Ms. Duncan stated that this was a good example of examining the stream buffer ordinance and thinking about how wide they wanted it to be for certain things.

Mr. Gallaway acknowledged the purpose of their ordinances, and it took a lot more time to understand the impacts in that context, which was what Ms. Duncan was alluding to. However, the reason they allowed this process to come before the Board was because if they only strictly adhered to the ordinance, they would not need the Board's decision. He said that in past situations similar to this, the six individual Board members were asked to provide their subjectivity and judgment to the given situation, and this was why it did not serve as precedent for any future items. He stated that if the previous owner was before the Board with this request, he knew that he would not support it because they had clearly violated the County's regulations.

Mr. Gallaway stated that he was trying to be as pragmatic as possible. If the concern here was regarding the impervious surface and impacts to the stream, and there was a sufficient mitigation plan to offset that, he would be satisfied with that as the solution. He clarified that he did not think the County should allow people to build whatever they wanted on their properties, especially considering what people already attempted to do with the existing regulations. He stated that for this particular item, he believed the pragmatic approach was to approve the mitigation plan and go from there.

Ms. Mallek asked if there was a condition to require the kitchen to be removed from the non-compliant structure.

Ms. Ragsdale confirmed that it was covered by the ordinance.

Ms. Mallek asked if it would be inspected and confirmed to be in compliance.

Ms. Ragsdale confirmed that was correct.

Ms. Mallek acknowledged everyone's perspective on this was a bit different, but she did not view this as a minute issue.

Ms. LaPisto-Kirtley **moved** that the Board of Supervisors adopt the Resolution to approve SE-2025-00040 528 (Attachment E).

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

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Mr. Missel, and Mr. Pruitt.
NAYS: Ms. Mallek.

Mr. Gallaway thanked the applicants for their understanding in their lack of ability to participate in this action item as it was not a public hearing and thanked them for speaking earlier in the day under Public Comment.

RESOLUTION TO APPROVE SE 2025-00040
528 CLARKS TRACT

WHEREAS, upon consideration of the staff reports prepared for SE2025-00040 Clarks Tract and the attachments thereto, including staff's supporting analysis, any comments received, the applicant's request, the determination of the County Engineer, and all relevant factors in Albemarle County Code §§ 18-4.2.5(a) and 18-33.9, the Albemarle County Board of Supervisors hereby finds that:

1. The proposed waiver would be not detrimental to the public health, safety or welfare, to the orderly development of the area, or to adjacent properties;
2. Would not be contrary to sound engineering practices; and
3. Alternatives proposed by the developer or subdivider would satisfy the intent and purposes of County Code § 18-4.2 to at least an equivalent degree.

NOW, THEREFORE, BE IT RESOLVED that the Albemarle County Board of Supervisors hereby approves a special exception to waive the requirement of County Code § 18-4.2.1 that structures and improvements must be located within a building site on parcel 08100-00-00-011A3, subject to the conditions attached hereto.

* * *

CONDITIONS FOR SE 2025-00040 528 CLARKS TRACT

1. A VESMP application with a mitigation plan must be submitted within 30 days from approval of this special exception request.
2. Stream buffer mitigation plantings must be in substantial accord with the plan titled "VSMP Plan 528 Clarks Tract" prepared by Shimp Engineering, dated November 12, 2025 and last revised April 23, 2026.
3. Stream buffer mitigation plantings must be bonded prior to plan approval and installed within 6 months of plan approval.
4. The structure and improvements are limited to what is shown on the plan titled "VSMP Plan 528 Clarks Tract" prepared by Shimp Engineering, dated November 12, 2025, and last revised April 23, 2026). No extension or enlargements are permitted of the structure or driveway and no additional structures or improvements are permitted within the stream buffers.
5. The structure must not be used for any home occupation or homestay uses.

VSMP PLAN

528 CLARKS TRACT

TAX MAP 81, PARCEL 11A3
ALBEMARLE COUNTY, VIRGINIA

LEGEND

EXISTING	NEW	DESCRIPTION
		BOUNDARIES
		BENCHMARK
		SITE PROPERTY LINE
		ADJACENT PROPERTY LINE
		VACATED PROPERTY LINE
		BUILDING SETBACK
		PARKING SETBACK
		ACCESS EASEMENT
		SITE TEXT
30	30	NO. OF PARKING COUNT
	20'	DIMENSION
		GROUND
		GRADING EASEMENT
312	312	INDEX CONTOUR
312	312	INTERMEDIATE CONTOUR
311.5 "TW x"	311.5 "TW x"	TOP OF CURB ELEVATION
311.5 "TW x"	311.5 "TW x"	TOP OF WALL ELEVATION
311.5 "BW x"	311.5 "BW x"	BOTTOM OF WALL ELEVATION
		RETAINING WALL
		SLAKES
		BUILDING
		BUILDING
		HEADWALL OR MANHOLE
		ROAD CENTERLINE
		CG-2 STANDARD 6" CURB
		CG-6 STANDARD 6" CURB AND GUTTER
		CG-12 STANDARD ACCESS RAMP
		SIDEWALK
		RIGHT PARKING
		CROSSWALK
		HANDICAP ACCESSIBLE AISLE
		HANDICAP PARKING
		MATERIAL
		CONCRETE/PAVEMENT/SIDEWALK
		RIP-RAP
		ASPHALT
		GRASS
		EC-2 MATTING
		EC-2 MATTING
		WETLAND
		TREELINE
		FENCE
		STREAM
		UTILITY
		UTILITY EASEMENT
		UTILITY POLE
		LIGHT POLE
		OVERHEAD UTILITY
		MANHOLE
		SANITARY SEWER
		STORM SEWER
		HUB/ DRAIN
		DRAIN INLET
		DRAINAGE EASEMENT
		SWM PARCEL/ OPEN SPACE EASEMENT
		SANITARY SEWER
		SANITARY EASEMENT
		WATER
		WATER LINE
		WATER MAIN
		WATER VALVE AND BOX
		FIRE HYDRANT
		WATER EASEMENT
		GAS
		GAS LINE

NOTE:
1. THE SIZE OF THE SYMBOLS MAY VARY FROM WHAT IS SHOWN.

OWNER
DeGeorge, Katherine & Jeremy Kent
529 Clarks Tract
Keswick, VA 22947

PLAN PREPARATION
Shimp Engineering, P.C.
912 East High Street
Charlottesville, VA 22902
(434) 227-5140

ZONING
RA

MAGISTERIAL DISTRICT
Rivanna

SOURCE OF TITLE
INST #2007-5845

SOURCE OF BOUNDARY AND TOPOGRAPHY
Boundary & topographic survey provided by:
Foresight Survey, P.C. February 24, 2025

BENCHMARK
Either for Boundary is NAVD 88

FLOODZONE
According to FEMA Flood Insurance Rate Map, effective date February 4, 2005,(Community Panel 0408C0 0290D) this property is located with "Zone X" (unshaded), Area of minimal hazard.

RESERVOIR WATERSHED
This site is within the Upper Rivanna River Watershed.
This site is not within a watershed of a public water supply.

EXISTING USE
Single Family Residential

PROPOSED USE
Single Family Residential

GENERAL NOTES

1. The information and data shown or indicated with respect to the existing underground utilities at or contiguous to the site are based on information and data furnished to the owner or engineer by the owners of such underground facilities or others. The owner or engineer shall not be responsible for the accuracy or completeness of such information or data. The contractor shall have full responsibility for confirming the accuracy of the data, for locating all underground utilities, for coordination of the work with owners of such underground utilities during construction, for the safety and protection thereof and repairing any damage thereto resulting from the work. All of these conditions shall be considered valid by the owner. The contractor shall contact "Miss Utility" in Virginia at 1-800-552-7001 prior to the start of work.
2. When working adjacent to existing structures, poles, walls, the contractor shall use whatever methods they deem necessary to protect structures from damage. Replacement of damaged structures shall be at the contractor's expense.
3. The contractor shall be responsible for protecting all existing site structures from damage and coordinating work so that the owner can make necessary arrangements to modify/protect existing structures from damages.
4. The contractor shall be responsible for notifying all utility owners, adjacent and owners whose property may be impacted and the Virginia Department of Transportation prior to completing any off-site work.
5. Contractor shall notify and coordinate all work involving existing utilities with utility owners at least 72 hours prior to the start of construction.
6. Contractor shall immediately report any discrepancies between existing conditions and contract documents to the owner and engineer.
7. Contractor shall submit for the approval of the owner submittals of all specified materials listed on the plans, to include shop drawings, mixes, owner's specifications and laboratory reports. The owner's approval of submittals will be general and will not relieve the contractor from the responsibility of adherence to the contract and for any errors that may exist.
8. A. Stone check and construction entrance shall be maintained.
9. A. Trees, saplings, brush, etc. shall be removed from within the right of way and the drainage easements.
10. Visibility of all mechanical equipment from the Entrance Corridor and its alternates.
11. Retaining walls require separate building permit.
12. All water service lines, sanitary sewer, and perimeter lines must be visually inspected by the Albemarle County Building Department from the walls to the structures.

SHEET INDEX

C1 COVER
C2 EX. CONDITIONS
C3 SITE LAYOUT

VICINITY MAP

Google Maps

SHIMP ENGINEERING PC
LAND PLANNING PROJECT MANAGEMENT

COMMONWEALTH OF VIRGINIA
JUSTIN [illegible] SHIMP
045183
PROFESSIONAL ENGINEER
FOR REVIEW

VSMP PLAN FOR
528 CLARKS TRACT

ALBEMARLE COUNTY, VIRGINIA

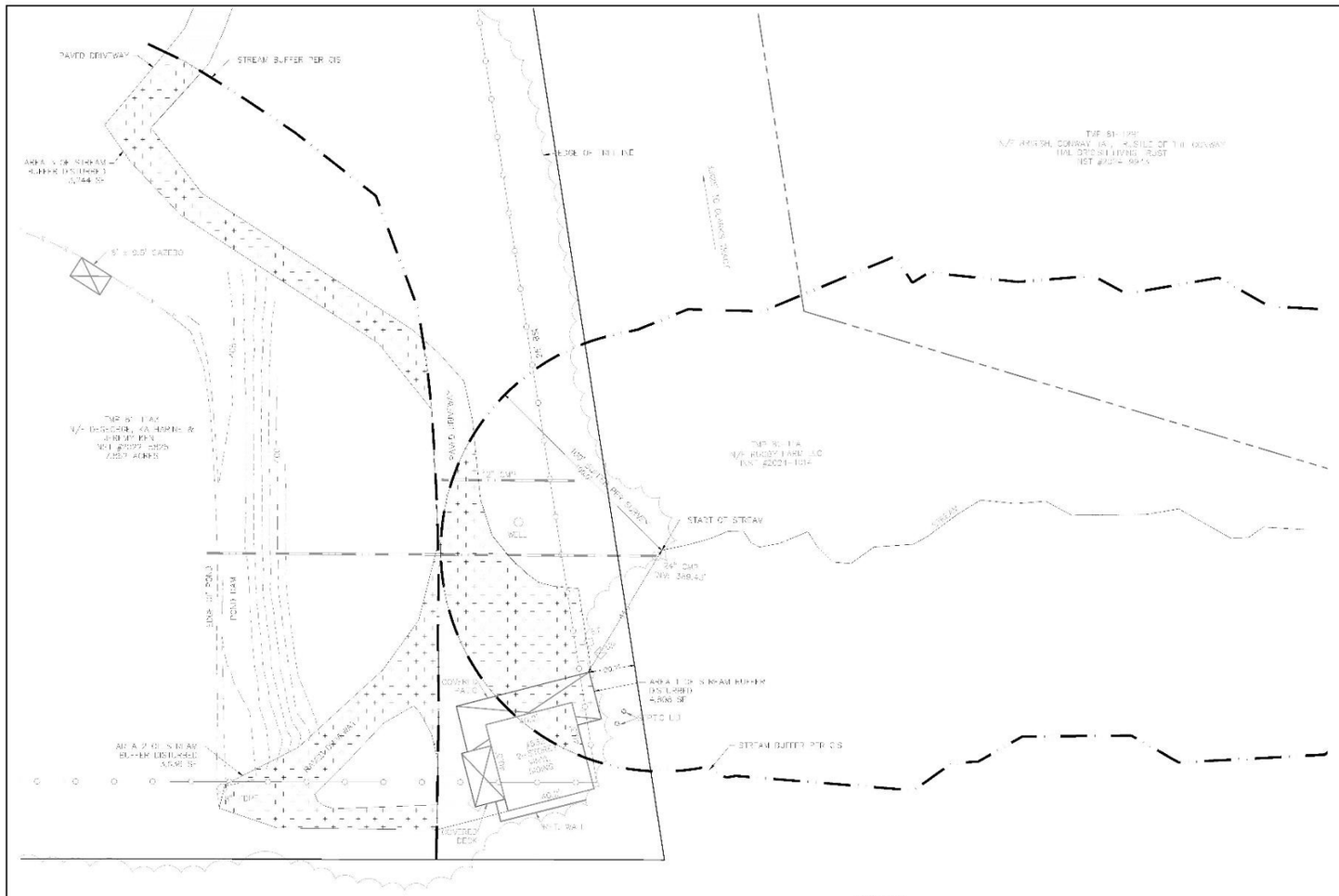
SUBMISSION:
11.12.2025

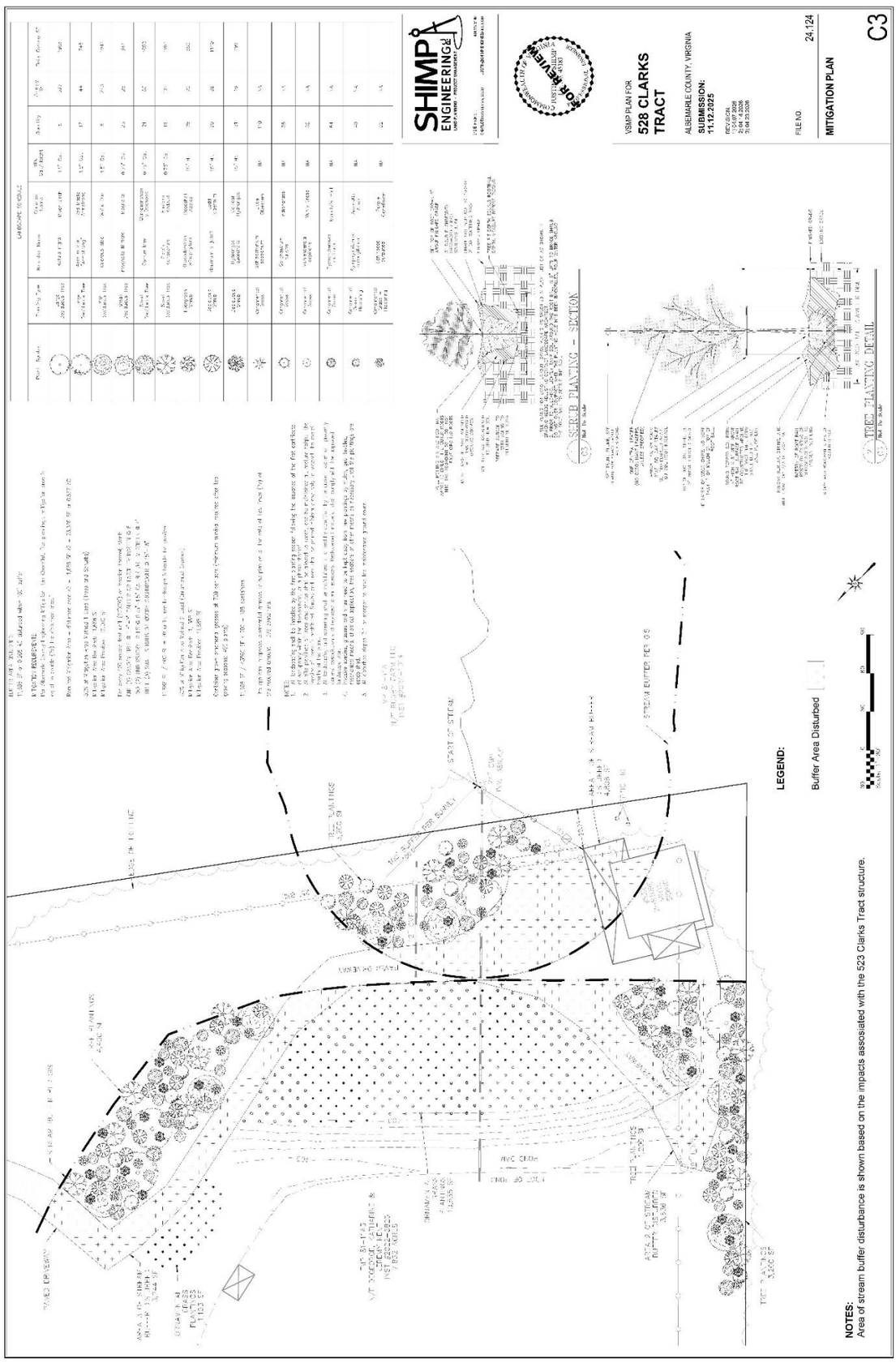
REVISION:
1) 04.07.2026
2) 04.16.2026
3) 04.23.2026

FILE NO.
24.124

COVER

C1


DAVID DRIVEWAY
STREAM BUFFER PER GIS
EDGE OF PAVEMENT
TMP 61-12A
W/F RIDGEY FARM, LLC
DB. 4202-194
START OF STREAM
AREA 1 OF STREAM BUFFER DISTURBED 4,886 SF
STREAM BUFFER PER GIS
AREA 2 OF STREAM BUFFER DISTURBED 3,606 SF
PROPOSED DRIVEWAY
PROPOSED HOME
EXISTING DRIVEWAY
WELL
LEGEND:
Buffer Area Disturbed
NOTES:
Area of stream buffer disturbance is shown based on the impacts assosiated with the 523 Clarks Tract structure.
Scale: 1" = 30'
SHIMP ENGINEERING PC
LAND PLANNING · PROJECT MANAGEMENT
FOR REVIEW
VSMP PLAN FOR
528 CLARKS TRACT
ALBEMARLE COUNTY, VIRGINIA
SUBMISSION:
11.12.2025
REVISION:
1) 04.07.2026
2) 04.14.2026
3) 04.23.2026
FILE NO.
24.124
EXISTING CONDITIONS
C2



Agenda Item No. 10. **Action Item:** Transportation Project Prioritization.

The Executive Summary forwarded to the Board states that Albemarle County has undertaken multiple transportation project prioritization efforts to help inform the selection of projects for development and funding applications.

In October 2023, the Board of Supervisors reviewed the results of the most recent update during a work session, but ultimately did not approve the ranked list of projects due to work on AC44.

Over the past four months, County staff have been working to update the Albemarle County Transportation Project List and revisit the prioritization methodology. The purpose of this prioritization effort is to produce a ranked project list within a relatively short timeframe using readily available data and resources, without a large-scale overhaul of the methodology developed in 2023. Attachment A is a more

thorough report of this process. A comprehensive remodeling of the methodology will occur after the Multimodal Transportation Plan is completed.

The Albemarle County Transportation Project List (i.e., “Project List”) includes all major transportation projects recommended through any planning process in which Albemarle County has participated. These planning processes include the AC44 Comprehensive Plan, Area Master Plans, Small Area Plans, corridor studies, and other transportation plans, including bicycle and pedestrian plans and greenway plans.

The 2026 Project List includes 169 transportation projects, as shown in the maps in Attachment B. Information about each project is provided in Attachment C.

County staff evaluated each project using a scoring methodology similar to the 2023 effort, drawing on readily available data and simple GIS and visual evaluation techniques. The details of the scoring methodology, including the individual assignment of points and sources of data, are provided in Attachment D.

Attachments E (Map Series of Priority Project Rankings) and F (Ranked List) show the ranked results of the project prioritization.

Staff are requesting feedback on the project rankings, including ideas for potential changes to the methodology for consideration during the anticipated comprehensive overhaul of the prioritization methodology upon completion of the Multimodal Transportation Plan.

The discussion will have no direct impact on the County budget. However, it will be used to identify potential uses for funding previously earmarked for use on transportation projects through the Capital Improvement Plan (CIP) Transportation Leveraging program and may lead to projects being submitted for grants and other funding programs available for State and Federal funds. These budget impacts will be addressed in future Board decisions where support will be requested to expend funds for these projects.

Staff recommend that the Board review and approve the project rankings as presented in Attachment F, which will inform project selection for project development and funding applications over the near term while development of the Multimodal Transportation Plan is underway.

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Ms. Jessica Dimmick, Principal Transportation Planner, stated that alongside her Planning colleagues, she had been working on updating and prioritizing a long list of transportation projects. She said that they had last presented this list in 2023, and today, they were here to share the results. She would briefly review why they prioritized transportation projects and what changes had been made to their prioritization process. She said that she would present the draft 2026 priority transportation project list and discuss the benefits and drawbacks of their methodology.

Ms. Dimmick said that staff was asking the Board to approve the project rankings, which were attached in the packet, so that staff could use these rankings for consideration in funding applications over the next few years. Last month, James Wilkinson and she had presented on five work projects to begin implementing the AC44 Comprehensive Plan, one of which was developing a Countywide Multimodal Transportation Plan.

Ms. Dimmick said that once the Multimodal Plan was completed, they would revisit their prioritization exercise and make more comprehensive changes to their methodology. Today, staff would ask for the Board’s approval of the current rankings and request their feedback on their methodology for staff to consider for future refinement. She explained that they were undertaking this exercise to prioritize 169 transportation projects in Albemarle County, which had been identified in various prior plans and studies.

Ms. Dimmick said that by prioritizing these projects, they could make the best use of limited funding and staff time, track projects over time, and increase transparency in their decision-making process. This was not the first time they had done this; eleven years ago, County staff had compiled and prioritized a list of transportation improvements, coinciding with the first round of Smart Scale. Since then, they had updated the priorities list in 2017, 2019, and 2023 and presented it to the Board. After the most recent presentation, further work was postponed due to development of the AC44 Comprehensive Plan.

Ms. Dimmick said that over the past several months, they had revisited this process, updating the prioritization list to include new projects from recently completed plans and studies, and modifying their scoring to increase transparency without major changes to their methodology. This was intended to be an accelerated effort utilizing readily available data and resources, focusing on near-term priorities. Through this process, they had identified pros and cons to consider for the larger redesign of the process following the completion of the Multimodal Plan.

Ms. Dimmick said that to begin, updates to the project list were provided in the packet. Attachment B was a map series that showed the locations of all 169 projects, allowing the Board to find the projects of interest and view the project ID. From there, the Board could access the details of the project using the project ID in Attachment C, which listed all the projects. Attachment C also displayed the individual project scores. In this effort, they had introduced a project ID for each project to track and distinguish them, reducing confusion.

Ms. Dimmick said that the project ID was a unique five-character code for each project, with the first two characters serving as a general prefix indicating the area where that project was located. The scoring methodology was detailed in Attachment D. The previous scoring methodology relied on six factors: land use, safety, congestion, economic development, equitable accessibility, and environment. These factors were the same as those used by Smart Scale to evaluate projects, but the County's evaluation process differed slightly.

Ms. Dimmick said that within each factor, there were three to six evaluation questions, with points assigned to each project based on the answer. The maximum theoretical score for a project was 60 points, with 10 points for each of the six factors. She said that she would not delve into the details of the six-factor scoring in this presentation, but she encouraged the Board to ask questions after the presentation. Additionally, they had introduced the concept of stages of project development, recognizing that different projects were at various stages of readiness.

Ms. Dimmick stated that they had identified four distinct stages: the idea stage, where a project concept needed refinement; the preliminary design stage, where evaluation had been done to determine viability; the ready project stage, where design was complete and funding was sought; and the funded project stage, where the total project cost had been secured. Stage four projects, since they were fully funded, were removed from the project list and had not been scored because they had the necessary funding. All projects in stages one, two, and three had been scored and ranked.

Ms. Dimmick stated that the projects in stage two and three were listed separately from stage one because they were priorities for funding applications in the near term. This took them to the priority transportation project list, which was Attachment F in the Board's packet and complemented Attachment E. Attachment F listed the projects in order of their ranking according to two categories: vehicular safety and congestion projects, and bike and pedestrian mobility and safety projects. She noted that many of the vehicular safety and congestion projects also included components for bicyclists and pedestrians.

Ms. Dimmick said that Attachment E showed only the projects in stages two and three with their labeled project ID and the rank for that project category. For example, the first ranked project in the vehicular safety and congestion category was Project N5001, the 5th Street Interchange. The second ranked project was Project N5008, Moores Creek Greenway, Trail Segment 2. She said that as they moved forward with this exercise, they had identified some benefits and drawbacks that they would like to bring to the Board's attention.

Ms. Dimmick said that staff would appreciate the Board's feedback on these points and any additional considerations they may have as they considered revising this methodology upon completion of the Multimodal Plan. Staff believed that the rankings generally reflected the overall level of need and importance. The 5th Street Interchange project, ranked number one for vehicular safety and congestion, had been a priority for several years and was currently being prepared for a Smart Scale funding application through their Metropolitan Planning Organization (MPO).

Ms. Dimmick said that in general, the top-ranked projects had risen to the top. Another benefit of this methodology was that it had produced a wide range of results, with the top-ranked project scoring a 49 and the lowest-ranked project scoring a 7. There were some projects that had tied, but there were not many that had the exact same score. Within each of the six scoring factors, there had been variability, and staff believed that the introduction of the project stages would help group projects according to next steps.

Ms. Dimmick said that, however, there were also some flaws and limitations to this methodology. It did not evaluate how well a project would address the issue, so projects that scored highly in the safety component may not necessarily reduce crashes. The scoring did not incorporate project feasibility, constructability, or cost. While the project stages did require some evaluation of feasibility, this was not incorporated into the numerical scores. For projects that did not follow a roadway alignment, it was difficult to accurately reflect the value of those projects.

Ms. Dimmick said that they had examined the characteristics of the roads that required use today, including crashes and other factors. She said that off-alignment projects proved to be more challenging to score. She said that the top-ranked projects may not meet specific eligibility criteria for funding programs or selection criteria, but scores were one of the factors to consider. She said that funding program eligibility would be another factor that informed project selection.

Ms. Dimmick said that furthermore, methodology did not account for the priority of a project as assigned in the plan. For instance, in some master plans, there were catalyst projects and future projects, with the intention that catalyst projects would be constructed first and future projects would be implemented later. She said that this methodology did not give special weight to projects designated as nearer-term versus longer-term. She said that staff's requests of the Board today were to approve the rankings in the priority transportation project list Attachment F and provide feedback to consider for the anticipated redesign of the methodology following the Multimodal Transportation Plan.

Ms. Mallek apologized to staff for not sending her questions with more advance notice, but she would ask some today with the hope of further discussions. She said that she was wondering if they could get more background information on what the numbers really meant, as she was trying to understand how the scoring system works, particularly with the different numbers assigned to each project. Her

numbers seemed to come out very differently from staff's, and she said that she would like to know how and why that was.

Ms. Mallek said that if there was a worksheet that she could review, which would save time, she would greatly appreciate it. She said that under the safety category, she noticed that access for Fire and Rescue vehicles was not actually considered in the scoring. The Eastern Avenue Bridge, for example, received a poor safety score, despite being a crucial access point for emergency services. She said that she understood that the Police Department was already based on the south side of Lickinghole Creek, but the Fire and Rescue department was on the north side, which posed a significant challenge.

Ms. Mallek said that this issue had been a concern for volunteers and paid staff at ACFR for many years. She also said that she wanted to bring up the issue of rezoning projects, such as the Eastern Avenue Bridge, which was in the plans since 1992. Despite the fact that thousands of residential units had been approved in the surrounding neighborhoods, the road remained unbuilt, and the Fire and Rescue access issue persisted.

Ms. Mallek said that this was not just a concern for residential areas but also for schools in the Western District, such as Brownsville, Henley, and Western, which were all south of the creek and faced similar access problems. She said that she appreciated the ranked list staff had provided, which was very helpful. She said that she was wondering if it would be possible to create a workable Excel file that allowed her to arrange the projects in different ways. This would save the Board members from having to ask staff about individual aspects of the scoring methodology.

Ms. Mallek said that each of her colleagues approached this in slightly different ways to gain a comprehensive understanding. Over the years, she had learned that if she did not seek answers to these types of questions before approving something, it became too late, and that was why she was being thorough today. She said that she would appreciate hearing more feedback when she returned to discuss the next steps, particularly regarding the continual upgrade and whether they needed to approve this today.

Ms. LaPisto-Kirtley said that she had no problem with the priorities proposed by staff. She said that she knew of the specific issues in her district but acknowledged there were others that may have more traffic or other safety issues throughout the County. She said that under stage 2 and 3 projects, she was surprised to see the Rivanna River bicycle and pedestrian crossing as number one, considering the high cost of the project. She asked staff if this project was truly achievable.

Ms. Dimmick replied that Charlottesville-Albemarle Metropolitan Planning Organization had submitted a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the bridge crossing project. She said that according to her understanding, the project was quite expensive, but given its importance as a key connection, they were actively seeking funding for it.

Ms. LaPisto-Kirtley asked if they were considering a version of the project that had a lower cost.

Mr. Kevin McDermott, Deputy Director of Planning, clarified that cost was not a factor in prioritizing projects. He said that therefore, it had not been considered in their evaluation. He said that one of the elements that the Board would need to consider when moving forward with projects was the cost. He said that since most of their projects did not have cost estimates, it would be a significant undertaking to obtain them. He said that staff was ranking projects based on other factors.

Ms. LaPisto-Kirtley said that she thought costs should be considered, because that played a key role in whether the projects were actually feasible.

Ms. Dimmick said that that was a valid point. She said that when creating these project stages, staff had observed that there was often a need, a solution was developed, they then sought funding for it, but they could not obtain funding for it, which typically placed the project in stage three. She said that this stage was characterized by a design that lacked funding. She said that she believed that part of this process was establishing a structured framework to accurately categorize projects and determine whether a project needed to be redesigned to be more competitive. She said that this prioritization would help them understand what the next step needed to be for a project. She said that if they wanted a project to move from one stage to the next, they needed to know what that next step would be, the resources necessary, and how they got it to move forward.

Ms. LaPisto-Kirtley said that hypothetically, if a project, such as the Old Ivy Road bicycle and pedestrian improvements, cost $100 million, it would likely never be approved. She said that in that regard, cost was important. She said that the Board could rank these items, but if they had no idea what this would cost, it was not of much use.

Mr. McDermott agreed. He said that the stages offered a unique benefit because breaking down the stages and examining the priorities within them helped determine how to prioritize projects to progress from one stage to the next. He said that for stage three projects, cost estimates were available. He said that this was part of being application ready. He said that if they aimed to secure full funding for these projects, they could focus on the top projects in stage three.

Mr. McDermott said that when evaluating how to move stage two projects to stage three by examining the ranking, it would enable them to develop a cost estimate. He said that similarly, when transitioning from stage one to stage two, they could apply the same approach. He said that as they

progressed through the stages, they engaged in value engineering, analyzing ways to save money and assessing the viability of projects. He said that they also considered breaking down large cost projects into more competitive components, which was an integral part of the planning process.

Ms. LaPisto-Kirtley asked how much staff time was required to get ten cost estimates for projects in stage 3.

Mr. McDermott explained that to submit applications for these grants, they required more than a rough estimate. He said that a precise estimate was necessary for most of these applications. He said that they needed to demonstrate that they had done sufficient work to confidently estimate the costs involved. He said that typically, they did not perform these cost estimates in-house; instead, they hired outside engineering consultants to do so. He said that the cost could vary greatly depending on the project. He said that the Board and staff had discussed the need to have sufficient funding available to conduct these studies and move the projects forward.

Mr. Missel said that he would like to express his gratitude for the effort that their team puts into compiling these lists. He said that it truly amazed him, especially now that he had become more involved, the amount of work, time, and resources invested in creating improvements that were sometimes glaringly needed. He said that some improvements were so clearly obvious that it seemed they did not need to waste millions of dollars on studies and time; just implement the necessary changes.

Mr. Missel said that, however, he understood that they must follow a process, as the state would likely require it. He said that it was also challenging for him to come to this conversation without a personal favorite list of projects. He said that he knew these lists were structured to prevent subjective decisions, but it was hard not to be swayed. He said that one of his concerns was the realities of the development world. When a developer provided a proffer, such as a contribution to a road improvement, he wondered how that was factored into the decision-making process.

Ms. Dimmick said that this list provided insight into the projects the County wished to see occur. She said that based on her understanding, during the development approval process, a developer could review this list and consider including a proffer that contributed towards a project that aligned with the County's goals. She said that in this way, development proffers could be a means of implementing one or more projects that were on this list.

Mr. Missel said that this would be a project adjacent to their development and that would be impacted by their development. He said that to clarify, if there was a traffic circle adjacent to a development and a developer had offered to contribute to the improvements associated with that circle, he would like to know if that would increase the ranking because there was already partial funding identified in that project.

Ms. Dimmick replied that the way these scores were structured did not take that into account.

Mr. Missel commented that it might be worth considering the environment around the improvement and identifying any existing funding sources that could help improve it moving forward. He said that he had a question regarding the potential for pivoting. He said that if a development pattern generated a significant amount of traffic, and that pattern continued to grow in a way that outpaced the improvements, he wondered if there was a way in their assessments to proactively address the needs that would arise based on zoning and the Comprehensive Plan.

Ms. Dimmick said that with major development applications, a traffic impact analysis assessment was typically required. She said that this assessment helped identify the necessary projects to mitigate potential traffic issues. As for whether this was incorporated into their scoring methodology, specifically under the congestion factor, they had considered whether a traffic impact analysis was conducted and if operational issues were found. It was challenging to say, but additional points for developments located in identified Activity Centers or Development Areas could potentially offset the congestion factor.

Mr. Missel said that made sense. He said that if a project was moving forward and got to stage three, then the cost was realized to be more than expected and the project had to go back to an earlier stage, he would like to know if it would be given a higher priority since it had already gone through the prioritization process.

Ms. Dimmick answered that their scoring methodology did not give any special consideration to projects that had already undergone the process and were being revisited.

Mr. Missel said that it may be worth considering, as the project had been identified as beneficial as it reached stage three.

Mr. Pruitt said that he wanted to ensure he understood correctly that there was no weighting or prioritization between the categories of land use versus congestion.

Ms. Dimmick said that all six factors were scored on a scale of 1 to 10, making them equal in this regard.

Mr. Pruitt asked if there were any concerns about the robustness of their results, specifically regarding differences in weighting or potential effects even if the weights were the same. He said that even with the same weights, one might be able to observe that the mean land use was 8 and the mean

congestion was 2, suggesting that land use was actually more relevant. He asked if there were concerns about how robust these results were, particularly if there were changes to the weighting.

Ms. Dimmick explained that staff did not conduct a sensitivity analysis, but they did notice that some projects scored mediocre across all six factors, while others excelled in certain areas, such as safety, but may struggle in others. She said that for instance, a project might receive high marks for safety but lower scores in other categories, resulting in a lower overall score. She said that this had been identified as a limitation.

Ms. Dimmick said that as they pursued funding opportunities, such as the Highway Safety Improvement Program, which prioritized safety, they may be able to sort by only the safety category to see which projects scored highest in safety. While those may not be at the very top of the list, there was flexibility in that.

Mr. Pruitt said that to clarify, the rankings before them for approval were limited to categories two and three, which were in the more concrete planning stage. He said that he wanted to ensure that they fully understood what they were agreeing to with an action to approve. He said that for example, if the number two ranked item was some proposed pedestrian improvements on North 29, and it was not currently on the list, would it automatically be added to the approved list if it progressed to the ideation stage tomorrow and included notional engineering diagrams, or would they need to request its inclusion again?

Ms. Dimmick said that staff would request Board approval and develop any necessary selections for funding applications before them. She said that this list was a result of their scoring methodology, and it was one of the factors they would use to select projects for pursuing funding applications. She said that what they were seeking Board approval for was that this methodology was sufficient for the next several years while they developed the Multimodal Plan, and that this list would serve as a guide but not a definitive determinant in the selection of projects for funding.

Mr. McDermott clarified that although they had broken down the projects into stages two and three, stage one projects were also ranked. He said that therefore, they were seeking the Board's approval on the overall ranking of all the projects, including stages one, two, and three. He said that stage four projects were not included in this request, as those projects were intended to be fully funded. He said that however, they acknowledged that there was always a possibility that additional funding may be required in the future. He said that they were seeking the Board's agreement on stages one, two, and three projects.

Mr. Pruitt said that he understood. He said that he supported his colleagues' notion that they should find some way to identify or prioritize projects that had additional funding sources available. He understood why cost was not weighted in this process, but if the state or another organization could provide additional funding, that was an important factor that should be considered. He stated that he also wanted to ask if staff was anticipating or planning for the jump from stage one to stage two could come with a rating change as they better understood the project.

Ms. Dimmick said that she believed that the project would likely undergo re-evaluation when it transitioned from stage one to stage two, as this process provided a clearer understanding of the project's scope. She said that consequently, the score may change as the project evolved.

Ms. Duncan said it was clear that the County was willing to take on transportation improvements, considering they had a list of 169 identified projects they would like to complete. However, it was a long, slow, and costly process of working with Virginia Department of Transportation (VDOT) on these items. She expressed her appreciation to staff for providing summaries of the purpose and goals of these projects. She asked if the Multimodal Transportation Plan was supposed to be done within five years.

Ms. Dimmick replied that it was three years.

Ms. Duncan said that this list of priorities was meant to stand until that was done. She asked if staff had an estimate of how many of these projects would actually get done.

Ms. Dimmick said that she could not give a specific number but would likely be very few.

Ms. Duncan said that there was no point in getting into the details because this list would likely change within a few years. She asked if staff could explain how this list would be worked into the plan and what that would entail.

Ms. Dimmick said that they were still developing the scope and timeline for the Multimodal Plan process. She said that the current thought was that in the development of recommendations, they would pull all projects from this list as potential candidates. The analysis of needs would likely illuminate additional gaps, and the analysis may also reveal that some of these projects were redundant and from a system-wide perspective, one project was a better solution than the other. She expected that this list would serve as a starting point for the recommendations, but would be culled down and added to, and coming out of that plan, the list would be more refined.

Ms. Duncan said that there was a distinction between the bike-ped and the vehicle-related categories. She asked what the reason for that separation was.

Ms. Dimmick said that there were different funding sources, which was part of the reasoning, and the other reason was because the projects served different purposes.

Ms. Duncan said that the list looked great.

Mr. Gallaway asked about the spreadsheet with the scores for each project. He asked about the individual rankings received.

Ms. Dimmick said that, yes, in Attachment C, the scores for each factor were listed. She said that for example, there were about five or six columns related to land use in the evaluation questions.

Mr. Gallaway stated that his objection to approving the list today was that he did not want to be locked into the idea that this ranking must remain static for the next three years. He said that this was a ranking as of today based on the methodology presented. He said that there had already been a few suggestions as to how the methodology could be tweaked. He said that he thought the data could be updated as they learned new information and could reorder projects without ranking or prioritizing them.

Mr. Gallaway said that there were so many factors that impacted when a project was best positioned for funding and construction, and the ultimate goal was to reduce the number of projects on this list. He said that a static list of ranked projects did not seem to make sense because new data would impact the ranking. He said that if the Excel sheet was set up in a way to where it was burdensome, they may be able to find better software to assist with this work. He suggested that they did not need a static list for the next three years or until the Multimodal Plan was in place.

Mr. Gallaway said that the Multimodal Plan may result in a significant change in the ordering of these transportation projects, so there was no reason to avoid making those changes in the meantime. He said that he did not see the benefit of a static list at this time. He stated that he could approve the list as of today, but he hoped the Board understood the list was only relevant on the date it was approved and that things changed in the meantime. He said that regarding the methodology, the scoring based on Development Area or Rural Area was interesting when there were projects on the boundary.

Mr. Gallaway said that the classification of projects as Rural Area projects when they were critical to the Development Area was a concern, because he did not want the scoring to undermine their importance. He said that he did not want to wait three years to modify the methodology and then move things around. He said that he thought it was something that could happen on an ongoing basis. He said that looking at this list, he would appreciate being able to change and reorder the categories and ranks, because at the end of the day it did not really matter.

Mr. Gallaway said that it would primarily matter when they had a funding opportunity. However, if a funding opportunity arose that could potentially be applied to multiple projects, then the priority order would be relevant. He said that while prioritization of funding may impact these projects, it would likely impact the stages of projects rather than the overall ranking. He said that the staging was helpful in terms of whether they had reached the point of cost estimates.

Mr. Gallaway reiterated that their data needed to be able to adjust with the reality of situations as variables changed, and their entire organization needed to do that in order to be forward-looking in their work. He said that he would be glad to approve this today, and he did not expect staff to have an answer on how often the list would be updated at this time. However, he did not think those updates were too burdensome as they would be doing it anyway through their work with Virginia Department of Transportation (VDOT).

Ms. Mallek agreed with Mr. Gallaway that it would be best to adopt this list as a living document rather than a static one. She said that regarding the Rivanna bridge, they were very close to receiving funding for that, so she hoped it would finally come to fruition soon. She stated that she understood that cost estimates should be treated carefully as they were almost certain to change over time.

Ms. Mallek said that a constituent had noted that it was important for transportation evaluation methods to account for publicly set priorities in master plans. She asked how that could be addressed to ensure the master plans were achieved. She said that she also wanted to ensure that stage three projects were not put back to stage one simply because they had to be value-engineered; that would be a disappointing loss of effort. She thanked staff for all their hard work.

Ms. LaPisto-Kirtley said that she would support approval of this list as a living document, as mentioned by Ms. Mallek. She asked if stage three projects had all been provided with cost estimates.

Ms. Dimmick replied no. She clarified that they had cost estimates for some of these projects, specifically those that had been submitted for funding applications in the past. She said that most of the projects that were in stage two did not have cost estimates. She said that in order to produce the cost estimates, they would need to hire someone to do the preliminary engineering work. She stated that this list would inform which projects they would choose to seek funding for, and in the process of submitting those applications, they would undertake preliminary design to determine a defined cost.

Mr. Missel agreed that having an evergreen document was important, especially when so many of the factors related to these projects were changing all the time. However, he also understood they needed to have some set information to work with, and he would defer to staff to determine how to balance that. He said that as a rhetorical question, he would ask staff to consider how they would adjust

in real time when factors such as development intensity changed. He said that as they looked at those in stage four, he thought it would be helpful in some cases for stage four projects to be noted as helping stage three projects. He asked if staff was actively looking at how to improve the methodology to minimize the drawbacks included in the staff report.

Ms. Dimmick said that as they made progress on these rankings, they hoped to shift their focus on development of the Multimodal Transportation Plan. She added that in terms of whether this could be a living document, there was effort to update these scores, and the data was released on different schedules. She said that additional effort was required to reevaluate the scores and seek data when it became available, so it was possible but required additional effort to be considered.

Mr. Gallaway suggested that this priority list should be included in the Board's legislative packet every year, and it should be sent as an email on a weekly basis to the General Assembly. He thanked staff for all their work on this item.

Mr. Pruitt **moved** that the Board of Supervisors approve the project rankings as presented in Attachment F.

Ms. Duncan **seconde**d the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

Attachment F: Draft 2026 Albemarle County Priority Transportation Project List

Vehicular Safety/Congestion* Projects

Rank by Stage	Project ID	Project Name	Score	Overall Rank
STAGE 2 & 3 PROJECTS				
1	N5001	5th Street Interchange	48.0	2
2	N5004	5th Street and Stagecoach Road Intersection RCUT + Sidewalk and Shared Use Path	45.0	7
3	CZ019	Route 250 Roundabout at Old Trail Drive	38.0	23
3	HM005	US 29 at Airport Rd Intersection Improvements	38.0	23
5	N1001	Hydraulic Rd/Lambs Rd/Whitewood Rd Intersection Improvements, improved SUP along Hydraulic, and Continuous Green T at Georgetown Road	36.5	35
5	N2018	Rio Road East/Old Brook/Hillsdale Intersection	36.5	35
7	N3004	Riverbend Drive Improvements	34.5	42
7	N4001	Avon Street and Mill Creek Drive Intersection Improvements	33.5	42
9	N6005	US 250 (Ivy Road) at Canterbury Road/ Old Garth Road Roundabout	32.0	53
10	N3016	Rolkin Road at Abbey Road Roundabout	31.0	60
11	N1002	Albemarle High School - New Loop Road	30.5	63
12	CZ001	Eastern Avenue Construction	28.5	70
13	N2023	Rio Road Phase 2 North Section: John W. Warner Parkway to Pen Park Rd	27.0	79
14	N7001	Barracks Rd/250 Bypass Ramp EB Right-turn lane	25.0	92
15	N6008	Old Ivy Road "Triangle-about"	24.0	95
16	CZ010	Downtown High Street Improvements	23.5	99
17	N6009	US 29/US 250 Bypass at Old Ivy Road - Northbound Acceleration Lane Extension	22.0	107
18	N6007	US 29/US 250 Bypass at Old Ivy Road - Southbound Deceleration Lane Extension	21.5	109
19	N7003	29 NB off-ramp Dual left turn onto Barracks WB	20.5	112
20	CZ016	Downtown Crozet Intersection Improvements: Crozet Ave/ Library Ave/ Tabor St/ Jarmans Gap Rd	20.0	113
20	N6006	US 250 (Ivy Road) Boars Head Drive Roundabout	20.0	113
22	N7002	Barracks/Georgetown Roundabout	19.5	115
23	PM002	US 29 at Frays Mill Rd/Burnley Station Rd Intersection Improvements	19.0	118
24	R3011	US 29 at Route 692 (Plank Rd): Intersection Improvements	18.5	120
25	N6012	US 250 (Ivy Road) - Farmington Drive to Boar's Head Drive	17.5	125
25	R4007	US 250 at Route 22 (Louisa Rd): Intersection Improvement	17.5	125
27	N2036	Brentwood Road and Idlewood Drive: Multi-way Stop Control	17.0	127
28	N6011	US 250 (Ivy Road) at Farmington Road Roundabout	16.5	130
29	N6010	US 250 (Ivy Road) at Ednam Drive Intersection Improvements	15.0	136
30	R3007	US 250 (Ivy Road) at Owensville Road Intersection Improvements	12.5	141
30	R3009	US 250 (Ivy Road): East entrance of UVA Northridge Medical Park to Broomley Road	12.5	141
30	R4004	US 250 at Milton Drive Roundabout	12.5	141
33	R3008	US 250 (Ivy Road) at Broomley Road Intersection Improvements	11.0	147
34	R3010	US 250 (Ivy Road): C&O Railroad Overpass to Private Driveway	9.5	154

Vehicular Safety/Congestion* Projects

Rank by Stage	Project ID	Project Name	Score	Overall Rank
STAGE 1 PROJECTS				
1	N2011	Hillsdale Drive Extension Phase 3	47.0	4
2	N1026	Intersection Improvements at Rio29 GSI	46.5	5
3	N1012	US 29 and Greenbrier Drive - Safety Spot Improvements	44.5	8
4	N3019	Rolkin Road Extension to Spotnap Road	37.5	29
5	N1010	Berkmar Drive at Rio Road Roundabout	37.0	33
6	N1014	US 29 at Woodbrook Drive - Safety Spot Improvements	38.0	23
7	N1025	Berkmar Realignment at US 29	36.0	37
8	N3017	Olympia Drive Extension to Route 20	34.5	41
9	N2030	Hillsdale Drive Extension Phase 1	33.5	42
10	CZ020	Route 250 Roundabout at Henley/Brownsville school entrances	32.5	48
11	N2021	Hillsdale Drive Extension Phase 2	32.0	53
12	N6003	US 29/US 250 Bypass Interchange at Ivy Road	31.0	60
13	N5013	I-64 Exit 118 at US 29 Interchange Modifications	30.5	63
14	N3013	State Farm Blvd/ Hickman Rd/ Isham Avenue Roundabout	30.0	65
15	N3018	Spotnap Road Extension to US 250 (Richmond Road) at Town & Country Drive	29.5	67
16	HM014	Northside Drive Extension to Lewis and Clark Drive	29.0	68
16	PM005	US 29 at Boulders Rd/Briarwood Dr Intersection Improvements	29.0	68
18	N5003	Hickory Street Improvements	28.5	70
19	HM007	Ashwood Blvd Extension	28.0	74
20	CZ023	Route 250 Roundabout at Crozet Avenue	27.5	76
21	N3015	Riverbend Drive at South Pantops Drive Roundabout	27.0	79
22	PM003	US 29 at Camelot Drive Intersection Improvements	26.5	85
23	HM015	Hollymead Drive Extension to Earlysville Road	25.5	91
24	CZ024	Railroad Crossing Feasibility Study	25.0	92
25	N2026	Rio Road Phase 2 Central Section: Pen Park Road to Stonehenge Road	22.5	105
26	CZ015	Crozet Avenue/Three Notch'd Road Intersection Improvements	21.5	109
27	N3014	Hansens Mountain Road/ Glenorchy Connector South	19.0	118
28	N2028	Rio Road Phase 2 South Section: Stonehenge Road to City of Charlottesville	16.0	132
29	R4008	US 250 at Black Cat Rd: Intersection Improvements	13.5	138
30	CZ017	Dunvegan Lane Connection	13.0	139
31	R4003	Route 20 and Route 712 (Plank Rd) Intersection Improvements	11.5	146
32	R3006	US 250 (Ivy Road) at Tilman Road Intersection Improvements	11.0	147
33	R3005	US 250 (Ivy Road) at Gillums Ridge Road Intersection Improvements	10.0	150
34	N2016	Rio Road at Agnese Street Intersection Improvements	9.0	155
35	R1001	Ivy Creek Natural Area Entrance Improvements	8.5	157
35	R2002	Rt 22 Safety Improvements	8.5	157
37	R4002	Rt 53/Milton Rd Intersection Improvements	7.0	160

*Many of the Vehicular Safety/Congestion Projects include improvements for bicycle and pedestrian facilities.

Bike/Pedestrian Mobility & Safety Projects

Rank by Stage	Project ID	Project Name	Score	Overall Rank
STAGE 2 & 3 PROJECTS				
1	N4011	Rivanna River Bicycle and Pedestrian Crossing	41.0	12
2	N5008	Moore's Creek Greenway Trail Segment 2 - Old Lynchburg Rd to 5th St Station Parkway	40.5	14
3	N1003	Berkmar Drive Shared Use Path from Rio Road to Woodbrook Drive	40.0	17
4	N5002	Old Lynchburg Road Shared Use Path - Ambrose Commons Drive to 5th Street/Old Lynchburg Road	38.0	23
5	N2002	Northtown Trail Segment 04 - Rio Road East	39.0	22
6	N3003	Route 20 Infrastructure Improvements (south) between US 250 and Elk Drive	37.5	29
6	N4003	Avon Street Shared Use Path - 5th St Station Parkway to Avon Ct	37.5	29
8	CZ028	US 250 Shared Use Path - Old Trail Drive to Crozet Ave	36.0	37
8	N4005	Avon Street Shared Use Path- Mill Creek to Peregory Lane	36.0	37
10	N4010	Route 20 Shared Use Path from City line to PVCC entrance	32.0	53
10	N6001	Old Ivy Road Bicycle & Pedestrian Improvements	32.0	53
12	CZ025	US 250 Shared-Use Path - Crozet Ave to Cory Farms Dr	27.0	79
12	N2013	Hillsdale Drive Sidewalk	27.0	79
12	N3002	Free Bridge Lane Improvements	27.0	79
15	CZ004	Three Notch'D Road Shared Use Path: Phase 2 (Music Today to Park Ridge Dr)	26.5	85
15	N5007	Moore's Creek Greenway Trail Segment 1 - Sunset Avenue to Old Lynchburg Road	26.5	85
17	CZ002	Crozet Connector Trail Upgrade and Extension	23.5	99
17	CZ003	Three Notch'D Road Shared Use Path: Phase 1 (Park Ridge Dr to Highland Dr)	23.5	99
17	N2039	Sidewalks near Woodbrook Elementary	23.5	99
20	N4004	Avon Street Shared Use Path - Royal Oak Ct to Route 20	23.0	104
21	N7004	Shared Use Path along Barracks Rd from Bennington Rd to Georgetown Rd	22.5	105
22	N2035	Woodbrook Elementary School Rear Access at Idlewood Drive	17.0	127
23	CZ009	Tabor Street/High Street Pedestrian Improvements	16.0	132
24	R4001	Old Mills Trail Improvements	11.0	147
STAGE 1 PROJECTS				
1	N2033	Route 29 Shared-Use Path	49.0	1
2	N2003	Northtown Trail Segment 05 - Rio/29 Greenway (Crossing of US 29)	46.5	5
3	N2032	Rio Road Streetscaping Phase 2: Mall Drive/Albemarle Square to US 29	42.5	9
3	N3007	US 250 (Richmond Road) Pedestrian Bridge (Pantops)	42.5	9
5	N1016	US 29 at Berkmar Drive: Bike/Ped Bridge	41.5	11
6	N1018	Rio Road Streetscaping Phase 3: US 29 to Berkmar Drive	41.0	12
7	N2031	Rio Road Streetscaping Phase 1: Glenwood Station Lane/Rio East Court to Mall Drive/Albemarle Square	40.5	14
8	HM012	US 29 at Timberwood Blvd: Pedestrian Crossing	40.0	17
8	N1011	Berkmar Drive: Bicycle and Pedestrian Improvements - US 29 to Rio Road	40.0	17

Bike/Pedestrian Mobility & Safety Projects

Rank by Stage	Project ID	Project Name	Score	Overall Rank
10	HM001	Northtown Trail Segment 22 - US 29 Shared-Use Path Hollymead	39.5	20
10	N4002	Avon Street Ped/Bike Bridge over I-64 and Shared Use Path (Peregory Ln to 5th Street Station Pkwy)	39.5	20
12	N2009	Trail Connection from Idlewood Drive to Arden Place Apartments	38.0	23
12	N2010	Northtown Trail Segment 20 - US 29 Shared-Use Path Woodbrook Segment	38.0	23
14	N1008	New Pedestrian Connection: Peyton Drive to Costco	37.5	29
15	N5006	Biscuit Run Trail	37.0	33
16	HM009	Northtown Trail Segment 25 - Timberwood Connector	36.0	37
17	N3010	South Pantops Drive Bicycle Improvements	33.5	42
17	N4006	Moore's Creek Greenway Trail Segment 3 - 5th St Station Parkway to Avon St	33.5	42
19	N2001	Northtown Trail Segment 03 - Rio Road East	33.0	47
20	CZ012	Crozet Avenue Shared Use Path	32.5	48
20	N1021	Whitewood Road Bicycle and Pedestrian Improvements: Hydraulic Road to Greenbrier Drive	32.5	48
20	N4012	Avon Street Shared-Use Path - Royal Oak Ct to Mill Creek Dr	32.5	48
20	N6002	Old Ivy Road at Eastern Railroad Underpass (from Faulkner Way to Ivy Road eastern intersection at St Annes Dr)	32.5	48
24	HM003	Northtown Trail Segment 24 - Northpointe Shared-Use Path	32.0	53
25	HM011	US 29 at Hilton Heights Road: Pedestrian Crossing	32.0	53
26	N1024	US 29 Pedestrian Underpass	31.5	59
27	N1005	Solomon Rd/Inglewood Dr Bike/Ped Improvements	31.0	60
28	N4007	Moore's Creek Greenway Trail Segment 4 - From Avon St to Route 20 (Monticello Ave)	30.0	65
29	N2008	Northtown Trail Segment 18 - US 29 Shared-Use Path Rivanna	28.5	70
29	N2038	Formalize the Carrsbrook Connector Trail	28.5	70
31	N1017	US 29 at Schewels Furniture: Pedestrian Crossing + Bike Lanes	28.0	74
32	CZ029	Three Notch'D Road Bicycle and Pedestrian Improvements - Downtown to Starr Hill	27.5	76
32	N4008	Moore's Creek Greenway Trail Segment 5- from Route 20 (Monticello Ave) to Woolen Mills	27.5	76
34	HM006	US 29 at Ashwood Blvd: Pedestrian Crossing	27.0	79
35	HM002	Northtown Trail Segment 23 - Berkmar-29 Connector	26.5	85
35	N5005	Country Green Road Improvements	26.5	85
35	N5009	Sunset Avenue Improvements	26.5	85
38	N1020	Commonwealth Drive Sidewalks: Dominion Drive to Westfield Road	25.0	92
39	HM008	Proffit Road Improvements	24.0	95
39	HM013	North Fork Rivanna River Trail	24.0	95
39	N3006	Route 20 Infrastructure Improvements (north) from Elk Drive to Dorrier Drive	24.0	95
42	HM004	Northtown Trail Segment 26 - Worth Crossing Shared-Use Path	23.5	99
43	N3020	Riverbend Urban Center Greenway Connections	22.0	107
44	N2024	Northfield Road Bike and Pedestrian Improvements	21.5	109
45	CZ022	Railroad Avenue and Mint Springs Road Upgrade to Rural Shared Road	19.5	115
45	N2027	Pedestrian Improvements on Pen Park Rd	19.5	115

Bike/Pedestrian Mobility & Safety Projects

Rank by Stage	Project ID	Project Name	Score	Overall Rank
47	N3005	Fontana Community Sidewalks	18.5	120
48	CZ006	Crozet Priority Sidewalk Connections (2): Hill Top Street from High Street to Indigo Road	18.0	122
48	CZ007	Crozet Priority Sidewalk Connections (3): High Street and Park Road from Hilltop Street to Crozet Park	18.0	122
48	N2037	Woodbrook Drive and Brookmere Drive: Curb Extensions	18.0	122
51	N2014	Northtown Trail Segment 29 - Old Brook Road Bike Route	17.0	127
52	CZ005	Crozet Priority Sidewalk Connections (1): Park Road from Crozet Park to Brookwood Road	16.5	130
53	CZ008	Crozet Priority Sidewalk Connections (4): Crozet Avenue from Tabor Street to Dunvegan Lane	16.0	132
53	CZ026	Park Ridge Drive Traffic Calming	16.0	132
55	N2012	Northtown Trail Segment 28 - Carrsbrook Bike Route	14.0	137
56	CZ021	Jarman's Gap Road Upgrade to Rural Shared Road	12.0	144
56	N2007	Northtown Trail Segment 17 West Polo Grounds - South Fork Rivanna Greenway Segment A	12.0	144
58	N2022	Greenbrier Park Pedestrian and Bicycle Tunnel	10.0	150
59	N2004	Northtown Trail Segment 14 - Belvedere Shared-Use Path	9.0	155
60	N2015	South Fork Rivanna Greenway Trail Segment D	8.0	159
61	N2005	Northtown Trail Segment 15, South Fork Rivanna Greenway Segment C	7.0	160
61	N2006	Northtown Trail Segment 16, South Fork Rivanna Greenway Segment B	7.0	160
61	N2017	South Fork Rivanna Greenway Trail Segment E	7.0	160

Recess. The Board recessed its meeting at 3:31 p.m. and reconvened at 3:46 p.m.

Agenda Item No. 11. **Presentation:** 11. Presentation on JAUNT Services and Updates.

The Executive Summary forwarded to the Board states that established in 1975, Jaunt is the region's multi-jurisdictional public transit system, connecting the residents of Albemarle, Buckingham, Charlottesville, Fluvanna, Greene, Louisa, and Nelson to all of central Virginia. Jaunt delivers convenient and reliable services through curb-to-curb demand-response, commuter fixed-route, and ADA paratransit services, using current technology and a customer-focused approach.

Jaunt is a public service corporation owned by the local governments it serves and operates with financial assistance from community partnerships, federal and state transit grants, and local government funding. As a public service corporation, Jaunt has 16 ownership shares distributed amongst five localities. Albemarle County is a majority shareholder, alongside the City of Charlottesville, with five shares apiece.

Further, Jaunt is governed by a Board of Directors appointed by the localities they serve. The Board is composed of fourteen voting members, including four members representing Albemarle County.

Mike Murphy, Jaunt's Chief Executive Officer, will present to the Board an update on Jaunt's

services and current activities.

The funding for Jaunt services is provided during the annual budget process.

Approximately $3.5M is appropriated for Jaunt services in the FY27 Budget.

Staff recommends receiving the update from the Jaunt CEO.

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Mr. Jacob Sumner, Chief Financial Officer, said he served on the Board of Directors for Jaunt and as their treasurer. He said he would be introducing Mike Murphy, Chief Executive Officer for Jaunt, who had joined the organization two years previously. He said that when Mike came in, the organization had its challenges, but Mike had worked hard building relationships with localities and DRPT (Virginia Department of Rail and Public Transportation), building professionalism within the organization, and bringing in new technologies, and focusing on staff development. He said the Board of Directors was very proud of the work he was doing and he was thrilled that he was with them.

Mr. Mike Murphy, Chief Executive Officer of Jaunt, Inc., presented an update. He first gave his gratitude to Albemarle County for its ongoing support of Jaunt, including their longstanding partnership, financial backing, and dedication of staff and community members to the Board of Directors. He said that he hoped that they would come to understand that Jaunt was, in fact, the County's transit agency. He said that they were owners of Jaunt, and it was essential to recognize that they had a vested interest in the agency's performance and flexibility in meeting their needs.

Mr. Murphy said that Jaunt was constantly evolving, and he would provide a brief overview of their progress. As they celebrated their 50th anniversary this year, they were highlighting the significance of this milestone. In September, they marked the occasion by driving their first six passengers in 1975. Throughout the year, they would see social media promotions about this milestone. On September 30, they were hosting a celebration at the Hillsdale Conference Center. They were also introducing a rebranding effort that emphasized their values, created a brighter and friendlier palette, and featured a new tagline.

Mr. Murphy explained that their previous tagline, "Where can we take you?" was misleading, as it suggested that they could transport passengers anywhere they wanted. However, what was true was that they were a regional operation that prioritized the level of care provided to every passenger. He said that their new branding included 14 brand-new buses, which were now on the road and would be visible in town soon.

Mr. Murphy stated that when he joined Jaunt, one of his first priorities was to listen to people and understand the organization's values. He said that he found that Jaunt had a complex set of values that were difficult to remember. To address this, he emphasized the importance of simplicity and built it into their daily interactions with employees and the public. Their new values - people, service and connection - had become one of the four pillars of their employee performance evaluation system. As Mr. Sumner mentioned, he believed it was crucial that what got measured got done, and that they had an endless number of requests for services and needed to set priorities.

Mr. Murphy stated that in January of last year, he had brought the Jaunt Board together and started with a list of 32 items, narrowing it down to these five to guide their next 18 months of work. Their next strategic planning retreat with the Jaunt Board was scheduled for February 2027. Regionally, there was a vision with Charlottesville-Albemarle Regional Transit Authority (CARTA) and the transition away from the Regional Transit Partnership (RTP), which Jaunt would continue to be an active part of. He said that in his vision, each provider served an important role, as University Transit Service (UTS), Charlottesville Area Transit (CAT), and Jaunt had all been around for about 50 years. He hoped there would be ample opportunity to talk about the different models honoring each provider's roles.

Mr. Murphy said that they had an Americans with Disabilities Act (ADA) service agreement with the City of Charlottesville, which they had been without a written agreement for some time. They were working through that with the City Attorney's Office. Everyone was aware of the success of the service administered by Charlottesville Area Transit (CAT), in partnership with Via for MicroCAT. He believed there was a need for on-demand service at times, and they were currently doing microtransit in a pilot with Greene County residents, and for all ADA customers, they were scheduling with software that was different from the traditional software.

Mr. Murphy stated that they had secured $1.5 million from the state of Virginia to pay for the next four years of scheduling software that would allow them to have on-demand zones in all seven jurisdictions they served, including Albemarle County in 2027. A performance evaluation system was one of his desires for the Board; they needed to have an internal priority. He did not think they could be a great organization without regular performance reviews. This had been a real emphasis over the last year.

Mr. Murphy said that there was great new software available, and they needed to implement it for scheduling and safety purposes, such as the cameras on their new buses. Jaunt had traditionally had six to eight cameras on every vehicle, and now that they had added four more, so they had a bird's eye view, reducing issues with backing up the vehicles.

Mr. Murphy said that to provide context, he would like to briefly review the scale of the Jaunt

operation. The City of Charlottesville covered approximately 10.26 square miles. Their CAT routes mapped out throughout the City and into parts of Albemarle County, covering a total of 9.84 square miles. When planners discussed transit, they often imagined that someone could walk to a bus stop within a quarter mile; this gave them a footprint of 18.5 miles.

Mr. Murphy stated that as part of their ADA ridership, the federal requirement was that anyone found eligible, who lived within three quarters of a mile of a bus stop, received door-to-door service for microtransit, with the same timing as those with access to the fixed route system. This expanded their ADA footprint to 30 square miles. There were times during the week when Jaunt served every square mile of Albemarle County, as well. He stated that during peak hours, and their routes covered approximately 2,751 miles.

Mr. Murphy said that one obstacle to ridership was understanding the various ways to ride Jaunt. He said that he was working to streamline and simplify this, and he would ask for the Board's guidance later in the presentation. He said that they had almost 4,000 Albemarle riders per month in their ADA paratransit service. He said that Demand Response was a reservation system, with fixed route services in Crozet, Esmont, and Scottsville, and a County-wide service for Albemarle riders during a four-hour window, Monday through Friday. He said that Link services had some routes that were well-traveled and others with limited ridership.

Mr. Murphy said that while he believed these services were essential for connecting people in those areas, he did question whether they were the most efficient use of resources. As they served different districts of the County, he understood the concern about losing services from a district. However, in the broadest sense, public transportation was meant to serve a certain volume, not just individual trips. For example, the 20 North Link service operates five days a week, and on average, they have 23 weekdays in a month, their data indicated there was only one person on that bus.

Mr. Murphy said that this suggests that their investment in services like Jaunt should be evaluated to ensure they were getting the most value for their dollar. He said that he hoped his investment in Jaunt would pay off and help them leverage other funds. He said that the key was to understand that their investment in services like Jaunt was a game of buying a certain number of service hours and miles, and how they deployed them could be flexible.

Mr. Murphy said that the County and their staff to decide how Jaunt was deployed each year. He said that he would also like to provide more information on the commuter services. They had the 29 North Route, which serves Crozet in three different ways, including one that goes up and down Route 250 and another that goes out to the interstate. All of the detailed information on timing of those routes was available on the Jaunt website.

Mr. Murphy said that in terms of service statistics, Albemarle ridership had grown in every service this year, with a notable increase in the final month. Additionally, their ADA services had seen a decrease in hours and miles, which was expected given the urban core's more efficient nature. Demand Response services, however, were more complex due to the lack of control over run lengths. He noted the 29 North and Connect Crozet services had seen significant growth, with over 50,000 residents now taking commuter bus service to the urban core.

Mr. Murphy said that it was worth noting that 80% of their riders boarded at a University of Virginia (UVA) stop, but not all of them were going to UVA; some were traveling to other destinations in the downtown area. The growth in the Crozet Connect service over the past year was also noteworthy. If they were not aware, the University had a program called Wahoo Commute, which they were actively promoting to their employees to reduce the number of single-occupancy vehicles. He noted the two parking garages built at Fontaine and near John Paul Jones Arena, each cost over $35,000 per space, totaling $80.5 million in construction costs; this was not a sustainable solution.

Mr. Murphy said that with limited land available, they must explore ways to encourage people to use commuter buses and other alternatives. He reminded them that their approach was evolving, and they were not the same as they were yesterday or would be tomorrow. For example, in Greene County, they were already implementing this concept. When they launched the app for Albemarle County, they would promote it through public awareness campaigns.

Mr. Murphy said that similar to MicroCAT, they would establish zones, allowing individuals to request rides within a 20-minute window, usually, through the app, rather than needing to plan ahead. He was already working closely with the state's Department of Rail and Public Transportation (DRPT) to explore funding opportunities, including demonstration grants. These grants were being used to fund microtransit projects, including the commuter service he previously showed them. They were also expanding this service to Buckingham, Nelson, Louisa, and Fluvanna Counties.

Mr. Murphy said that one concern they had heard was about midday service, which would now be funded for both Fluvanna and Louisa Counties. Greene County would also have Connect route stops. Notably, their last Connect stop was currently located in the Hollymead area. In Greene County, they are also exploring opportunities to add fixed route stops in areas with new development, such as the apartment complex on 29 North.

Mr. Murphy said that additionally, with the new pharmaceutical company there and UVA North Fork, they may be able to establish a fixed route stop in that Ruckersville and Stanardsville area, if they secure funding through DRPT's recommendation. That would be effective July 1, with six months of

planning and advertising, and then an 18-month pilot service period, and more information on this will be provided in the future.

Mr. Murphy said that he was eager to hear the Board's feedback on their approach and would be glad to work closely with County staff to explore how Jaunt can evolve to better meet their needs and contributions. They have had discussions with their Planning staff about the high utilization in some areas and underutilization in others, and he believed a collaborative, planned approach would be most effective in addressing these issues.

Mr. Murphy said that they had made a concerted effort to keep their budget in check, but it had been challenging due to rising capital costs. Over the past six years, bus costs have doubled, and the industry had seen significant changes, including the creation of collective bargaining units in Charlottesville. When he joined Jaunt, he was aware that drivers were paid 19% less than their counterparts at CAT. Given the current market, they were looking for commercial drivers license (CDL) drivers with passenger endorsements, which had driven up their wage costs.

Mr. Murphy said that it was essential to recognize that their wage costs were influenced by the market, and they have had to adjust accordingly. As of today, 82 of their 123 employees were drivers. He stated that their annual budget is approximately $3.5 million, which translated to over $10 million when including state, federal, and interest income. They adhered to a policy of reviewing their spending on June 30 each year to ensure they had stayed within their intended budget. They also applied formulas to determine if they needed to allocate funds for capital projects or one-time expenses.

Mr. Murphy stated that they prioritized recurring costs and returned excess funds to localities. He said that on July 1, they would send Albemarle County a check of $470,030, as per their agreement. This was not a one-time occurrence, but rather a regular part of their process, as they aimed to partner with their localities and maintain a transparent, shareholder-driven approach. The County had the authority to decide what Jaunt did due to their role as a shareholder.

Mr. Murphy said that Jaunt wanted to continue to be the County's partner, and when considering the County's growth, he encouraged them to think expansively and that Jaunt could be a partner in any initiative they undertake. He invited all the Supervisors to visit at any time to learn more about Jaunt. He said that he personally learned something new at Jaunt every day and could guarantee they would as well. He said that there were times when there was tension at the state level regarding transit dollars, so he asked the Board to keep an eye on that in their agendas.

Mr. Murphy noted that when CAT made a change, they should remember that there would be a collateral impact on Jaunt. For example, expanding a route further into the County created a new ADA zone, which required them to figure out how many rooftops were taken in, how many ADA passengers there might be, and how many more Demand Response runs they would need to do for those individuals. This could generate a considerable amount of extra cost, as it was a curb-to-curb service.

Mr. Murphy clarified that expanding CAT routes was a positive matter, and when they wanted to pilot new ideas, Jaunt may be a more effective partner because they did not trigger the same need for additional funding. He said that they could operate a new service without triggering a collateral charge for CAT. He said that he was sure that Mr. Williams would agree with him on the position that they should keep Jaunt and CAT fare-free. He said that the fact was that it cost them more to collect fares than they would recover in revenue.

Mr. Murphy said that this was because they had to add technology, handle cash, and hire new staff, all of which had become unnecessary expenses over the past six years. He said that it would be difficult to stand up these costs again, and they would not receive much support. He could recall a time when he was at the City, they were unable to get the Council to move the fares for CAT from $0.75 to $1.00.

Mr. Murphy said that Jaunt basically mirrored those fares, and they could not recover more than $250,000 in revenue per year; he guaranteed that. Finally, he hoped that they would celebrate their success and join them on September 30 for their anniversary event. He said that he was always available to answer any questions they may have about Jaunt.

Ms. Mallek said that she was a longtime Jaunt driver for 15 years for her science camp in the summertime, and she annually took the safety training that emphasized the importance of never backing the buses up to avoid accidents. She said that she greatly appreciated everything Jaunt did, and the camaraderie and friendliness of their staff was impressive. She said that so many constituents in the White Hall District relied on Jaunt for transportation for a wide variety of reasons.

Ms. Mallek stated that she was thrilled about the strong ridership for the Crozet Connect program, and she would like to learn what Jaunt required if there were new stops being considered, such as any easements or bike racks. She would be glad to support those efforts and was happy to help.

Mr. Murphy stated that they were talking with staff about the possibility of the park and ride becoming a stop, so they would be in touch about that.

Ms. Mallek said that another neighbor had asked them to consider a stop at Meadows. She said that she was also thrilled about their pilot program in Greene County and knew it would be very helpful for both Greene and Albemarle residents. She thanked Mr. Murphy for all that he was doing.

Mr. Murphy noted that Jaunt did a specialized run for Albemarle residents to Innisfree, and that was incorporated into their budget each year. He said that they did not advertise it as a separate service because not everyone was eligible to go there, but it was available for people in town who were attending day programs at Innisfree, and transported residents at Innisfree into town for appointments.

Ms. LaPisto-Kirtley expressed appreciation for the ADA and Rural Area Jaunt programs. She said that there were a number of people in the Rural Area who relied on Jaunt to get them to work, which was very important. She asked if they would be extending their microtransit areas to places MicroCAT did not serve. She said that she assumed there was no conflict with that other service.

Mr. Murphy confirmed there was no conflict. He said that during the week, specifically from 10:00 a.m. to 2:00 p.m., their service area encompassed all of Albemarle County. As a result, they were providing the same level of service as MicroCAT, albeit by reservation rather than on demand. He said that it was possible that they may be able to offer on-demand service within the next year. Currently, reservations could be made up to seven days in advance.

Ms. LaPisto-Kirtley asked if their Rural Area service was more expansive than MicroCAT's service.

Mr. Murphy confirmed that was correct; it was 727 square miles.

Mr. Missel said that he appreciated the information provided by Mr. Murphy, especially as he continued to learn about Jaunt. He also congratulated him on the great job he was doing. He was very excited about the ADA and rural customer opportunities and the microtransit pilot. He asked about the timing of that pilot program.

Mr. Murphy explained that the ADA service was within the urban core. He said that there were disabled customers within all miles of the County, but when CAT took federal dollars, they were obligated to take it themselves or have a contract to provide complimentary paratransit. He said that this was a requirement under the ADA. He said that only in that zone was the eligibility a requirement. He said that Jaunt provided the exact same service throughout the County; however, eligibility was not required in the Rural Area because the ADA did not require it as they did in the urban area.

Mr. Missel said that he was very encouraged by the numbers presented for their services. He said that he also had some questions about funding. He asked why there was no increase in funding between fiscal years and how they were accommodating increases in gas prices and other items.

Mr. Murphy stated that the County requested that they prepare those budgets nine months prior to their implementation, and gas prices were significantly lower at the time. He said that although there was a small hedge on gas costs, they did not pay the same rates as the general public. He said that as a governmental agency, they were exempt from paying gas taxes, which reduced their expenses.

Mr. Murphy said that the reason they had a flat budget was that they had made a commitment to refine their processes and staff numbers to minimize increases, aiming for a level or no more than 2% increase in every locality. He said that to achieve this, they invested $168,000 in interest income, which would have otherwise been a local dollar. He said that this investment was applied as a savings, resulting in the exact amount.

Mr. Missel asked if they could consider putting those savings into an investment fund rather than returning them to the County. He said that they could utilize more interest in that way.

Mr. Murphy said that from his perspective, they had already applied a process that held a certain amount in their reserves and another amount in capital because the reimbursement cycles were irregular for state, local, and federal monies. He said that to be good stewards, they should return the savings. He noted that these savings were operational and not capital.

Mr. Pruitt said that he would like to provide some context for the rest of the Board regarding the recent phase of their transit needs priorities study. He said that they recently received a new study that prioritized several existing services, including CAT routes, Jaunt routes and services, including door-to-curb services and connect services. He said that for example, the CAT route 2, which passed through his district, had been in operation for over a month and a half without any issues.

Mr. Pruitt said that the study revealed that, in general, the longer-range Jaunt Connect routes were highly rated. He said that the Buckingham route, which ran through Pantops, the medical center, and down to Scottsville and Dillwyn, was the highest rated route. He said that many of the more rural-serving connect routes were also highly rated, which presented an interesting perspective as they considered the future of Charlottesville Albemarle Regional Transit Authority (CARTA).

Mr. Pruitt said that it was also worth noting that many of these highly rated routes were not currently within the authorizable jurisdictional area for CARTA, which would require new authorization to encompass areas like Buckingham. He brought this to their attention as groundwork for their discussion, and it was also leading into a question he had regarding the unified governmentally-operated system under CARTA. He said that he had historically been in favor of this concept.

Mr. Pruitt said that if they were to implement this system, it could potentially make current Jaunt

Connect sites new focal points for ADA door-to-curb services. He asked if they would need to immediately start offering door-to-curb services to all of these areas if they were to transition from a government-chartered corporation to a government authority that received urban dollars.

Mr. Murphy replied no; the 5307 funding from the federal government was labeled for small, urban areas, so Dillwyn would not be categorized as that. He said that it would have fixed-route service. He said that what created the need for the complementary paratransit was they were providing fixed-route service in the urban area, and disabled persons should be able to get around in that same area.

Mr. Pruitt said that it seemed that the unified system would have to track their funding buckets consciously to ensure urban dollars were not used for Rural Areas.

Mr. Murphy stated that any authority serving Charlottesville and Albemarle County would want to capitalize on both rural and urban funding opportunities. Therefore, yes, tracking this information was essential. He said that there was a point on every trip where the location changes, and they could see that these dollars were being charged to rural areas initially, then to urban areas, and vice versa. He said that this process relied heavily on geographic information systems (GIS) and technology.

Mr. Murphy said that he understood that some people envisioned a single system, but he would argue that this was not the most effective approach. He said that everyone had their strengths, and even in a single award system, like in Richmond, services were contracted out. He said that Richmond's Greater Richmond Transit Company (GRTC) was a public service corporation, which was the same type of company as Jaunt. However, CAT was not that type of organization.

Mr. Pruitt asked if MicroCAT's urban service area had the effect of pushing out Jaunt's paratransit area.

Mr. Murphy replied no. He said that in the way that CAT and Mr. Williams had implemented it, they had done it first as a pilot and then 100% with local funding. He said that as a result, they had not changed the fixed route. He said that in theory, if they had used microtransit in those areas to demonstrate the need, they could then invest in fixed routes to increase ridership, knowing that people wanted transit, and that would push out the boundaries. He said that, however, as it stood now, with the dollar investments being made by the County, it did not achieve the same outcome.

Ms. Duncan asked how difficult it would be to get bike racks on all of the buses.

Mr. Murphy said that one issue was that mechanics would be constantly fixing bike racks rather than buses. He said that the ones available to them through their state contract were not only expensive, but typically only for a single bike. Therefore, they were not particularly effective. He stated that there was certainly a number and an answer to the question, but he was unsure.

Ms. Duncan asked if people had to call to request the Link service.

Mr. Murphy replied that Link required a call, but Connect did not, so people could just show up at the bus stop.

Ms. Duncan asked if Link reached a certain number of riders they could consider doing a small route from Earlysville to downtown.

Mr. Murphy said that he thought that was a topic the County should engage their staff with Jaunt staff to discuss solutions. He said that there may be a way for Albemarle's contributions to Jaunt to serve their citizens could be adjusted to accommodate that route. He said that it was certainly a possibility if they determined it was a priority.

Ms. Duncan asked if there was potential for Jaunt to provide bus stops in high-demand locations that were not currently served by CAT, such as Albemarle High School.

Mr. Murphy said that they would need to consider the riders and whether they needed a commuter route at the times Jaunt offered them. He said that if they were filtering into the school complex, then probably not. He said that the benefit of Connect was that it served people at a series of stops in more rural areas, making very few stops until it got into the urban core. He said that if CAT went out to the airport like Jaunt did with Connect, they would stop 15 times, while Connect would only stop about three times. Therefore, there was a difference in the rider experience. If they were to divert people off of Route 29 or out of Crozet past Albemarle High School, they would have to determine the use of that or whether it required an entirely different service.

Ms. Duncan asked if Jaunt was available to everyone in Albemarle.

Mr. Murphy confirmed that any person who called in and established a profile with reservations was eligible to ride in Albemarle County.

Mr. Gallaway requested that when they had the on-demand service up and running, the data from that service would be crucial in informing their fixed route service. He said that they had learned this through MicroCAT, and being able to combine that data with Jaunt's would be very valuable.

Mr. Murphy said that even with the current data collected by UTS, CAT, and Jaunt, they were still

trying to determine in their monthly, quarterly, or semi-annual reports to CARTA what common metrics they could measure to better understand the scale of each and their contributions to the overall situation. He said that they were fully prepared to share any data with CARTA and did so on a regular basis.

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Agenda Item No. 12. **Presentation:** Board-to-Board, A Quarterly Report from the Albemarle County School Board to the Albemarle County Board of Supervisors.

Ms. Rebecca Berlin, Chair of Albemarle County School Board, said that she and Ms. Spillman appreciated the opportunity to provide this quarterly report to the Board today. She first wanted to pause and celebrate and give thanks to the Board of Supervisors and everyone who was part of Albemarle County Public Schools. In addition to celebrations today, she wanted to focus on school openings in Scholar Studios, recent policy and committee updates from Board meetings, and budget reflections and next steps.

Ms. Berlin said that she wanted to highlight their high school graduates, who were the culmination of years of hard work and dedication. She said that they were still gathering final numbers, but preliminary data from their high schools indicated that Albemarle had issued 460 diplomas, with 340 students earning advanced diplomas. Monticello had issued 286 diplomas, with 166 advanced diplomas, and Western Albemarle had 304 graduates, with 232 earning advanced diplomas.

Ms. Berlin said that in addition, Post High had five graduates and Community Lab School had 13 graduates, with 10 advanced diplomas. She said that overall, they had over 1,000 graduates in the class of 2026, with 70% of those graduates earning an advanced diploma. This year also marked the first time they recognized graduates who completed their Scholar Studios coursework and capstone, in addition to their diploma.

Ms. Berlin stated that these students walked the stage, having completed both Link and Pulse studios and wearing the Scholar Studio emblem and branding from their chosen studio. She noted they would have more data at the end of the summer regarding student post-secondary school plans, on-time graduation, and subgroup-specific data, which would provide greater insight into this graduating class.

Ms. Berlin acknowledged that the journey to graduation was unique for each student and could be a long and challenging one. They often failed to recognize the hard work and dedication that went into helping students achieve their goals. She extended her congratulations to their graduates and their families, as well as to the teachers, educators, support staff, and division leaders who worked tirelessly to make moments like this possible. She thanked each of the Supervisors who attended one or more graduations.

Ms. Berlin reported that on May 14, the School Board had recognized 60 employees who announced their retirement from Albemarle County Public Schools (ACPS), including teachers, administrators, and support staff from across the Division. She said that these dedicated public servants had given their time and heart to helping students realize their full potential. It was always an honor to congratulate their retirees, who had often spent 20 or more years serving ACPS. Many of these employees had dedicated 25, 30, and their longest-standing employee had dedicated 43 years to serving ACPS.

Ms. Berlin said that eight of these retirees had more than 30 years of service to students and families in the school division. These employees made a difference each day in their students' lives, providing support and guidance that could have a lasting impact. She wanted to express her deepest gratitude to these 40 individuals for their dedication to ACPS. She hoped they were enjoying their retirement, surrounded by loved ones and fond memories of their time at ACPS.

Ms. Berlin stated that in recent months, they had experienced a number of leadership changes due to retirements, transfers, and internal promotions. She said that nine hires or moves had occurred already, and three or more were currently in the interview process. They had received much public comment and email communication regarding their current vacancies. Although they had higher-than-normal vacancies in principal positions this year, she wanted to assure everyone that they were driven by positive transitions, including retirements, promotions, and two new school hires.

Ms. Berlin clarified that they had not experienced any system resignations. They continued to have a very strong organizational rate, and she would be happy to share the final retention numbers with the Board of Supervisors at their next update. Based on community feedback, during May, the superintendent had listened to concerns and the Parent Teacher Organization (PTO) and school staff representatives would be in the final interview round to hear their input directly and enhance transparency in the selection process. This enhancement will begin with the vacancies at Baker Butler, Stone Robinson, and Stony Point.

Ms. Berlin said that nine principals had either changed positions or were new to the County. She said that she would like to pause and celebrate and thank their amazing students, including their five School Board student representatives. She said that if they were wondering who would make up the next generation of leaders, they should spend 15 minutes with these students, the members of their student senate, and the students in the Star Hill Pathway program. She was honored and humbled to work with them each and every day.

Ms. Berlin said that student voice had become increasingly important to ACPS, and they were

intentional in providing space for student voice in the decision-making process of policies that guided their daily lives through public education. This quarter, their student senate met with state elected officials to share their perspective on state issues that mattered to them most. They also received their direct feedback on school budget priorities and the student activities policy. Along with the Student Senate, they appointed students as non-voting representatives to the School Board, who were given a voice to represent their respective school student bodies at the dais, allowing them to make sound policies for those they are elected to serve.

Ms. Berlin said that they also highlighted student works and achievements and provide opportunities for students to explore academic and co-curricular activities of greatest interest to them. Their students were amazing, and she was proud of the opportunities they provide to students to actively participate in the school system. She said that Ms. Spillman would provide information on their school openings and Scholar Studio updates.

Ms. Allison Spillman, School Board member, stated that they were thrilled to announce that they would be opening two new schools this year. They said that they appreciated the partnership with the Board of Supervisors and the County to make this happen for their learners. She said that these new spaces would be inspirational, offering beautiful views of the County. They said that they would be opening Mountain View Upper Elementary for the 26-27 School Year.

Ms. Spillman explained that the site provided them an opportunity to build a facility that was smaller than a comprehensive elementary school, addressing the specific capacity issues at Mountain View Elementary at a lower cost. The current Mountain View would transition to Mountain View Primary, serving kindergarten through second grade students plus pre-K. The new facility would be Mountain View Upper and would serve grades 3 through 5. She said that they were on a tight schedule for opening, so any County assistance with permitting and final inspections would be greatly appreciated.

Ms. Spillman said that they would be holding a ribbon-cutting ceremony on Friday, July 24 at 10:00 a.m. and invitations would be sent to the Board. In addition to Mountain View Upper Elementary, they were also scheduled to open the Ace Academy at Lambs Lane this upcoming school year. She said that this project was on an even tighter schedule, so any County support with permitting and inspection would be greatly appreciated. They were planning a ribbon-cutting ceremony for Ace Lambs Lane on July 31 and were still finalizing the details, but they would send the Board an invitation and would love for them to join.

Ms. Spillman stated that for those interested in how the facility would operate, while it was located adjacent to Albemarle High School, it stood as a separate operation. She said that students from across the County had the opportunity to participate in the Scholar Studios housed at that facility. Students would attend their base schools and be transported to Ace Lambs Lane every other day, consistent with their block schedules. Students would be transported from their base school to Lambs Lane and return to their base schools after the school day, allowing them to still participate in after-school activities.

Ms. Spillman said that over the years, there had been discussion of the Scholar Studios and the construction of Center 2, now renamed Ace Academy Lambs Lane. She said that they had largely merged together and presented as a solution to the persistent overcrowding of their high schools. However, in doing so, they had lost sight of the purpose of the Scholar Studios. Their Scholar Studios were specialized learning environments intentionally designed around learning fields and the durable skills employers consistently identified as essential.

Ms. Spillman said that they were designed to bridge the divide between school and community by leveraging strong local partnerships and engaging with the high school curriculum through practical work-based experience in specific career fields. She said that their graduates left high school with the knowledge, skills, and abilities necessary to prepare them for jobs in today's workforce. When they spoke about the Scholar Studio, they were talking about these unique learning environments that were designed to prepare students for the modern workforce.

Ms. Spillman stated that they offered talent development essential to their economic growth, strengthened business and community partnerships to enhance student learning, focused on innovation in real-world environments, and supported entrepreneurship and innovation by developing student agency, design thinking, and public presentation skills. This focus aligned with the Virginia Department of Education's (VDOE) goal of metrics around employment, enlistment, and enrollment.

Ms. Spillman said that eight of the studios were located at Ace Academy Lambs Lane, which had specifically designed classroom environments to support the studios. She said that Link Studio, with its focus on information and communication technologies, was situated at Ace Academy Seminole Place, formerly known as Center 1. She said that Terra was located at Western Albemarle, utilizing the available greenhouse space. She said that students at all three high schools who expressed interest in Encore, their performing arts program, and Vivid, their visual arts program, could access these studios at their base schools.

Ms. Spillman reported that enrollment at Ace Academy Lambs Lane had far exceeded expectations. Notably, 70% of those enrolled were from Albemarle High School, 24% from Monticello, and 6% from Western Albemarle. She said that it was important to acknowledge that distance from a student's home school continued to be a determining factor in joining a studio. She said that this was a challenge they were actively working to address in their recruitment process.

Ms. Spillman said that they were anticipating 200 freshmen at Ace Academy this year and were already at nearly 300 enrolled, exceeding their anticipated growth for the first year. She said that the total capacity for that school was 400 students per day. She said that Stephanie Carter, formerly of CATEC, was an excellent match for the leadership position and was working diligently on recruitment, as well as connections with the business community and larger community to recruit direct support for experiential learning, including job observations, internships, and support of capstone projects.

Ms. Berlin stated that there had been significant public discussion and development of their new student activities policy. She said that this policy was crafted with complete transparency and public engagement throughout. They had begun working on this policy in October, reviewing all ACPS policies related to student activities and fundraising, as well as other district policies to guide their updates. They had conducted interviews with teachers and students and presented the policy to the Student Senate for feedback before taking it to the School Board for a vote.

Ms. Berlin said that she had the honor of observing the Student Senate and saw their reflections, comments, and suggestions were included and important in the final draft. She said that the policy was made publicly available throughout the process, and the Board addressed several ambiguities from the previous policy. She said that the highlighted changes included a clear distinction between co-curricular and non-curricular activities, a clear definition of the school day, limited access to school facilities during the school day for co-curricular activities, guaranteed access for non-curricular activities and invited speakers outside of the school day, and requirements for all fundraising to be managed by school staff in accordance with fiscal policies.

Ms. Berlin stated that all middle school and high school leadership, as well as club leaders, had been briefed on the new policy, and the central office would continue to support its implementation as they moved into the school year. She said that at the May 28 School Board meeting, they had passed the charter for the Achievement Gap Advisory Committee. This committee would provide guidance, analysis, and recommendations to the Board on matters related to identifying and monitoring and eliminating the opportunity, access, and achievement gaps within ACPS.

Ms. Berlin said that in support of this purpose, the committee would review and analyze disaggregated data and outcomes, identify systemic barriers, and contribute to those disparities, elevate the lived experience of their students, families, staff, and community members, and provide recommendations to the Board to improve equitable outcomes. She said that the committee's membership would reflect the demographic diversity of ACPS, prioritizing representative diversity and lived experience, as well as representation from all of their feeder patterns.

Ms. Berlin said that they would include two School Board members, four to eight students, four to six parents, two to four community members, three to five educators, and two to three administrators. She said that as they could see from this membership, student, family, educator, and community voice was at the center of this committee. She said that appointments for community members, parents, guardians, and student representatives would follow the School Board's established advisory policy.

Ms. Berlin said that vacancies would be publicly advertised by the School Board Clerk and shared through the division website and other channels that families followed. She said that the committee would provide an annual report in October that may include recommendations to be used for budgeting purposes. She clarified that this committee did not replace the superintendent, cabinets, principals, or the School Board's laser focus on closing the achievement gap.

Ms. Berlin stated that she would like to provide a budget update and respond to the questions and comments raised by Mr. Gallaway and the full Board in their budget reflections. She said that they were proud of their comprehensive budget process that the ACPS team conducted from the first meeting in October through the more than 200 public questions that the Finance team answered. She said that she was surprised by some of the Board of Supervisors' comments questioning the relative comprehensiveness of their budgeting process.

Ms. Berlin said that moving forward, she would like to help the Supervisors understand the thorough nature of their process and address any questions they may have. She said that as with any process, Dr. Haas and she had already identified areas for improvement. She said that she would like to take a few moments to review the budget they passed. She explained that they had been able to include important and new strategic priorities, such as math intervention and data coaching positions, as well as support for Scholar Studio and additional special education positions.

Ms. Berlin stated that they also included necessary instructional resources and operating expenses for two new schools. She acknowledged that these decisions were not easy, but it was essential for the Board to continually assess what was working and what needed to be updated to ensure they were acting in a fiscally responsible manner. Like the Board of Supervisors, they were eagerly awaiting the passage of the state budget process and were already planning for the 2027-2028 budget process. The summary of the ACPS operating budget showed the key funding decisions made by the School Board to support the $308 million ACPS budget.

Ms. Berlin said that in order to maintain the FY26 level of service, $284 million was the baseline budget accounted for 93% of their recurring budget, covering salaries, benefits, staffing, and ongoing costs. They had also had to bear a 4.2% cost increase due to inflation, as well as additional costs associated with Mountain View Elementary and Ace Academy. She wanted to highlight their investment in employee compensation and improved working conditions. This investment supported their teachers and

professional staff through the collective bargaining agreement, bringing greater clarity and predictability to staff costs over the next three years.

Ms. Berlin stated that this, in turn, reinforced workforce stability, allowing them to maintain strong retention, low vacancy rates, and growing employment engagement. By providing educators and education support professionals a meaningful seat at the table, they strengthened ACPS internally and remained competitive externally. This ultimately benefited their students and their quality of learning. She noted the $1.4 million in reductions, as well as the cost for their new proposals of $3.3 million.

Ms. Berlin stated that this resulted in a recurring operational budget of $305 million, including one-time expenditures of $3 million, for a total fiscal year budget of $308 million. She was proud of where this budget had ended and was excited about the additional support for staff and the two new schools. She appreciated Mr. Gallaway and the Board of Supervisors' reflection and discussion on the budget process. It was helpful to hear their thoughts on what had gone well and what had not.

Ms. Berlin stated that she was glad they had been able to have difficult conversations necessary in a public budget process. She appreciated Mr. Gallaway's willingness to have an honest dialogue focused on creating meaningful change. Together, they were all elected by the people of Albemarle County to serve their interests. Since January, Chair Gallaway and she had had regular meetings over coffee, focused on improving their working relationship and the processes themselves.

Ms. Berlin said that specifically, she believed they needed to be more intentional and strategic in the budget process from the perspective of both Boards. To that end, she proposed they organize a retreat that provided an opportunity for them to build relationships across the two Boards. She noted that a majority of their Board members had joined within the past two years. This retreat could also include discussions on roles and responsibilities, rules of engagement, ways of working and communicating, and learning together on topics such as their Capital Improvement Plan (CIP).

Ms. Berlin also recommended they establish a budget philosophy policy that allowed the Board of Supervisors and School Board to consider multi-year budgeting. Furthermore, she suggested they increase early opportunities for joint meetings between the two Boards to discuss priorities, such as through two-by-two discussions. She agreed with Mr. Gallaway that they would greatly benefit from more public discussion and honest dialogue. She said that she believed that they would undoubtedly have disagreements about priorities, as each of them was elected to advocate for specific needs and interests of their constituents.

Ms. Berlin said that they needed to have more public discussions so that the public could see how they came to their specific budget outcomes. She envisioned a more collaborative process where they could have open discussions, disagree, and find common ground. She said that they should also address specific small steps taken to make the process more transparent, such as providing paper budget books or a briefing on how to access their comprehensive budget documents online. She asked the Board to please let the School Board know if there was any other information that should be included in their quarterly briefings.

Mr. Missel thanked Ms. Berlin and Ms. Spillman for the report. He agreed that pausing to celebrate was important, and being part of their graduation ceremonies this year was a great experience. He stated that in terms of feedback, he would note that as they thought about the CIP and what could be included in these presentations, it may be helpful to include a dashboard on their current status, performance, and how their strategic goals were shaping up in the near term. He would appreciate more specific information on the roles that were changing with their leadership positions. He stated that it would also be helpful to see retention numbers and trends. He said that he looked forward to attending their ribbon-cutting ceremonies. He said that with regard to Scholar Studio growth projections, he would like to see more context on what those numbers meant. He said that regarding overall safety in the schools, he would like to know more about their current initiatives to improve safety or their overall situation.

Ms. Spillman asked if Mr. Missel had any specific questions that they could answer at this time.

Mr. Missel said that he did not have any specific questions but would appreciate if this information could be included in future reports.

Ms. Berlin confirmed that they could include a CIP dashboard in their quarterly reports to the Board. She said that they would include retention and safety reporting at their next briefing, as that data would be finalized after the conclusion of the school year. She said that she would also follow up with specific information on the changes in leadership roles. She stated that they would also provide a dashboard for enrollment of Scholar Studios, which had been a request from both the School Board and Board of Supervisors.

Mr. Missel said that he would appreciate it. He said that he also agreed with Ms. Berlin's reflection on the budget process.

Mr. Pruitt stated that it was evident Ms. Spillman and Ms. Berlin had listened to the Board's comments on the budget process, and he would reiterate a point he had made earlier in those conversations. He said that while the Board had expressed true frustrations with the process, they may not have stated enough that this was the best budget process they had with the School Division. He said that it was a very substantive process with important dialogue, and that was crucial. He wanted to emphasize that as much as the Board had voiced their frustrations, he thought the main takeaway was

that it had been a radical improvement.

Ms. Berlin thanked Mr. Pruitt for the feedback. She agreed that they had things to celebrate as well as things to improve on, and they were willing to come to the table and continue to grow as leaders.

Ms. Duncan said that she appreciated the format of this presentation. She suggested that they should include the CIP in the School Division's budget, and the budget document should be searchable and accessible.

Ms. Berlin confirmed that they were working on those improvements and they would be in place for the next budget.

Ms. Duncan asked if the Board could receive data on enrollment for the schools other than ACE Academy, broken down into percentages. She said that she would also like to know the percentages for each Scholar Studio. She said that she thought the enrollment at Ace Academy was excellent and made it worth the investment.

Mr. Gallaway thanked Ms. Berlin and Ms. Spillman for the report. He said that he wanted to encourage them to ask any questions they had of the Board of Supervisors during these Board-to-Board briefings as well, in order for each group to meet each other's needs. He stated that he appreciated their conversations on both the past and upcoming budget sessions. He anticipated that the next budget process would be a different look than their previous ones.

Ms. Mallek asked if more information could be provided on the impact phonics learning had on the reading achievement gap. She agreed with Mr. Pruitt that their engagement with the School Board in the previous budget process was laudable.

Ms. Spillman stated that they would be receiving reports on SOL scores in July, after which point they would have a better picture of reading scores at that time. She confirmed they would send the Board that information.

Mr. Gallaway said that he had sent Ms. Berlin some of the feedback questions he had provided to the Board about their budget process, and he looked forward to continuing that evaluative conversation. He stated that roles and responsibilities of both Boards were being worked on separately, but both Boards should understand the other Board's roles and responsibilities as well. He asked the School Board to let the Board members know how they could initiate tours of their school buildings this year.

Ms. Berlin said that she wanted it to be as streamlined as possible, so she would follow up on the best way to do that.

Mr. Gallaway asked if the Ace Academy would have similar security measures to their other high schools.

Ms. Berlin confirmed that was correct.

Ms. Mallek asked if more information could be provided on their process for background checks in general.

Ms. Spillman confirmed they could provide that as a follow-up.

Ms. LaPisto-Kirtley asked if they could provide information on the average tenure of principals and assistant principals.

Ms. Berlin confirmed they could provide that for each school and for the County as a whole.

Ms. Spillman noted there was a national trend that principals were not staying as long as they used to in their positions. She said that burnout was a major influence, and it may be beneficial to analyze the national data in comparison.

Mr. Gallaway said that he appreciated their celebration of retirees and student representatives.

Agenda Item No. 13. Closed Meeting.

At 5:16 p.m., Ms. Duncan **moved** that the Board of Supervisors convene a 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 including, without limitation: the Blue Ridge Committee for Shenandoah Park Relations, the Crozet Community Advisory Committee, the Historic Preservation Committee, the JAUNT Board, the Pantops Community Advisory Committee, the Region Ten Community Services Board, and the Regional Housing Partnership.

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

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

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Agenda Item No. 14. Certify Closed Meeting.

At 6:00 p.m., Ms. Duncan **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: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

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Agenda Item No. 15. Boards and Commissions:
Item No. 15. a. Vacancies and Appointments.

Mr. Missel **moved** that the Board of Supervisors appoint the following individuals to the specific boards and commissions:

- **Appoint** Mr. Aaron Beckman to the Crozet Community Advisory Committee with said terms to expire on March 31, 2028.
- **Reappoint** Mr. Charles Chapman and Mr. David Harlow to the Historic Preservation Committee with said terms to expire on June 4, 2029.
- **Appoint** Ms. Diantha McKeel to the JAUNT Board to fill an unexpired term ending on September 30, 2028.
- **Reappoint** Mr. Anthony Jargowsky and Mr. David Norford to the Pantops Community Advisory Committee with said terms to expire on June 30, 2028.
- **Appoint** Supervisor Sally Duncan to the Regional Housing Partnership effective July 1, 2026, with said term to expire on December 31, 2026

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

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

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

Mr. Trevor Henry, Deputy County Executive, stated that he would like to introduce two hires in the County. He stated that Lily Gregg had been appointed as the permanent Executive Director of their Emergency Communication Center (ECC). He said that as part of his role in the Executive's Office, he had had the privilege of serving on the ECC Management Board and had been Chair for the past year. He said that on April 30, 2026, they had announced Ms. Gregg's appointment.

Mr. Henry said that Ms. Gregg was from this area and had worked at the ECC for 14 years as a systems engineer and had served as Deputy Director for the past three years. He said that during gaps in leadership, she had also served as interim Executive Director for the past 18 months. He stated that it was his honor to introduce Ms. Gregg and he looked forward to working with her.

Ms. Lily Gregg, Executive Director of the Charlottesville-Albemarle-UVA Emergency Communications Center, thanked the Board for having her there and said that she was very excited to step into this role and continue to serve their community. The Board welcomed and thanked Ms. Gregg for accepting the role of Executive Director of the ECC.

Mr. Henry next introduced Johnny Switzer, their new Emergency Management Coordinator. He stated that their public safety staffing study from last year recommended that this position be moved from Fire Rescue into a standalone office. He said that this was a best practice and staff believed it was appropriate to make that change. He said that working with Fire Chief Puckett and staff, they began the recruiting process that included multiple panels of interviews. He had the privilege of announcing Johnny Switzer, hailing from the Town of Warrenton, with over two decades of leadership experience in public safety support and service as a volunteer firefighter. He noted that in Warrenton, Mr. Switzer had created an Office of Emergency Management from scratch, so his skillset was well-positioned for Albemarle's public safety goals.

Mr. Johnny Switzer, Emergency Management Coordinator, stated that he was honored to be chosen for this position. He said that the creation of a standalone office was a major milestone for this community. He felt Albemarle County Fire Rescue had provided a strong framework, particularly with the efforts of Mr. John O'Prandy and Ms. Emily Pelliccia. He mentioned that their hard work originated from the public safety studies, and it was humbling to see that. He was eager to continue this work, to collaborate with all their County departments, and to ensure all corners of the community were protected,

prepared, and supported.

The Board welcomed and thanked Mr. Switzer for accepting this position, and for his willingness to take on challenges in their community.

Mr. Gallaway asked if Mr. Richardson had anything further to report.

Mr. Jeff Richardson, County Executive, stated that several local news outlets had published stories regarding their Police Chief, Sean Reeves, who was on medical leave. He said that staff had answered questions about Colonel Reeves leave status and released an official statement to one, which he would share with the Board. He stated that Colonel Reeves went on medical leave on May 8, which was disclosed to all Albemarle County Police Department (ACPD) staff and other key local officials.

Mr. Richardson stated that there was no proactive public announcement due to privacy requirements, which applied regardless of an employee's title or position. It was not standard practice to make public announcements about medical leave at any level of their organization. He noted that for context, the County had processed 106 medical leave cases in the past 24 months, including department heads and deputy directors. They applied the same privacy protections in every one of those situations.

Mr. Richardson stated that the County strived to balance personal privacy with the public's interest in transparency; they took this balance seriously when releasing any sensitive information. In this instance, privacy laws guided what information could be shared. During Colonel Reeves' medical leave, Major Camille Stewart would serve as acting Chief of Police, and day-to-day operations remained consistent under her leadership. He thanked the ACPD for continuing their work in the community, and he was proud of the staff who served every day. They expected Colonel Reeves to return within the next 12 weeks. He encouraged Board members to contact him with any questions or concerns from constituents.

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Agenda Item No. 17. Public Comment on Matters Previously Considered or Currently Pending Before the Board (Other than Scheduled Public Hearings).

Mr. Claude Convisser, White Hall District, said that there was a severe risk of creating a base of operations for organized crime aligned with fossil fuel interests if the County aided in committing public money to an unnecessary low-barrier shelter for the homeless or to supportive housing of the kind Vista 29 sought to open, similar to the existing Crossings at 4th and Preston. He said that a law-abiding resident of the Crossings had recently complained to him about financial extortion that some residents habitually imposed on others with impunity.

Mr. Convisser said that as a homeless man in this area for the past two years, he had breakfast nearly every day at the Haven day shelter and had come to know both the regulars and the newcomer guests. He emphasized that he was speaking out because his straight vegetable oil fuel company's lawsuit was challenging their reliance on fossil fuels promoted by the lawsuit's defendants, and many seeming homeless people or residents of the Crossings were actually on the payroll of these fossil fuel interests.

Mr. Convisser said that they had attempted to distract or intimidate him from continuing with his lawsuit. He said that when he persisted, four men, all agents of opponents in his biofuel business, assaulted him in nine separate incidents inside the Haven. He said that he had previously shown evidence of the Haven's unlawfully procuring Virginia driver's licenses and fake names for these agents, as well as witnessing countless drug deals take place inside the men's room.

Mr. Convisser said that when he alerted the front desk after seeing three men close a big drug deal, a female staff person did nothing to discipline or expel them. He said that he was curious as to why Will Christians of IMPACT had backed out of speaking to the Board two weeks ago in favor of two disabled adults. He said that John Frazee's agenda for IMPACT, hidden from its public membership on behalf of big tech's global intelligence service who employes him, was to promote housing schemes like Vista 29 that gave cover to its agents.

Mr. Convisser said that he suggested instead that disabled adults be given rent subsidies and integrated into regular housing, where they could access services they needed by telephone. He said that it was wrong for IMPACT to use the disabled as a crutch to justify another center like Vista 29, which would allow organized crime agents to insinuate themselves into their community and wreak havoc on business competitors like himself, as well as countless others. He said that he would contribute a significant amount of money from the proceeds of his lawsuit towards turning this area into a permanent, permaculture model that the rest of the country could follow as they wound down fossil fuel use.

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Agenda Item No. 18. **Public Hearing: Fiscal Year 2026 Budget Amendment and Appropriation**.

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 cumulative total of the Fiscal Year (FY 26) appropriations itemized below is $8,298,151, which includes five proposed new appropriations (Attachment A). Because the cumulative amount of the appropriations exceeds one percent of the currently adopted budget, a budget amendment public hearing is required.

The proposed increase of this FY 26 Budget Amendment totals $8,298,151. The estimated expenses and revenues included in the proposed amendment are shown below:

PROPOSED FY 2025-26 BUDGET AMENDMENT

ESTIMATED REVENUES		
Local Revenues	$	8,048,151
General Fund Balance	$	9,450,000
Other Fund Balances	$	(9,200,000)
TOTAL ESTIMATED REVENUES	$	8,298,151
ESTIMATED EXPENDITURES		
Special Revenue Funds	$	7,898,151
Emergency Communications Center Fund	$	400,000
TOTAL ESTIMATED EXPENDITURES	$	8,298,151

The budget amendment comprises five separate appropriations that are proposed for approval on June 3, 2026, as described in Attachment A.

After the public hearing, staff recommends that the Board adopt the attached resolution (Attachment B) to approve the appropriations for County government projects and programs described in Attachment A.

ATTACHMENT A

Appropriation #2026043

Sources:	Local Revenue	$25,499
Uses:	Opioid Direct Settlement Fund	$25,499
Net Change to Appropriated Budget:		**$25,499**

Description:
This request is to appropriate $25,499 in revenue related to the Virginia Opioid Abatement Authority. Of the total appropriation, $7,086 is from the Janssen Settlement, $12,903 is from the Walgreens Settlement, $5,510 is from the Kroger Settlement. All funds will be used exclusively for opioid abatement in compliance with Virginia Code and applicable settlement requirements.

Appropriation #2026044

Sources:	Local Revenue	$22,653
Uses:	Vehicle Replacement Fund	$22,653
Net Change to Appropriated Budget:		**$22,653**

Description:
This request is to appropriate $22,653 in insurance recovery revenue to the Vehicle Replacement Fund to be used toward the purchase of replacement vehicles for the Police Department.

Appropriation #2026045

Sources:	General Fund's Fund Balance	$9,450,000
Capital Fund's Fund Balance		(1,600,000)
Uses:	Affordable Housing Investment Fund	$4,850,000
Economic Development Fund		3,000,000
Net Change to Appropriated Budget:		**$7,850,000**

Description:
Pursuant to the direction from the Board of Supervisors during the FY 27 budget development process, this request is to appropriate $9,450,000 of FY 25 General Fund year-end undesignated funds for the following uses:

- $1,600,000 to the Capital Budget. There is a corresponding reduction in the planned use of fund balance of this fund in FY 26. The funding is programmed to support the adopted FY 27-31 Capital Improvements Program.
- $4,850,000 to the Affordable Housing Investment Fund.
- $3,000,000 to the Economic Development Fund.

Appropriation #2026046

Sources:	Emergency Communications Center (ECC) Funds Fund Balance	$400,000
Uses:	ECC Operational Budget	$400,000
Net Change to Appropriated Budget:		**$400,000**

Description:
The Charlottesville-UVA-Albemarle County Emergency Communications Center (ECC), an entity where the County serves as fiscal agent, requests to appropriate $400,000 from the Emergency Communications Center Fund's fund balance to be used for the Computer-Aided Dispatch and Records Management System (CAD/RMS) technology upgrade. This one-time use of fund balance was approved by the ECC Management Board.

Appropriation #2026047

Sources:	Local Revenue	$8,000,000
Capital Fund's Fund Balance		(8,000,000)
Uses:	Transfer to Capital Budget	$8,000,000
Capital Fund's Fund Balance		(8,000,000)
Net Change to Appropriated Budget:		**$0**

Description:
Pursuant to the FY 27 budget development process, this request is to appropriate $8,000,000 of FY 26 General Fund revenue to support County Government and Public Schools capital projects included in the Board of Supervisors' Adopted FY 27 – 31 Capital Improvements Plan (CIP). This local revenue from property and sales taxes is primarily due to additional data since the adoption of the FY 26 budget, such as a greater Calendar Year 2026 real and personal property reassessments, increased vehicle counts and collection rates, and consumer activity. There is a corresponding reduction in the planned use of fund balance of this fund in FY 26 and that fund's balance will support the Board's Adopted FY 27-31 CIP.

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Mr. Ryan Davidson, Deputy Chief of Budget, stated that today, they would be holding a public hearing and action to amend the FY26 Budget. He explained that the Virginia Code required a public hearing whenever they amended the budget by more than 1% of the total amount, and that was the case here tonight. He stated that the overall budget amendment for tonight's public hearing was approximately $8.3 million. It was broadly comprised of the items listed on the slide. Attachment A, included in today's agenda, contained the details of all the appropriations before them tonight.

Mr. Davidson said that generally, the areas of usage included about $7.9 million in Special Revenue Fund appropriations, primarily related to items discussed during the FY27 budget development process, mainly around $4.9 million going towards the Affordable Housing Investment Fund (AHIF) and $3 million going towards the Economic Development Fund. This was an administrative action item to move those funds into the appropriate place as they had been discussed and approved by the Board as part of the budget process.

Mr. Davidson said that they also had about $400,000 in Emergency Communications Center fund appropriations, which was mainly related to technology replacements. He summarized that staff recommended that the Board adopt the Resolution in Attachment B, after the public hearing.

Mr. Gallaway opened the public hearing. Seeing no speakers, he closed the public hearing and the matter rested with the Board.

Ms. Mallek **moved** that the Board of Supervisors adopt the attached Resolution (Attachment B) to approve the appropriations for County government projects and programs described in Attachment A.

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

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

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RESOLUTION TO APPROVE
ADDITIONAL FY 2026 APPROPRIATIONS

BE IT RESOLVED by the Albemarle County Board of Supervisors:

1) That the FY 26 Budget is amended to increase it by $8,298,151;

2) That Appropriations #2026043; #2026044; #2026045; #2026046; and #2026047 are approved;

3) That the appropriations referenced in Paragraph #2, 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, 2026.

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Account String	Amount ($)	APP#	Description
5811-9-99000-318001-0000-9999-00000-00000-189953-	$5,509.84	SA2026043	Kroger Opioid Revenue
5811-9-99000-318001-0000-9999-00000-00000-189947-	$12,902.94	SA2026043	Walgreens Opioid Revenue
5811-9-99000-318001-0000-9999-00000-00000-189941-	$7,086.00	SA2026043	Janssen Opioid Revenue
5811-9-99000-499000-0000-9999-00000-00000-999999-	$25,498.78	SA2026043	Opioid Settlement Contingency Funds
7200-9-99000-341000-0000-9999-00000-00000-410800-	$22,652.53	SA2026044	Insurance reimbursement for totaled vehicles
7200-3-31100-412560-0000-9999-00000-00000-800500-	$22,652.53	SA2026044	Insurance reimbursement for totaled vehicle replacement
1000-9-99000-493000-0000-9999-00000-00000-939102-	$1,600,000.00	SA2026045	Year End Fund Balance to Capital
1000-9-99000-493000-0000-9999-00000-00000-935203-	$3,000,000.00	SA2026045	Year End Fund Balance to ED Fund
1000-9-99000-493000-0000-9999-00000-00000-935201-	$4,850,000.00	SA2026045	Year End Fund Balance to AHIF
1000-9-99000-352000-0000-9999-00000-00000-510100-	$9,450,000.00	SA2026045	Fund Balance to Capital ($1.6), ED Fund ($3.0), and AHIF ($4.85)
9010-9-99000-351000-0000-9999-00000-00000-512004-	$1,600,000.00	SA2026045	Year End Fund Balance to Capital
9010-9-99000-352000-0000-9999-00000-00000-510100-	($1,600,000.00)	SA2026045	Year End Fund Balance to Capital
5807-8-82100-351000-0000-9999-00000-00000-512004-	$3,000,000.00	SA2026045	Year End Fund Balance to ED Fund
5807-8-82100-499000-0000-9999-00000-00000-999954-	$3,000,000.00	SA2026045	Year End Fund Balance to ED Fund
5801-9-99000-351000-0000-9999-00000-00000-512004-	$4,850,000.00	SA2026045	Year End Fund Balance to AHIF
5801-9-94000-499000-0000-9999-00000-00000-999999-	$4,850,000.00	SA2026045	Year End Fund Balance to AHIF
4110-3-32100-352000-0000-9999-00000-00000-510100-	$400,000.00	SA2026046	Revenue - Use of Fund Balance to trasnfer to ECC Ops Fund
4110-3-32130-493000-0000-9999-00000-00000-934100-	$400,000.00	SA2026046	Expenditure - Transfer to ECC Ops Fund
4100-3-32100-351000-0000-9999-00000-00000-512116-	$400,000.00	SA2026046	Revenue - Transfer From ECC 800MHz Fund
4100-3-32110-435600-0000-9999-00000-00000-800701-	$400,000.00	SA2026046	Expenditure - Technology Replacement
1000-1-11000-311000-1000-0000-00000-00000-110155-	$3,000,000.00	SA2026047	Real Estate Revenue Update
1000-1-11000-311000-1000-0000-00000-00000-110355-	$4,000,000.00	SA2026047	Personal Property Tax Revenue Update
1000-1-12000-312000-1000-0000-00000-00000-120100-	$1,000,000.00	SA2026047	Sales Tax Revenue Update
1000-9-99000-493000-0000-9999-00000-00000-939102-	$8,000,000.00	SA2026047	One-time GF Transfer to CIP
9010-9-99000-351000-0000-9999-00000-00000-512004-	$8,000,000.00	SA2026047	CIP Transfer from GF
9010-9-99000-352000-0000-9999-00000-00000-510100-	($8,000,000.00)	SA2026047	Reduce Use of CIP Fund Balance

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Agenda Item No. 19. **Public Hearing: Public Hearing for Conveyance of Easements across a Portion of County Owned Parcel 78-58L at Free Bridge Lane.** To consider conveyance of a portion of the property and easements on county-owned Parcel 07800-00-00-058L0 (Rt 250E Along Rivanna River, Charlottesville, VA 22911) to the Virginia Department of Transportation. This conveyance is to facilitate the construction of U.S. 250 and Route 20 intersection and corridor improvements**.**

The Executive Summary forwarded to the Board states that The Board of Supervisors voted to initiate the discontinuation of Free Bridge Lane through the Virginia Department of Transportation (VDOT) on April 15, 2026. Once the discontinuation of Free Bridge Lane is finalized by the Commonwealth Transportation Board (CTB), maintenance responsibility for Free Bridge Lane will transition to the County. Free Bridge Lane extends across County-owned property, parcel 07800-00-00-058L0 (Parcel 78-58L).

VDOT is constructing the Route 20 at U.S. 250 project, which is a SMART SCALE-funded

project. This project includes dedicated turn lanes and sidewalk construction along Route 20, installing a raised median along U.S. 250, and upgrading a stormwater facility located between Route 20 and Free Bridge Lane, across Parcel 7858L.

VDOT is requesting construction and maintenance easements across Parcel 78-58L in the alignment of Free Bridge Lane to allow VDOT to construct the Route 20 at U.S. 250 project and maintain the stormwater facility in the future.

Attachment A displays the areas of permanent drainage easement (18,845 square feet, shown in green) and the temporary construction easements (17,419 square feet, orange) VDOT needs for this project. Attachment B shows the existing conditions of the area. Attachment C is the draft Deed of Gift and Donation provided by VDOT.

A public hearing and Board authorization are required before the easements can be conveyed to VDOT.

No budget impact is associated with this item.

Staff recommends that the Board adopt the Resolution (Attachment D) approving the easements and conveyance of portions of County Parcel 78-58L to VDOT and authorizing the County Executive to sign the Deed of Gift and Donation once approved as to form by the County Attorney.

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Ms. Tonya Swartzendruber, Planning Manager, stated that she would discuss the Virginia Department of Transportation's (VDOT) request to convey temporary and permanent easements near Free Bridge Lane. She explained that VDOT was adding lanes to three legs of the intersection, as well as sidewalk from the McDonald's driveway further north. The request for easements was primarily driven by the need for maintenance and construction of drainage and stormwater facilities. This public hearing was required by Virginia Code 15.2-1800, whenever County-owned property was conveyed, including this easement.

Ms. Swartzendruber said that these easements were comprised of two types: a temporary construction easement and a permanent construction and maintenance easement, both approximately four tenths of an acre in size. Staff recommended the Board adopt the Resolution in Attachment D. The reasons for this included that the intersection improvement was a priority transportation project funded by a Smart Scale grant, and the County's ownership of the property helped reduce project costs, ultimately securing the funding for the project.

Ms. Mallek asked if there was also an outfall into the river that was being collected and constructed on this site.

Ms. Swartzendruber clarified that it was not constructed, but maintained.

Ms. Mallek asked if there was stormwater detention on this parcel as well.

Ms. Swartzendruber replied no; it was stormwater piping that was not retained on the site.

Mr. Gallaway opened the public hearing. Seeing no speakers, he closed the public hearing and placed the matter back before the Board.

Ms. LaPisto-Kirtley **moved** that the Board of Supervisors adopt the Resolution (Attachment D) approving the easements and conveyance of portions of County Parcel 78-58L to VDOT and authorizing the County Executive to sign the Deed of Gift and Donation once approved as to form by the County Attorney.

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

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

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RESOLUTION APPROVING THE CONVEYANCE OF EASEMENTS TO THE VIRGINIA DEPARTMENT OF TRANSPORATION ACROSS COUNTY-OWNED PARCEL 07800-00-00-058L0

WHEREAS, the County of Albemarle (County) owns Parcel 07800-00-00-058L0 ("Parcel 78-58L");

WHEREAS, the Virginia Department of Transportation ("VDOT") is constructing the Route 20 at U.S. 250 project (the "Project"), which includes upgrading a stormwater facility partially located on Parcel 78-58L);

WHEREAS, VDOT and has requested a permanent drainage easement and a temporary construction easement on Parcel 78-58L to facilitate the Project and for VDOT to maintain the upgraded stormwater facility;

WHEREAS, a public hearing was held pursuant to *Virginia Code* § 15.2-1800 to consider the conveyance of these easements to VDOT.

NOW, THEREFORE, BE IT RESOLVED that the Albemarle County Board of Supervisors hereby approves the conveyance of the permanent drainage easement and temporary construction easement to VDOT on Parcel 78-58L and authorizes the County Executive to sign any documents needed to effect this conveyance on behalf of the County, once those documents have been approved as to form and substance by the County Attorney.

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Agenda Item No. 20. **Public Hearing: SP-2025-00005 Crozet Fellowship Church Expansion.**
PROJECT: SP-2025-00005 Crozet Fellowship Church Expansion
PARCEL ID: 055000000019E0, 055000000019F0, 055000000019G0
ADDRESS: 470 Twinkling Springs Rd.

The Executive Summary forwarded to the Board states that the Planning Commission (PC) voted 6:0 to recommend approval of the special use permit (SP) with minor revisions to the proposed SP conditions at their April 14, 2026 meeting. No members of the public spoke during the public hearing. The PC discussed potential changes to one recommended condition, and potentially the need for an additional one:

- Revise Condition 1B to clarify that maintenance of the Water Protection Ordinance (WPO) buffer and additional 50-foot stream/forest buffer allows removal of non-native vegetation; and,
- Consider adding a new condition to require outdoor lighting be turned off following the conclusion of church activities.

Attachments A, B, and C are the PC staff report, action letter, and meeting minutes.

Since the public hearing, staff reviewed existing provisions of County Code and believe they sufficiently address concerns raised by the Planning Commission. County Code § 17-601 of the Water Protection Ordinance specifically calls for the preservation and maintenance of native vegetation within buffers. The removal of non-native vegetation within the buffer is a permitted maintenance activity in accordance with the WPO.

Lighting is regulated by both the Zoning Ordinance and the Building Code. County Code § 18-4.17 of the Zoning Ordinance regulates outdoor lighting, which requires that outdoor lighting is full-cutoff, shielded away from public roads and adjacent rural area properties, and emits no more than ½ foot candles at the property line. Outdoor lighting for the proposed church expansion will be addressed during the site plan review. In addition, C405.2.7.2 of the Virginia Energy Conservation Code requires lighting limitations, such as automatic shut-off between midnight and 6am, and automatic shut-off from not later than one hour after business closing to not earlier than one hour before business opening.

Staff recommends that the Board adopt the attached Resolution (Attachment D) to approve SP-202500005 Crozet Fellowship Church with the proposed conditions as set forth in Attachment A.

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Mr. J.T. Newberry, Senior Planner, stated that he would be providing staff's presentation on this special use permit request for the Crozet Fellowship Church. This proposal was located just west of the I-64 Route 250 interchange in Crozet. The site comprises three separate parcels totaling approximately 16.67 acres, situated in the Rural Area Zoning District and the Rural Area section of the Comprehensive Plan. This property had non-residential uses since the 1970s, with a special use permit obtained in 1973 for a country store, which later converted into a religious assembly use.

Mr. Newberry stated that the last special use permit was approved in 2003, allowing a religious assembly use of up to 93 seats. In 2019, the County amended its Zoning Ordinance to align with federal law, permitting religious assembly uses of up to 200 persons as a by-right use. The Crozet Fellowship Church purchased the property in 2024, and its congregation had grown, approaching the 200-person by-right limit. Tonight, the applicant was seeking a special use permit to allow a religious assembly of up to 400 persons, construct a new sanctuary building, expand the existing parking area, and provide new stormwater management facilities.

Mr. Newberry presented a slide showing a map from the applicant's conceptual plan. He said the conceptual plan showed proposed envelopes for the new sanctuary building, the expanded parking area, and an additional 50-foot buffer to be applied on top of the existing 100-foot buffer to a stream, Tucked Away Branch, at the rear and side of the property. The conceptual plan also labeled a 125-foot parking setback and a 20-foot undisturbed buffer around the perimeter. The existing tree line was marked, and it was notable that the proposed improvements would be made within areas already disturbed. He stated that the conceptual plan also had a note that they would preserve wooded areas to the extent possible.

Mr. Newberry said that all special use permits were evaluated under four factors, which were discussed in pages four through eight of the staff report. Staff had determined that with a few recommended conditions, a positive finding could be made for each of these factors. He said these included general accord with the concept plan, maintenance of native vegetation within the Water Protection Ordinance buffer and the additional 50-foot buffer, establishment and maintenance of the 20-foot use buffer, and a maximum religious assembly size of no greater than 400 persons.

Mr. Newberry said staff had identified two positive aspects to the proposal: it met all the review criteria for special use permits, and the redevelopment of the site was focused on areas that had already been disturbed. No concerns were identified as part of the review, and the Planning Commission had voted 6-0 to recommend approval at their April meeting, with minor revisions to the special use permit conditions, which were incorporated into the proposal before the Board this evening. He said Staff recommended approval of this request with conditions and that he was available for questions.

Ms. Mallek stated that concerns from the community and the Planning Commission had been raised about lighting of this site because it was located at the top of a hill and was highly visible from miles in all directions. She suggested they use motion-sensor lights or some other solution to prevent unnecessary lighting after hours while still maintaining safety for those who had to stay late.

Mr. Missel said that a comment in the conditions stated that site development was focused on existing, already-disturbed open areas of the site, but “focus” did not necessarily mean it was limited to that area. He asked if there were plans to expand beyond that area.

Mr. Newberry said that he could allow the engineer representing the applicant to elaborate on that point, but the purpose of identifying those elements in the plan was to allow the disturbance that may be necessary, as determined by the Zoning Administrator, to complete improvements to the site, with no scope greater than what was shown on the concept plan.

Mr. Missel said that there were critical slopes adjacent to the tree line, but it would require a critical slopes waiver to make any improvements in that area, and that was not part of this application.

Mr. Newberry confirmed that was correct.

Mr. Missel asked if there were any ancillary uses that would be part of this facility, such as daycare.

Mr. Newberry said that they discussed this during the community meeting and shortly after the applicant submitted their proposal. He said that at this time, there were no plans to pursue other uses including daycare. He said that the applicant was aware that this was a possibility if they were to revisit the idea and obtain a special use permit in the future.

Mr. Pruitt said, looking at the topography, he wondered if flooding in this area was a major concern.

Mr. Newberry replied no; he did not think so but the applicant’s engineer could confirm. He said that based on his site visit, he did not think flooding would be a concern for this site.

Mr. Pruitt asked if there was any Albemarle County Service Authority (ACSA) connection to this property, considering it was nearby the interchange.

Mr. Newberry said that it did not.

Mr. Gallaway opened the public hearing.

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Mr. Chuck Rapp, Collins Engineering, stated that he would present the special use permit request from the Crozet Fellowship Church. He said that the proposed location was situated on a corner between the Route 250/I-64 interchange near Crozet. He said the requested expansion would increase the seating capacity to 400. He said that this was an existing church that had been in use for a considerable period, and as the church had grown with the Crozet community, there had been a need to accommodate additional members and future growth. He said that the church wished to expand this property to include a new sanctuary building and improve site circulation, transportation, and infrastructure.

Mr. Rapp said that given the proximity to Rural Areas and the need to balance future land use and zoning, they were here today to discuss allowing the church to continue to expand in the future. He showed a map that highlighted the proposed expansion and said it would be built within the cleared area, including a new sanctuary building, parking lot, and improved site circulation. He said that the existing residential house on one side of the site were also owned by the church and that the proposed expansion would utilize the existing building pad for the most part, replacing the existing house.

Mr. Rapp showed some photos of the existing sanctuary building and parking lot, pointing out that the parking lot was in good condition, had mature oak trees around it, and was then further surrounded by some grassy area. He said that the site was relatively flat, provided a buffer from the interstate and adjacent property owners, and accommodated growth. He said that the site was accessed from Trickling Springs Road, which had a right-hand turn taper to facilitate safe parking. He said that Mr. Missel had asked about additional uses, but transportation limited their ability to provide services such as daycare, and the church primarily wished to accommodate future growth by having a single, larger service space.

Mr. Rapp said that the proposed sanctuary building would be located in a relatively flat area, which was why they had chosen it for the new sanctuary building. He clarified that there was no intention to disturb the critical slopes behind the existing sanctuary building. He said that this was not necessary, as the plan was to reuse the space for other church services. He said that most of the work would be concentrated in this area and within the existing parking lot, with the goal of bringing it up to current

standards and accommodating additional vehicles.

Mr. Rapp said that the conceptual plan they had developed included an expanded parking area. He said that the plan was to reconfigure the parking lot to accommodate more vehicles, expanding it slightly towards the existing structures, while maintaining its central location and keeping it buffered from the surrounding property. He said that the tree line also provided a good buffer from Interstate 64. He said that they wanted to preserve this buffer, as it offered sound and viewshed protection from the interstate. He said that the idea was to expand the parking area, make some minor modifications to the entrance road, and add sidewalks around the perimeter for pedestrian access.

Mr. Rapp said that one of the strategies they had used in similar developments was to incorporate bio-retention in the middle of the parking lot to capture and treat stormwater. He said that they would also need to include a smaller facility on the low point of the site, within the expanded area. He said that this conceptual plan shows a potential footprint of up to 10,000 square feet for a single-story new sanctuary building. He said that the building is not within the Albemarle County Service Authority (ACSA) service area, so it relied on well water, which restricted the design to a single story, and the church felt that this could accommodate their growth as needed.

Mr. Rapp said that they had a community meeting in December and a Planning Commission hearing in April, where they discussed vegetation management, the Water Protection Ordinance (WPO) buffer, and site lighting. He said that it was a balancing act in terms of lighting, as some Planning Commission members wanted more lighting, while others prioritized the need for minimal lighting in a Rural Area. He said that he was aware of the concerns of their neighbors, particularly the farm adjacent to the property. He said that they had not made a final decision on lighting, but they were working with County staff to ensure they could adhere to the ordinances as they moved forward.

Ms. Mallek said that full cutoff fixtures were mandated by the ordinance, so the applicant would need to determine the best situation in terms of costs and electricity.

Mr. Rapp said that after their Planning Commission hearing, he discussed this with their lighting engineer and was informed they had a few options. He said that they could use timers or shut-off switches, but motion sensors were not able to be used.

Ms. Mallek asked if they would be preserving the existing mature trees on the lot.

Mr. Rapp said that yes, as a landscape architect he prioritized preservation of trees and they recognized they were valuable assets. He said that they were working on building this parking lot in a way that kept what they already had there and would not disturb the trees to the best extent possible.

Ms. Mallek noted that many newer parking lots were incorporating tree or planting areas with a downslope to direct drainage into the tree wells, rather than having to divert it to a separate concrete stormwater system. She said that she hoped they would consider this approach, as it would not only improve the aesthetic appeal of the area but also help to support the local aquifer.

Mr. Rapp agreed and noted it would help meet stormwater management requirements as well.

Ms. Mallek noted that the Board had seen a significant number of churches requesting permission to start or add to daycare and preschool services, which were in high demand throughout the County but particularly in this area. She said that she hoped the applicant would consider this as a possibility in the future.

Ms. LaPisto-Kirtley asked if they were considering using the current sanctuary building for daycare.

Mr. Rapp said that they previously discussed the potential for this, but it was not being pursued at this time. He said that they would have to come back for a separate special use permit for that. He said that daycare facilities would have a significant traffic impact compared to weekend church services and therefore required additional planning considerations.

Mr. Missel agreed that applicants should be encouraged to include ancillary uses such as daycare in these types of applications. He said that regarding traffic control, there was a right-turn taper into the site, but there was no acceleration lane. He asked if that was not necessary for this proposal.

Mr. Rapp confirmed that it was not necessary. He said that preliminary analysis and reference of the ITE manual did not have something for Sunday mornings, but weekday trips would require additional traffic improvements. He said that this was one reason why they decided against providing daycare, and they were focused on these improvements to allow the church to grow.

Mr. Missel asked if the house on the property was being demolished because it was unusable.

Mr. Rapp answered that it was usable, but it was the best area on the site for the new building that did not require expanding the footprint or encroaching on the critical slopes.

Mr. Missel asked if the biofilter for stormwater would be a wet pond.

Mr. Rapp said that they had not yet reached that point of site planning and were open to all

solutions. He said that they would likely create a depressed biofilter as mentioned by Ms. Mallek, and an additional dry pond.

Mr. Missel asked if they were replacing all of the lights in the parking lot.

Mr. Rapp said that they were anticipating to install an entirely new lighting system.

Mr. Missel suggested that if they were replacing all the lights, they could utilize slide fixtures that could be dimmed and were motion-activated.

Mr. Rapp said that he would look into that.

Mr. Pruitt asked if this church was established recently.

Mr. Rapp confirmed that was correct; however, a different church was located here previously so it was not a new use.

Mr. Pruitt asked what the combined service attendance was across their two services.

Mr. John Healy, Pastor of Crozet Fellowship Church, said that they were averaging approximately 240 attendees between the two gatherings on Sundays for this year.

Mr. Pruitt expressed support for this project but said he also wanted to discuss some broader strategic issues around land use related to this type of facility and use. He stated that there was currently a strong movement with churches similar to this one, and they were seeing that demand demonstrated in this application. He said that however, there was a boom-bust cycle associated with this, and after the growth period, the church was likely to shrink, move to another area, or diminish altogether. He said he wanted to acknowledge this as an aspect of the County's Rural Area planning, so that they could thoughtfully engage with church expansions and trends that may conflict with other considerations.

Mr. Gallaway asked how much lighting they were adding to the parking lot.

Mr. Healy said that they were adding the minimum necessary for safe access of the parking lot.

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Mr. Gallaway closed the public hearing and said the matter rested with the Board.

Mr. Gallaway commented that there had been other projects in the Development Area that received much higher scrutiny from the Planning Commission and the Board about their parking lots than this Rural Area project. He said that however, this did not impact his decision on the project.

Ms. Mallek noted that this site was well-suited because the forest around it isolated the lights except for the upward glow. She thought it was the particular site that made it less of a concern in that regard.

Mr. Missel agreed with Ms. Mallek. He said that he was wondering if they could look into an additional restriction for lighting in the Rural Area that included dimming or motion-sensor lights due to changes in technology.

Ms. Mallek said that the flyway was extremely important, both east and west, over the mountain.

Ms. Mallek **moved** that the Board of Supervisors adopt the attached Resolution (Attachment D) to approve SP-2025-00005 Crozet Fellowship Church with the proposed conditions as set forth in Attachment A.

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

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

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RESOLUTION TO APPROVE SP20250005
CROZET FELLOWSHIP CHURCH

WHEREAS, upon consideration of the staff report prepared for SP202500005 Crozet Fellowship Church, the recommendation of the Planning Commission and the information presented at the public hearing on April 14, 2026, any comments received, and all of the relevant factors in *Albemarle County Code* §§ 18-5.1.64 and 18-33.8(A), the Albemarle County Board of Supervisors hereby finds that the proposed special use would:

1. not be a substantial detriment to adjacent parcels;
2. not change the character of the adjacent parcels and the nearby area;
3. be in harmony with the purpose and intent of the Zoning Ordinance, with the uses permitted by right in the Rural Areas district, with the regulations provided in Albemarle County Code §18-5.1.64, and with the public health, safety, and general welfare (including equity); and

4. be consistent with the Comprehensive Plan.

* * *

SP20250005 Crozet Fellowship Church- Conditions

Staff recommends approval with the following conditions:

1. Development of the use must be in general accord with the Conceptual Plan titled, "Crozet Fellowship Church Special Use Permit" drawn by Collins Engineering and dated January 26, 2026. To be in general accord with the Conceptual Plan, development must reflect the following major elements essential to the design of the development:

   a. Location of proposed building and parking envelopes;

   b. Maintain the native vegetation within the WPO stream buffer, along with an additional 50 foot stream/forest buffer;

   Minor modifications to the Conceptual Plan that do not conflict with the elements above may be made to ensure compliance with the Zoning Ordinance.

2. A 20-foot use buffer in accordance with *County Code* § 18-21.7(c) must be established and maintained along the property boundaries. The use buffer area may not be disturbed other than to install screening or landscaping screening.

3. The maximum religious assembly size must not exceed 400 persons.

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Agenda Item No. 21. **ZMA-2025-00012 Parham Circle Storage (Rezoning and Special Exceptions). Advertised as ZMA-2025-00012 Parham Circle Storage. PROJECT:** ZMA-2025-00012 Parham Circle Storage **PARCEL ID:** 091000000002D3 **ADDRESS:** Undeveloped parcel adjacent to Parham Circle Road. Approximately 270 feet to Avon Street Extended and approximately 230 feet to Mill Creek Drive.

The Executive Summary forwarded to the Board states that at its meeting on March 10, 2026, the Planning Commission (PC) voted 4:0 (Firehock and Moore absent) to recommend approval of ZMA-2025-00012 for the reasons listed in the staff report.

There have been no revisions since the Planning Commission public hearing, but the applicant has provided signed proffers, included as Attachment G.

Staff recommends that the Board adopt the attached Ordinance to approve ZMA-2025-00012. (Attachment D).

Staff recommends that the Board adopt the attached Resolutions to approve SE-2025-00031 (Attachment E) and SE-2026-00003 (Attachment F).

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Rebecca Ragsdale, Planning Manager, stated that she would review the rezoning and special exception requests for Parham Circle Storage, and the Board was asked to take action on each. The specifics of these included an amendment to the uses allowed within an existing planned development shopping center district. At the time of its approval in 1996, certain uses were prohibited, and they were now seeking only to permit the self-storage use.

Ms. Ragsdale said that associated with this was a request to waive the 15-foot step-back requirement for a 48-foot-tall building, and there was also a request to reduce the commercial setbacks required adjacent to residential areas, while maintaining the minimum buffer requirements. She explained that this site was located on Parham Circle, behind an existing bank off Mill Creek Drive, and adjacent to a Tiger Fuel Market and a car wash facility across from the Mill Creek Shopping Center.

Ms. Ragsdale said that the Mill Creek Residential was located across Avon, and the adjacent properties were a mix of institutional or undeveloped land, including ACSA facilities, Albemarle Health and Rehab, County-owned property, and nearby elementary schools and a fire station. This was shown on the existing zoning map, which she wanted to highlight because the special exception was necessary to residential zoning districts that were to the rear and side of the parcel, regardless of the institutional uses of those.

Ms. Ragsdale stated that this site was designated as community mixed use in the Southern and Western Neighborhoods Master Plan, recommending a mix of community scale, retail uses, service, office uses, and residential secondary; this did not specifically prohibit any uses. This site was located along a private street, Parham Circle, and behind the bank. The proposed facility was a modern-day multi-story self-storage facility, and the amendment was focused on allowing this use.

Ms. Ragsdale said that the 20-foot buffer or setback would be maintained to the adjacent residential districts. She said that some uses were prohibited from the original zoning action, while other

uses that would continue to be prohibited on the parcel. These included auto-oriented uses, hotels, and some regional-scale commercial-type uses. She had provided information to demonstrate the relationship of the proposed 48-foot structure to the existing grade and existing buildings and setbacks from the entrance corridor.

Ms. Ragsdale said that the Board had reviewed a number of step-back requests on their consent agenda, and without the special exception, a 15-foot setback would be required at 40 feet. The proposed building was only 48 feet in height, and with the setbacks and surrounding context, staff did not have any concerns about granting that step-back request, and the four-story height was still in line with the maximum height of the Master Plan.

Mr. Missel asked for clarification on why the reduced setback was necessary adjacent to the residential area.

Ms. Ragsdale explained that the ordinance mandated a 50-foot setback between commercial districts and residential districts. She said that in this instance, they believed that the adjacent property's nature and use, combined with the proposed 20-foot screening buffer, would provide sufficient separation.

Mr. Missel asked if there was no potential for the institutional and public uses would change in the future.

Ms. Ragsdale said that it was possible that this site could be used for other types of commercial purposes in the future. She said that although the current application plan restricted it to self-storage, she believed that a future special exception may be necessary to modify the plan. She said that this would not require another rezoning action, but rather a separate special exception process.

Mr. Missel asked if there were sections other than Avon Street that may benefit from having a step-back.

Ms. Ragsdale said that the view from the entrance corridor was provided, as well as information from the applicant's packet, which also included views from Mill Creek Drive. She said that this was within the entrance corridor, and the final design would be subject to the Architectural Review Board (ARB). She said that the provided view was intended to demonstrate massing and proportions. She said that they examined it from all angles in the staff analysis, but the information they had was limited to what was provided in the packet from the applicant.

Mr. Missel asked how many self-storage developments were already in existence in the Development Area.

Ms. Ragsdale said that she did not have that figure at hand.

Ms. Duncan asked what the by-right residential that could be built there.

Ms. Ragsdale clarified that the by-right zoning was for a shopping center.

Ms. Duncan said that she thought staff had included information on potential residential use.

Ms. Ragsdale said that residential was included as an option within commercial mixed-use areas. She said that this parcel did not have any approved residential use.

Ms. Duncan said that they could not dictate what people did with their properties, but her point was that this parcel could have provided housing rather than self-storage units.

Mr. Gallaway opened the public hearing and called on the applicant to come forward.

Ms. Lori Schweller, Attorney with Williams Mullen, representing the applicant, Live Oak Capital Partners, stated that they were requesting the Board's approval of a rezoning to reintroduce a use that was proffered out in 1996, which included a change to the plan and two special exceptions as described by Ms. Ragsdale. She said that the property was surrounded by various uses, including institutional, commercial, and residential.

Ms. Schweller said that the property itself was cleared, except for the forested buffer surrounding it, and was accessible via Parham Circle, a private road that already served the bank, market, and car wash. The Mill Creek Shopping Center was zoned as planned development shopping center in 1996. The subject parcel was the last remaining parcel to be developed and had been actively marketed for over a decade. Due to its difficult access, it was an ideal location for a use that did not require a lot of activity.

Ms. Schweller said that one of the original uses that was originally proffered out of the shopping center at that time was light warehousing, which they would like to reintroduce today as self-storage. She noted that self-storage had evolved significantly since the 1990s. She said that modern self-storage facilities were more akin to office buildings. Given the parcel's size, approximately 1.7 acres, it was too small for residential use but perfectly suited for this purpose.

Ms. Schweller said that to provide context, she had provided some permitted uses in the Planned Development Shopping Center (PDSC) Zoning District. She said that these included Commercial, Office,

and Highway Commercial uses, with the exception of storage yards. She said that permitted uses by right in these districts included car washes, banks, grocery stores, drug stores, retail nurseries, drive-thru facilities, dry cleaners, small manufacturing offices, and energy and communications transmission facilities, among others.

Ms. Schweller said that the application plan showed that the facility would be accessed by Parham Circle. She said that pedestrian facilities, including a sidewalk and crosswalk, would be provided to allow individuals walking from the storage facility to access the existing sidewalk alongside Carter Bank and walk up to the gas station and market. She explained that the plan aimed to minimize disturbance to the existing managed slopes at the back of the property and preserve the majority of the existing trees.

Ms. Schweller stated that the three loading spaces were located inside the structure, and there was also outdoor parking along the drive. She said that to better understand the site, entering Parham Circle from Mill Creek Drive, looking south, one could see the bank on the left and the car wash on the market on the right, with the site located to the far rear left. She said that as one drove further into the site, the bank was on the left, and one could see the grassy area on the right.

Ms. Schweller said that on the other side, if one looped back around Parham Circle, looking south from the westernmost intersection of Parham Circle and Mill Creek Drive, the site was to the rear right. She said that the intersection of Avon and Mill Creek saw the bank in the distance and the car wash and fueling station up front. She said that as Ms. Ragsdale explained, this site was located in the Southern and Western Neighborhoods' land use map, designated for community mixed-use and center. She said that a center was intended to serve surrounding residential neighborhoods, and this project would fulfill that purpose.

Ms. Schweller said that the Comprehensive Plan calls for this area to have taller buildings, within the recommended height range. She said that this project would be consistent with the plan, both in terms of land use and footprint. She said that the proposed 29,000 square foot footprint, four stories, falls within the plan's range for height. She said that it would also preserve the steep slopes and provide both pedestrian and bicycle access. There was already a network of streets, subject to a private access easement agreement.

Ms. Schweller said this project would develop a long-vacant shopping center parcel into a use that would serve the local community, both residents and businesses in the area. She noted that they were requesting a step-back waiver. She said that they proposed four stories, and the ordinance would require a 15-foot step-back for the fourth story at the front of the building. She said that the purpose of this step-back was to prevent a canyoning effect when buildings were close together and near pedestrian facilities.

Ms. Schweller said that, however, in this case, the buildings were set far apart, with the bank being 88 feet away. She said that as pedestrians moved among the buildings, there would not be a canyoning effect for the step-back to alleviate. She said that the interest in the step-back from the Mill Creek Homeowners Association was for aesthetic reasons. She said that they could address this with architectural elements, especially along the entrance corridor.

Ms. Schweller said that they are also requesting a setback special exception on the boundaries abutting residential boundaries. She said that, however, both parcels were used for public or institutional functions. She said that reducing the 50-foot setback to 20 feet would allow for a better use of this small parcel, as there was no need for a large buffer. She said that one of the parcels was home to the Monticello Fire and Rescue Station, and the other was the Service Authority's Avon Operations Center, which also featured a cell tower.

Ms. Mallek said that when looking at the provided image, the proposed building looked monstrously large. She said that however, she knew that various architectural elements and plantings could make it a more appealing structure. She said that she was having difficulty imagining larger vehicles traversing this small area, so she would like to know what vehicle size this facility could accommodate.

Mr. Steve Tedder, Live Oak Capital Partners, stated that the 14-foot width was sufficient to accommodate a large truck, including tractor-trailers. However, the loading area they designed was intended for U-Haul trucks and 35-foot box trucks. He said that this design allowed for the safe and efficient loading of these vehicles. He said that the interior spaces within the building provided a sheltered area for people to wait, protecting them from the elements. He said that this design also helped to insulate the area, making it easier for people to load and unload their vehicles. He said that furthermore, there were accessible areas in the front of the building that allowed users to enter and exit as needed.

Ms. LaPisto-Kirtley asked if this building would be designed to look similar to an office building.

Ms. Schweller said that she had not included the applicant's other designs in the presentation, but she was confident that they could make this building blend in seamlessly to the surrounding community.

Mr. Missel asked for confirmation that this was in an entrance corridor and therefore would require ARB review.

Ms. Schweller said that was correct; Avon Street Extended was indeed an entrance corridor.

Mr. Missel noted that the step-back was not solely to avoid canyoning. He said that it was also intended to break up the massing and reduce the scale, especially in this case where it was backlit by a mountain, and the ARB would take that into consideration.

Mr. Pruitt agreed with his colleagues that a visual mock-up of the actual designs would have been best, although the general massing visual was helpful. He said that the immediate concern with this location was that the nearest comparable building on 5th Street was constantly glowing because the windows were always lit. He said that he did not know if that was included in a commitment with downward lighting because those would be internal lights. He knew the community and the Board had those concerns about the visual impact, although they were more of an ARB consideration. He said that he had more concerns about the step-back exception than the facility itself.

Ms. Schweller acknowledged that the nearby facility was mentioned during their community meeting, which was well attended. She said that they also discussed lighting, and they would be making the best effort to ensure it would not have those same issues. She said that part of the reason why they did not include renderings or photographs of what this building would look like was because the applicant was working closely with the Mill Creek Homeowners Association to design this project.

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Mr. Gallaway closed the public hearing and the matter rested with the Board.

Mr. Pruitt **moved** that the Board of Supervisors adopt the Ordinance (Attachment D) attached to the staff report to approve ZMA-2025-00012 Parham Circle.

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

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

ORDINANCE NO. 26-18(4)
ZMA-2025-00012 AN ORDINANCE TO AMEND THE ZONING MAP FOR PARCEL 09100-00-00-002D3

WHEREAS, Zoning Map Amendment application ZMA2025-00012 (Parham Circle Storage) was submitted to rezone Parcel 09100-00-00-002D3 to amend the proffers from ZMA199500021 to eliminate the proffered use restrictions and to allow the development of a self-storage facility; and

WHEREAS, on March 10, 2026, after a duly noticed public hearing, the Planning Commission recommended approval of ZMA 2025-00012;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Albemarle, Virginia, that upon consideration of the transmittal summary and staff report prepared for ZMA 2025-00012 and their attachments, the information presented at the public hearings, any written comments received, the material and relevant factors in *Virginia Code* § 15.2-2284 and *County Code* § 18-25.1, and for the purposes of public necessity, convenience, general welfare, and good zoning practices, the Board hereby approves ZMA 2025-00012 (Parham Circle Storage) and the Proffer Statement dated May 20, 2026, with the Conceptual Plan prepared by Timmons Group dated September 23, 2025 and last revised February 11, 2026.

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Mr. Pruitt **moved** that the Board of Supervisors adopt the Resolution (Attachment E) attached to the staff report to approve SE-2025-00031.

Ms. LaPisto-Kirtley **seconded** the motion. Roll was called, and the motion carried by the following recorded vote:

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

RESOLUTION TO APPROVE SE-2025-00031
PARHAM CIRCLE STORAGE STEPBACK WAIVER REQUEST

WHEREAS, upon consideration of the staff reports prepared for SE-2025-00031 - Parham Circle Storage Stepback waiver request and the attachments thereto, including staff's supporting analysis, any comments received, the Albemarle County Board of Supervisors hereby finds that the proposed special exception is consistent with the County's Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED that the Albemarle County Board of Supervisors hereby approves a special exception on Parcel 09100-00-00-002D3 to waive the 15-foot stepback as otherwise required by *County Code* § 18-4.20(a)(4).

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Mr. Pruitt **moved** that the Board of Supervisors adopt the Resolution (Attachment F) attached to the staff report to approve SE-2026-00003.

Ms. Mallek **seconded** the motion.

In further discussion, Mr. Missel said that with regard to this general application, there was mention of taller buildings for this segment of the Development Area. He believed the intent of taller buildings was to maximize square footage in the Development Areas, drive economic development, employment, and housing. However, this application did not do that.

Ms. Mallek noted that for people in confined spaces like apartments or townhouses, people relied on storage units for their belongings they could not fit into their living spaces. She understood how the collection of residential uses around this parcel may benefit from this development.

Ms. Duncan commented that if they had housing that was this tall, the storage units would blend in.

Mr. Pruitt noted that in this case, the height of the building made the project more economically viable because they could include more units. Otherwise, they would likely not be concerned about the step-back.

Ms. LaPisto-Kirtley said that if they were considering four stories for a development such as this, they should also consider promoting higher than four stories for housing within the Development Area.

Mr. Gallaway asked the Clerk to call the roll. Roll was called, and the motion carried by the following recorded vote:

AYES: Ms. Duncan, Mr. Gallaway, Ms. LaPisto-Kirtley, Ms. Mallek, Mr. Missel, and Mr. Pruitt.
NAYS: None.

RESOLUTION TO APPROVE SE-2026-00003
PARHAM CIRCLE STORAGE SETBACK WAIVER REQUEST

WHEREAS, upon consideration of the staff reports prepared for SE-2026-00003 - Parham Circle Storage Setback waiver request and the attachments thereto, including staff's supporting analysis, any comments received, and all relevant factors in *Albemarle County Code* §§ 184.20(a)(3) and 18-33.9, the Albemarle County Board of Supervisors hereby finds that the proposed special exception is consistent with the County's Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED that the Albemarle County Board of Supervisors hereby approves a special exception on Parcel 09100-00-00-002D3 to modify the side and rear minimum setback required by *County Code* § 18-4.20(a) by reducing it from fifty (50) feet to twenty (20) feet.

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

Ms. LaPisto-Kirtley reported that the Darden Towe Memorial Park Committee meeting discussed that for the past year, the Free Bridge Promenade had welcomed over 63,000 pedestrians and cyclists. She said that additionally, in Darden Towe Park, they had 663,258 visits in 2025. She said that she was eager to see the visitation numbers once they had the full opening of Biscuit Run Park.

Mr. Pruitt stated that he had previously given his update on CARTA. He said that he had asked Ms. Wall and the Parks and Recreation Department to provide an update on the greenway connector from Biscuit Run to Wegmans and the Old Mill Trail connection along the Rivanna River from Darden Towe to Glenmore. He said that he was very excited by the progress and pace of both projects, and was actively surprised how the Old Mill Trail project had only one outstanding piece. He stated that he would be prioritizing the completion of those trails as part of their upcoming budget cycle.

Ms. Duncan reported that she attended her first meeting with the Albemarle Committee for Environmental Sustainability, which was well attended. They spent most of the meeting discussing the Green Teen Alliance letter that requested recycling and composting in all of their area schools and how it could be implemented through policy recommendations. She stated that the main takeaway was that they were understaffed and underfunded in their custodial departments, so adding recycling duties was only feasible if the School Board provided more funding to their custodians.

Mr. Gallaway stated that regarding the Darden Towe update mentioned by Ms. LaPisto-Kirtley, the Parks and Recreation Department may need additional help to prevent citizens from allowing their dogs to run loose on their athletic fields, primarily because dog urine was destroying the grass. He said that they discussed the unleashed dogs to some extent, but the main issue was that the fields were expensive to maintain and dog urine was not helping. He said that they discussed education efforts for the public and working with SOCA to notify the public.

Ms. Mallek noted that some Parks and Rec staff had been successful in curbing that behavior by carrying leashes with them to give to people who did not have their dogs on leashes. She said that letting dogs off of leashes on public property was illegal and also could become a health hazard when it involved athletic fields where children played. She said that signs may only be partially effective, and staff may need to be strident in confronting people who thought the rules did not apply to them.

Mr. Gallaway said that it may take some additional PR efforts to get the message out.

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Agenda Item No. 23. Adjourn to June 17, 2026, 3:00 p.m., Lane Auditorium.

At 7:36 p.m., the Board adjourned its meeting to June 17, 2026, 3:00 p.m., Lane Auditorium, Albemarle County Office Building, 401 McIntire Road, Charlottesville, VA 22902.

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Chair

Approved by Board

Date: 09/02/2026

Initials: CKB