COUNTY OF ALBEMARLE
PLANNING STAFF REPORT SUMMARY

Project Name: ZMA201900004 Breezy Hill	**Staff:** Megan Nedostup, Principal Planner
PC Public Hearing: July 7, 2020	**BOS Public Hearing:** TBD
Owner: Carroll Creek Properties LLC; Kimco LC; Breezy Hill at Keswick LLC; Hawkins, Clarence M or Beatrice B	**Applicant**: Don Franco, PE, Roudabush Gale & Assoc.; Charlie Armstrong, Southern Development
TMP(s): 094000000001A0; 09400000000500; 09400000000600; 09400000000800; 094000000008A0; 094000000008C0; 09400000004800; 094000000048A0 **Acreage**: 84 acres (total)	**DA (Development Area):** Village of Rivanna **Magisterial District**: Scottsville **Location:** Breezy Hill Lane; South side of Richmond Road (US 250), east of Glenmore Subdivision between Hacktown Road and Running Deer Drive.
Current Zoning: RA Rural Areas; Zoning Overlay Districts include Entrance Corridor, Flood Hazard, Steep Slopes – (Managed) and – (Preserved) **By-right use(s)**: Agricultural, forestal, and fishery uses; residential density (0.5 unit/acre in development lots) **Rezone**: From RA Rural Areas to R-4 Residential **Proffers**: Yes	**Comp. Plan Designation:** "Neighborhood Density Residential (Low)" – less than 2 dwelling units/acre, and supporting uses such as places of worship, schools, public and institutional uses; "Parks and Green Systems" – parks, playgrounds, play fields, greenways, trails, paths, recreational facilities and equipment, plazas, outdoor sitting areas, natural areas, preservation of stream buffers, floodplains and steep slopes adjacent to waterways.
Character of Property: Primarily rural landscape of forest and successional forest, with residential uses currently or formerly occurring in multiple dwellings and accessory structures, as well as agricultural and/or forestal uses and associated structures; tributary streams drain the subject property into Carroll Creek, which runs along the western boundary.	**Use of Surrounding Properties:** Nearby residential uses including the subdivisions of Glenmore, Rivanna Village, and Running Deer; the Development Area boundary with the Rural Area is in the immediate vicinity.
Proposal: Rezone a total of approximately 84 acres from Rural Areas zoning, which allows agricultural, forestal, and fishery uses as well as residential uses (0.5 unit/acre), to R-4 Residential zoning, which allows residential uses (4 units/acre). 160 dwelling units (maximum) are proposed (1.9 units/acre gross; 2.5 units/acre net).	**Requested # of Dwelling Units:** 160 **Affordable Housing:** Proffer #4 – provide affordable housing equal to 15% of total units constructed, through cash-in-lieu, on-site sale, and/or on-site rental. **AMI:** 80%
Factors Favorable: 1. The proposed development includes an entrance as recommended on the "Future Land Use Plan" (Detail Map 2). 2. The proposal includes a multi-use path along US 250, as per the "Future Transportation Network." 3. The proposal includes a (future) vehicular and/or pedestrian interparcel connection to the west across Carrol Creek, as recommended on the "Future Land Use Plan (Detail Map 2)." 4. The proposal's Affordable Housing proffer would generate $507,000 (max) of monetary	**Factors Unfavorable:** 1. The proposed density exceeds the recommendations in the Master Plan as well as the guidance provided by the Planning Commission at the work session on 7/30/2019. 2. The proposal does not address the transportation improvements identified in the Master Plan as being prerequisite to new development through rezoning. 3. The applicants have not clearly demonstrated that the impacts of the development to transportation facilities and schools has been mitigated. However, the

contributions to support off-site affordable housing initiatives; or ensure construction of 24 affordable dwelling units (max) for sale or for rent; or an adjusted combination of those outcomes.	applicant has offered a contribution towards transportation and/or school improvements. 4. The proposal does not meet a number of the applicable Neighborhood Model Principles. 5. The proposal does not address identified impacts to environmental, cultural, and historic resources. 6. The application does not meet VDOT's Secondary Street Acceptance Requirements for a second connection. 7. The proposal does not address the impact of construction traffic that may be generated by the development and access to Running Deer Drive.

Staff Recommendations:

Rezoning Request: In consideration of the unfavorable factors outweighing the favorable factors, staff recommends that the Commission recommend denial of ZMA201900004 Breezy Hill.

Modification Requests: Modification of Street Standards

1. 14-422(E)- Sidewalks along streets (Staff recommends denial)
2. 14-422(F)- Planting strips along streets (Staff recommends denial)
3. 14-410 (I)- Curb and gutter (Staff recommends denial)

STAFF PERSON: **Megan Nedostup, Principal Planner**
PLANNING COMMISSION: **July 7, 2020**
BOARD OF SUPERVISORS: **TBD**

PETITION:

PROJECT: ZMA201900004 Breezy Hill
MAGISTERIAL DISTRICT: Scottsville
TAX MAP/PARCEL(S): 094000000001A0; 09400000000500; 09400000000600; 09400000000800; 094000000008A0; 094000000008C0; 09400000004800; 094000000048A0
LOCATION: South side of Richmond Road (US 250), east of Glenmore Subdivision between Hacktown Road and Running Deer Drive.
PROPOSAL: Rezone multiple properties for a maximum of 160 residential units, with proffers.
PETITION: Rezone a total of approximately 84 acres from Rural Areas zoning district, which allows agricultural, forestal, and fishery uses as well as residential uses (0.5 unit/acre density), to R-4 Residential, which allows residential uses (4 units/acre density). 160 dwelling units (maximum) are proposed at a gross density of 1.9 units/acre and a net density of 2.5 units/acre.
OVERLAY DISTRICT(S): ENTRANCE CORRIDOR, FLOOD HAZARD, and STEEP SLOPES – MANAGED and PRESERVED.
ENTRANCE CORRIDOR (EC): Yes
PROFFERS: Yes
COMPREHENSIVE PLAN: "Neighborhood Density Residential (Low)" – residential uses (less than 2 dwelling units/acre) and supporting uses such as places of worship, schools, public and institutional uses; and "Parks and Green Systems" – parks, playgrounds, play fields, greenways, trails, paths, recreational facilities and equipment, plazas, outdoor sitting areas, natural areas, preservation of stream buffers, floodplains and steep slopes adjacent to rivers and streams. Village of Rivanna Comp Plan Area.

CHARACTERISTICS OF THE SITE & AREA:

The subject property for this Breezy Hill ZMA application includes approximately 84 acres of land on eight parcels of record on Tax Map #94 (identified as Parcels #1A, 5, 6, 8, 8A, 8C, 48, and 48A). These parcels are all within the eastern portion of the Village of Rivanna Comprehensive Plan Area (Village) within the Development Area. The subject property is characterized as a primarily rural landscape of forest and successional forest, with residential uses currently or formerly occurring in multiple dwellings with accessory structures, as well as on-site agricultural and/or forestal operations and associated structures. Tributary streams drain the subject property into Carroll Creek, which runs along the western boundary towards the Rivanna River. (See Location Maps, Attachment 1).

Breezy Hill is in the immediate vicinity of existing relatively low-density residential properties within the Village to the west, including Glenmore and Rivanna Village. The Development Area boundary with the Rural Area is also in the immediate vicinity of the subject property to the east; specifically, the boundary runs along Running Deer Drive, which results in the existing Running Deer low-density residential neighborhood being located partially in the Development Area and partially in the Rural Area.

The existing conditions of the subject property are shown on Sheet 2 of the revised concept plan ("Rezoning Concept Plan," revision date 5/22/2020) (Attachment 6).

APPLICANT'S JUSTIFICATION FOR THE REQUEST:

The original Project Narrative submitted on 4/15/2019 (Attachment 2) describes a substantial and increasing market demand for the type of new development that the applicant is proposing: large single-family detached units on large lots. The narrative suggests that the proposed project would help provide a new supply of this type of residential properties in a manner and location that reduces development

pressure within the Rural Areas, while situating new residential uses within a portion of the Development Area "that is specifically designated for development of neighborhood residential low density lots." The applicants provide additional justification and explanation in the comment response letter dated 6/5/2020 (Attachment 7).

COMMUNITY MEETING:

The Community Meeting for this proposed project was held on June 24, 2019 during a meeting of the Village of Rivanna Community Advisory Committee (VORCAC). Attendees representing Albemarle County included County Supervisor Rick Randolph, David Benish (Interim Director of Planning and Chief of Planning), and Tori Kanellopoulos (Senior Planner). A large number of interested members of the public attended the community meeting.

The issues and concerns addressed during the meeting are identified in the Community Meeting Notes (Attachment 3). Many of the concerns raised by the community were re-articulated by members of the public, and addressed by the Planning Commission, during the Planning Commission work session (see below). Following the community meeting, a relatively large number of interested members of the public communicated their concerns to staff. An email update group was established to quickly notify a large number of community members about upcoming public meetings or other notable project updates.

PLANNING COMMISSION WORK SESSION:

On July 30, 2019, the Planning Commission conducted a work session for ZMA201900004 to provide direction for the applicant and staff, and to provide interpretation of the master plan for the community and for future applications. The staff report for that work session is provided as Attachment 10. During this work session, the Planning Commission provided the following guidance (below, 1-4). Please also note that the Meeting Minutes for the 7/30/2019 Planning Commission work session are provided as Attachment 11, and a podcast of the work session is available at the following link:

https://www.albemarle.org/upload/images/forms_center/departments/Community_Development/forms/podcast/2019_Podcasts/2019_07_30_PC_Meeting.mp3

1. *Infrastructure Capacity and Adequacy:* The Commission indicated that the Transportation Planner's updated comments and recommendations are relevant and require careful consideration. The Commission also affirmed that the transportation improvements identified in the VOR Master Plan continue to be highly important, and that the recommendations contained in the VOR Master Plan remain in effect. The Commission further affirmed that the applicants' proposal should substantially conform with and be responsive to the recommendations in the Master Plan, and that staff must carefully evaluate the proposal relative to the recommendations in the VOR Master Plan.
2. *Residential Density:* The Commission did not specify an exact density or an exact number of dwelling units that would be appropriate for the subject property. However, the Commission did generally affirm staff's recommendations that the "Residential Areas" insert and chart in the VOR Master Plan should be used for density recommendations; and the Commission further affirmed that a net density – and not a gross density – of 1 dwelling unit per acre (equating to a total of 65-66 dwelling units) would be appropriate relative to recommendations contained in Chapter 4 of the VOR Master Plan.
3. *Unit Types:* The Commission indicated that dwelling unit types other than single-family attached dwellings would be appropriate towards the northern and western portions of the subject property, in locations closer to the Village of Rivanna "Center" and farther from the adjoining Running Deer community (provided that the unit types are permissible in the requested R-4 zoning district).
4. *Affordable Housing*: The Commission confirmed staff's recommendation that a monetary contribution to support off-site affordable housing initiatives within the County would be appropriate, in lieu of providing affordable housing on site – provided that such a proffer is eventually voluntarily made (as has been verbally indicated by the applicant), and provided that the amount of the proffered monetary commitment is determined to be sufficient.

ADDITIONAL PUBLIC PARTICIPATION AND COMMENTS:

This proposal has generated significant and sustained levels of interest and concern among members of the public. Staff and County officials have received two public petitions, with the signatories primarily concerned about the proposal's impacts to the Village of Rivanna (and the Running Deer neighborhood) and impacts to the public road network. Those petitions are summarized as follows:

- "Stop Breezy Hill!" petition (dated 10/8/2019), signed by concerned residents of the Running Deer neighborhood (75 signatures) (Attachment 3)
- Improve 250 Before Breezy Hill" petition (dated 9/23/2019), signed by concerned residents of Glenmore and other surrounding areas (269 signatures) (Attachment 3)

Additionally, staff and County officials have received numerous other comments and correspondence, articulating concerns about the proposal. Major themes of this public commentary include the following:

- Increased residential development at Breezy Hill would harm the character of the existing Running Deer neighborhood (because of the number of new dwelling units and the density of the proposed development, in comparison to 'rural' Running Deer).
- Increased traffic on Route 250 would be inappropriate due to existing issues with congestion/capacity, especially during peak hours (expressed as a quality of life issue and also as a public safety issue, with regards to concerns about the ability of fire, police, and ambulance to quickly travel east or west on 250 during peak hour congestion).

SPECIFICS OF THE ZMA PROPOSAL:

The applicants propose to rezone eight (8) development area properties totaling approximately 84 acres from RA Rural Areas zoning (which allows residential uses at 0.5 unit/acre density) to R-4 Residential zoning (which allows residential uses at 4 units/acre density). The applicant proposes a maximum total of 160 dwelling units at a proposed gross density of approximately 1.9 units/acre and a proposed net density of approximately 2.5 units/acre. (See Project Narrative dated 4/15/2019, Attachment 2.; and see Comment Response Letter dated 6/5/2020, Attachment 7.)

The proposal is depicted on the revised concept plan ("Rezoning Concept Plan," revision date 5/22/2020) (Attachment 6). Staff has identified the following notable characteristics of the concept plan.

- The proposed development is shown as having a full-access commercial entrance on US 250, and an emergency-access-only entrance on Running Deer Drive. These two entrances are proposed in locations that are recommended on the "Future Land Use Plan (Detail Map 2)" in the Master Plan.
- The proposal includes a "multi-use path" along US 250, as recommended in the "Future Transportation Network" section of the Master Plan.
- The proposal indicates the blocks closest to Carroll Creek (Blocks 1 and 2) permit single family attached units which allows for the transition that is recommended within the Village of Rivanna Master Plan and was recommended by the Planning Commission at the work session.
- The proposal includes an area reserved for (future) dedication to the County for use as a (future) vehicular and/or pedestrian interparcel connection to the west across Carrol Creek, as recommended on the "Future Land Use Plan (Detail Map 2)" in the Master Plan and as articulated in the "Pedestrian and Bicycle Network" recommendations on pages 39-40 of the VOR Master Plan.

In addition to the rezoning request, the applicant is requesting three modifications of street standards as indicated below. The applicant's justification and the detailed staff analysis of these requests is provided in Attachment 9.

1. 14-422(E)- Sidewalks along streets (Staff recommends denial)

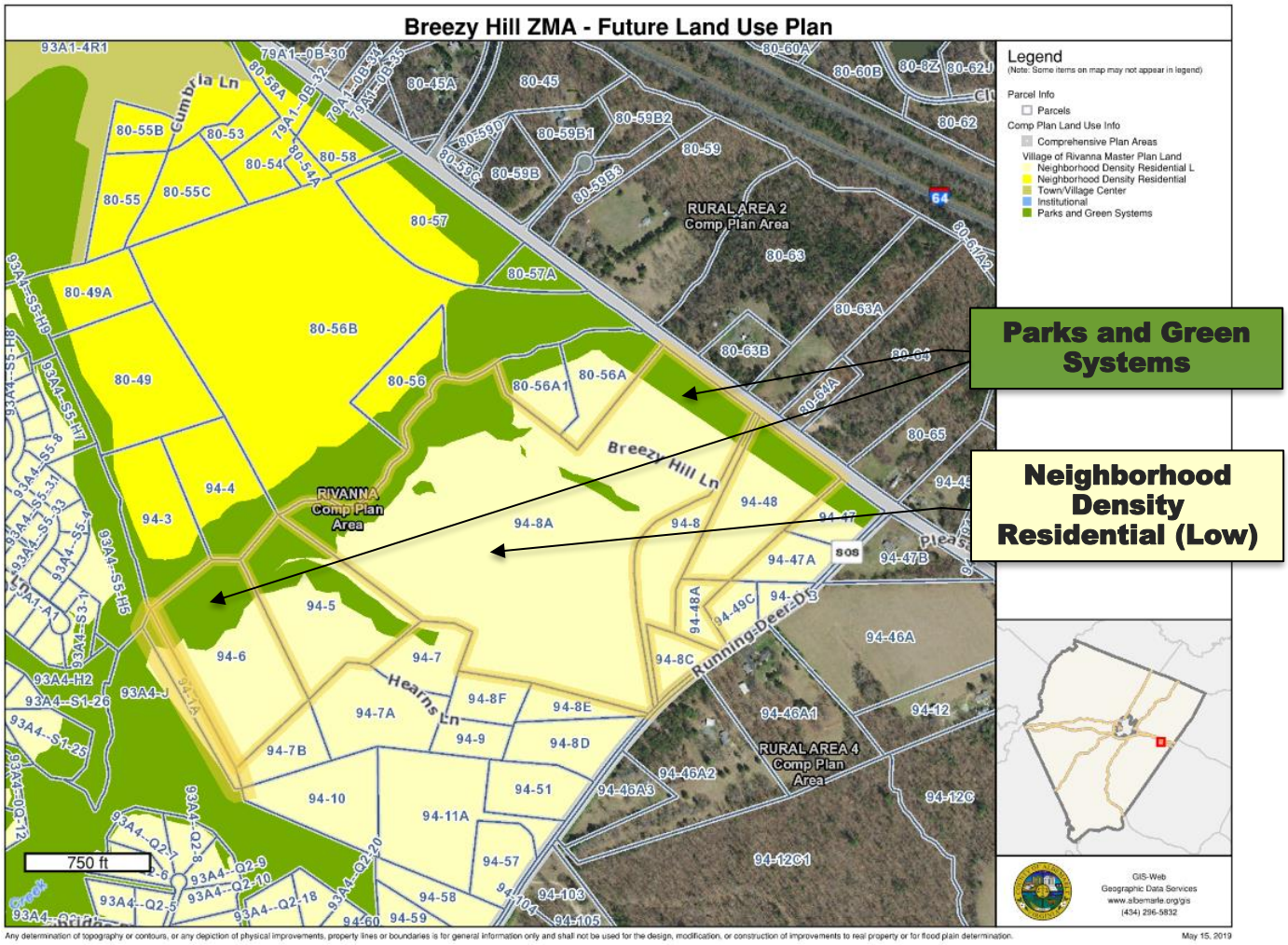
2. 14-422(F)- Planting strips along streets (Staff recommends denial)
3. 14-410 (I)- Curb and gutter (Staff recommends denial)

COMPREHENSIVE PLAN:

Staff has focused its analysis in this section on the proposal and those aspects that do not align with the Village of Rivanna Master Plan and Comprehensive Plan recommendations.

Village of Rivanna Master Plan:

As shown in Map 1 (below), the Future Land Use Map in the Village of Rivanna Master Plan (Master Plan) identifies the majority of the subject property as being designated for "Neighborhood Density Residential – Low" uses (shown in pale yellow). Additionally, the Master Plan recommends "Parks and Green Systems" uses in multiple areas (shown in green), including the riparian areas associated with Carrol Creek as well as a recommended buffer strip of primarily undeveloped land along the subject property's frontage with US 250.



Map 1. This map shows the easternmost portion of the Village of Rivanna Land Use Plan, with the Breezy Hill subject properties highlighted with a gold outline.

The "Neighborhood Density Residential – Low" future land use designation supports residential uses at a density less than 2 dwelling units per acre. If applied to the subject property without factoring in other future land use recommendations contained in Chapter 4 of the Master Plan, this designation would support a maximum of 168 units (using gross density) or a maximum of 131 units [using net density, after factoring out areas designated for "Parks and Green Systems" on the Future Land Use Plan, in accordance with County policy contained in the Development Areas Strategy 8c (Comprehensive Plan page 8.37: "*With the Comprehensive Plan…density is calculated by measuring the area with the land use designation other than*

Parks and Green Systems"); see Exhibit 1, below].

However, the "Residential Areas" section of Chapter 4 of the Master Plan also contains detailed language that specifically recommends residential uses in this portion of the Village of Rivanna (VOR) Development Area at a density of 1 dwelling unit per acre, and which further expresses that it is appropriate for this portion of the VOR Development Area to be developed for residential uses at the lowest density within the overall VOR Development Area. This location-specific recommendation would equate to 84 units (using gross density) or 65-66 units (using net density, after factoring out areas designated for "Parks and Green Systems" on the Future Land Use Plan, in accordance with County policy contained in the Development Areas Strategy 8c (Comprehensive Plan page 8.37); see Exhibit 1, below).

The Commission affirmed during a 7/30/2019 work session that the "Residential Areas" insert and chart in the Master Plan should be used for density recommendations; and the Commission further affirmed that a net density – and not a gross density – of 1 dwelling unit per acre (equating to a total of 65-66 dwelling units) would be appropriate relative to the multiple recommendations contained in the Master Plan and the Comprehensive Plan. The proposal (160 dwelling units) represents a density that far exceeds these recommendations. In addition, the applicant offered proffers only indicate a "Density Limit", which does not specify a maximum number of units, and should be clarified for future interpretation, if recommended for approval.

The Master Plan recommends specific transportation improvements (Master Plan page 38) as "essential" to "be constructed before new development occurs in the Village." The following is part of Kevin McDermott, Transportation Planner's analysis (Attachment 5) on those transportation improvements including current project status, project need, and relationship between the proposed development and that need.

1. **Interchange improvements at I-64 and US 250 East** -The I-64 and US 250 Interchange is fully funded for reconstruction into a diverging diamond type interchange and expected to be completed prior to build out of this proposed development. The improvements could effectively handle any additional traffic from this development and therefore, this project can be considered complete for the purposes of this rezoning application. **This recommendation in the Master Plan is funded and will be complete.**
2. **Six-lane US 250 from Free Bridge east to the I-64 interchange** – The current proposal for this segment of US 250 is to develop two through lanes and a continuous right turn lane through the entire corridor. The continuous left turn lane would be replaced with a median and left turn lane as necessary. Portions of this cross-section have been completed since the approval of the Village of Rivanna Master Plan. The completion of the remaining sections is considered a high priority and recommended as a SMART Scale application in the 2020 grant cycle but are unfunded at this time. Therefore, completion of these improvements is a factor not fully addressed as it relates to any decision on this rezoning from a Master Plan standpoint. **This recommendation in the Master Plan is not complete.**
3. **Four-lane US 250 from the US250/I-64 interchange to Route 729 (Milton Road) and, possibly, Glenmore Way** – Although subsequent studies have recommended different solutions to address problems in this segment, no improvements have been funded or advanced in any manner. Operational improvements, including widening in portions of the segment, continue to be necessary and recommended and should be considered important in addressing this Master Plan requirement. These improvements are identified in the Albemarle County Transportation Priorities List at #39 in 2019. **This recommendation in the Master Plan is not complete.**
4. **Intersection improvements at US 250 and Route 729 (Milton Road)** – The Traffic Impact Analysis (TIA) addresses this project and identifies signal upgrades to improve operations at this intersection. The developer has proffered these upgrades through this rezoning application. Additional long-term improvements will still be necessary at this intersection. This proffer will essentially result in the impacts from the proposed development not making the intersection operate appreciably worse but

does not necessarily address all the intersection issues or the Master Plan requirement. **This recommendation in the Master Plan is not complete.**

5. **Bridge improvement or replacement over railroad at Route 22 (Louisa Road)** – This project has been completed since the approval of the Rivanna Village Master Plan. However, the bridge was replaced without additional capacity added. There is no additional space on the bridge to allow for widening beyond the two existing lanes which relates to the requirement discussed in #3 above. **This recommendation in the Master Plan is partially complete.**
6. **Addition of eastbound left turn and westbound right turn lanes on US 250 at Route 616 (Black Cat Road)** – This project has not been prioritized in the Albemarle County Transportation Priorities List and was not evaluated in the TIA. Staff did not request this to be evaluated because of the low number of site generated trips that would go to this intersection. The C-A MPO Long Range Transportation Plan identified some minor congestion occurring at this intersection. There would likely be an operational benefit from these improvements and therefore should be a consideration as it relates to Master Plan consistency and this application. However, it should be noted that the proposed development of Breezy Hill would have little to no impact on traffic operations at that intersection. **This recommendation in the Master Plan is not complete.**

This area is not designated as a "priority area" for development or capital investment in the Comprehensive Plan or Master Plan.

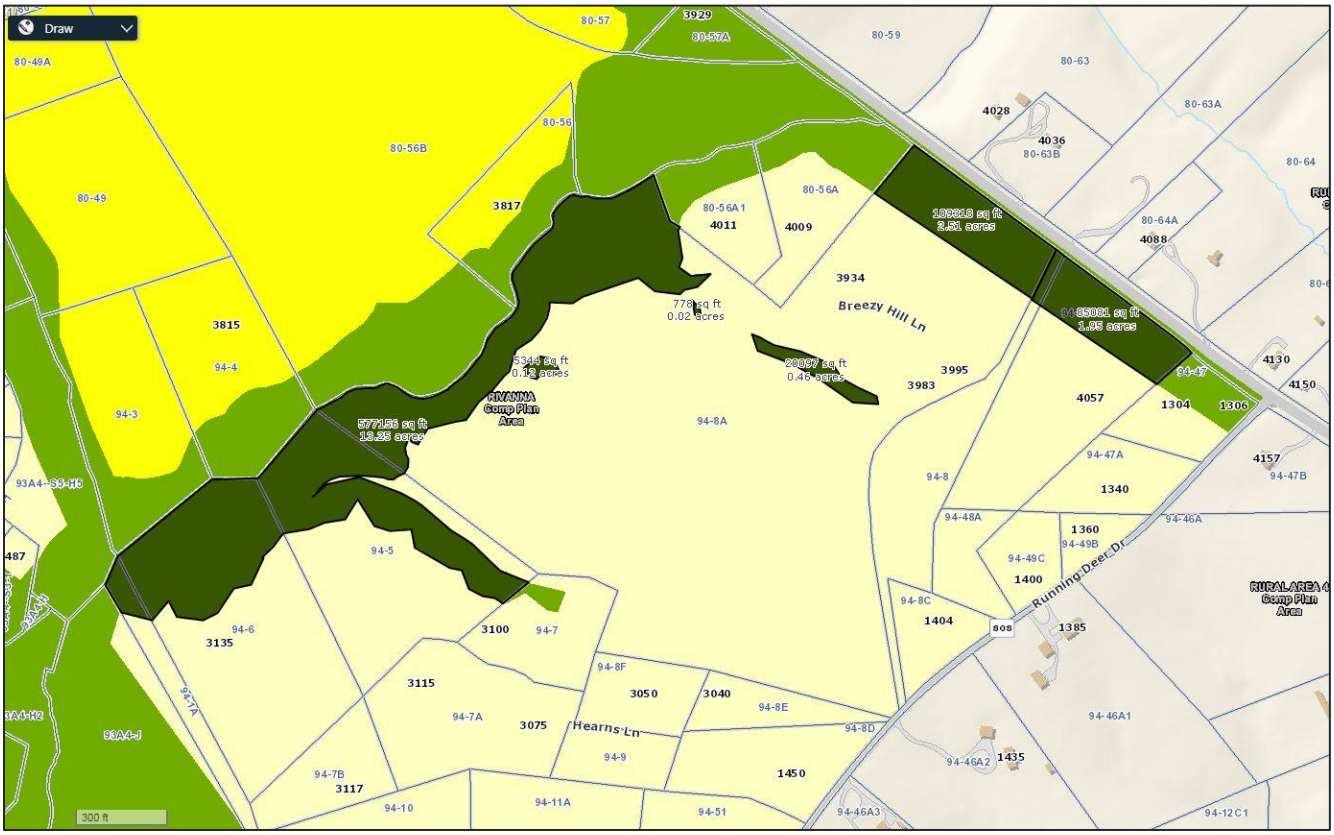


Exhibit 1. GIS-Web was used to identify and quantify the portions of the subject property designated as "Parks and Green Systems" on the Future Land Use Plan. The total area of the subject property with this designation (shown in dark green) is approximately 18.31 GIS acres. The Future Land Use Plan designates the remaining approximately 65.69 GIS acres of the subject property for "Neighborhood Density Residential – Low" future land uses.

Comprehensive Plan:

In addition to the recommendations in the Master Plan, Objective 7 of Chapter Five (Historic, Cultural, and Scenic Resources) of the Comprehensive Plan recommends maintaining or improving the visual quality of all of Albemarle's roadways. Strategy 7a, under Objective 7, also notes a concern about the

integrity of the scenic quality of Virginia by-ways, including Route 250 East, where new residential developments eliminate traditional frontage treatments, resulting in sustained views of sprawling residential developments with their backs turned toward the road. A Virginia Byway is an existing road with high aesthetic or cultural value, leading to or lying within an area of historic, natural, or recreational significance. A Virginia Byway designation does not place any restrictions upon properties along the Byway. The primary purpose is to give formal recognition to deserving roads and to further the creation of a system of roads to promote tourism and public appreciation of natural and historic resources.

Staff has recommended that the stormwater facility shown adjacent to Route 250 be designed as an integrated landscape feature with a positive visual impact on the streetscape along this by-way. The applicant has stated that this facility will be integrated into the design and that enhanced landscaping will be provided along the frontage, and provided a label on the plan in this area as "Enhanced Extended Detention;" however, details have not been provided to ensure how this is will be accomplished at the subdivision or site plan stage.

The Neighborhood Model:

Staff has reviewed the proposal against the Neighborhood Model (NM) Principles and has found that it is not consistent with a number of the applicable principles. While the Village of Rivanna master plan includes recommendations regarding transition from the Village Center to the edges for density and size and scale, it does not include recommendations regarding the development standards. It states under the Guiding Principles that "Villages are places that combine the feeling of "country living" with the amenities of a Development Area" and "Villages should reflect the principles of The Neighborhood Model."

A detailed staff analysis is found in Attachment 8. The principles that are identified as not being met are as follows: pedestrian orientation, interconnected streets and transportation networks, relegated parking, and respecting terrain and careful grading and re-grading of terrain.

Affordable Housing:

The applicant has offered proffers that address the affordable housing policy of 15%, see below for details under the Proffers section of this report.

ZONING ORDINANCE REQUIREMENTS:

Relationship between the application and the intent and purposes of the requested zoning district:

The intentions of the requested R-4 Residential zoning district are contained in Zoning Ordinance (ZO) Section 15.1, and include the following:

> *"This district is created to establish a plan implementation zone that: Provides for compact, medium-density, single-family development; Permits a variety of housing types; and Provides incentives for clustering of development and provision of locational, environmental, and development amenities."*

Staff notes the discrepancy between the permissible density in the requested R-4 district and the proposed density of this ZMA proposal: this application requests R-4 Residential zoning for the subject property, which would allow residential uses at a density of 4 units/acre; but the application only proposes residential development at a gross density of 1.9 units/acre and a net density of 2.5 units/acre. Staff also notes that one of the codified purposes of the R-4 district is to "provide for compact, medium-density, single-family [residential] development." However, this application proposes relatively low-density residential development, at a development density approximately half of what would otherwise be permissible in the R-4 district.

The zoning district that would be appropriate given the density recommendations of the Master Plan, would be R1 residential, however the applicant has requested to allow single family attached units, which would not be permitted in that district.

Anticipated impact on public facilities and services:

Streets:

Page 43 of the VOR Master Plan states that "Addressing traffic issues on US 250 is the highest priority for the Village of Rivanna. … approval of any development by rezoning will be predicated on the completion of a number of transportation improvements, which are identified in the tables in this chapter. These improvements are needed to improve the volume to capacity ratio of US 250 between Route 22 (Louisa Road) and the City of Charlottesville. … It is essential that all of the US 250 improvements be constructed before new development occurs in the Village."

A Traffic Impact Analysis (TIA) and additional supplements were submitted by the applicant (Attachment 4), and both the Virginia Department of Transportation (VDOT), Adam Moore, and the County's Transportation Planner, Kevin McDermott have reviewed those documents. Please note that a number of studies and supplements were submitted. An excerpt from the most recent and relevant supplement, dated October 29, 2019 and updated January 13, 2020 titled "Breezy Hill Supplemental Study #2- with coordinated Traffic Signals Only" is provided in Attachment 4 along with the full study and supplements. The applicant has offered two proffers to address transportation impacts. Proffer 2 provides signalization improvements, and Proffer 3 provides $500,000 towards either transportation or school improvements.

A detailed analysis by Kevin McDermott is provided in Attachment 5, he offers the following comment on the offered cash proffer as well as a conclusion statement:

While other transportation needs have been identified in the corridor the proposed $500K, while a significant amount, would not likely fully fund any of the identified solutions and the ability to leverage this funding into another project has not been assessed to the level necessary to state with certainty that it could address a need on the short term.

The traffic impacts of the proposed development, with the proposed proffer, are minimal, although additional traffic will be added to the already congested corridor of US 250. Funded improvements such as the diverging diamond at Exit 124 and intersection improvements at US 250 and Rt 20 (Stoney Point Rd) will be complete by the time this development reaches build-out and should result in an overall improvement from current conditions in the corridor. Other recommended improvements will remain incomplete for the foreseeable future. This includes various capacity and safety improvements on US 250 between the Charlottesville City Line and Black Cat Rd which will be impacted by traffic generated by the proposed development. The proffered signal upgrades essentially result in no additional negative traffic impacts from the proposed development at the intersections of US 250 and Rt 22 and Milton Rd. The VOR Master Plan is clear in its statement that "It is essential that all of the US 250 improvements be constructed before new development occurs." The Master Plan directive should continue to be considered even if the specific impact from this proposed development is minimal.

In addition to the above, VDOT has stated that the current proposal, with the proposed emergency access only to Running Deer Lane, does not meet the requirement for a second connection under the Secondary Street Acceptance Requirements (SSAR). This will require a waiver from VDOT to not provide a second connection, which has not been submitted to date. Staff recommends that the note on the plan related to the Running Deer connection be revised to allow a full connection if required by VDOT.

Schools:

Staff has coordinated with Rosalyn Schmitt with Albemarle County Public Schools. The following comments and analysis (below), including concerns about building capacity are derived from that coordination:

> The proposal includes a maximum of 160 new dwelling units. The subject property is within the Southern Feeder Pattern, and residents of the proposed Breezy Hill neighborhood would attend Stone-Robinson Elementary School, Burley Middle School, and Monticello High School. Stone Robinson Elementary is projected to be at its building capacity by the 2021/22 school year which will make

accommodating additional students difficult. The applicant has not provided a breakdown of the number of units by type, therefore an enrollment calculation could not be completed.

It should be noted that additional information was recently provided by Ms. Schmitt for Stone Robinson Elementary School that updates the data found in the Long Range Plan for the schools completed July 11, 2019. The Analysis table on page 10 of Albemarle County Public Schools' "Long Range Planning Advisory Committee - Final Report 2019" identifies the following notable characteristics with these public schools:

- Stone-Robinson Elementary School currently has low capacity conflicts.
- Burley Middle School currently has moderate capacity conflicts and a high population growth forecast. ACPS has identified the following capacity recommendation: "middle school facility planning study"
- Monticello High School currently has high capacity conflicts and a high population growth forecast. ACPS has identified the following capacity recommendation: "high school center expansion"

Since that report was finalized, schools enrolled an additional 70 students this school year at Stone Robinson, 60 more than anticipated. This unexpected increase was mostly from new development and has influenced updated enrollment projections which were conducted in the fall.

As stated above, the applicant has offered a proffer for $500,000 towards either transportation or school improvements to address the impact of the development. There is not an identified project within the Capital Improvement Program (CIP) that would address capacity at Stone-Robinson Elementary or Burley Middle School at this time. However, a High School Center II project has been identified and will help with the capacity issues at Monticello High School.

Fire & Rescue:
The proposed Breezy Hill development would be located in close proximity to the East Rivanna Volunteer Fire Company. Albemarle County Fire & Rescue indicated "No Objection" to this proposal.

Utilities:
The subject property is within the ACSA water and sewer service jurisdictional area, and both services are available. Regarding utilities and infrastructure capacity, the VOR Master Plan states the following:

- "Approval of future development proposals should occur simultaneously with or follow provision of adequate infrastructure." … "Approval of future development should be monitored in conjunction with improvements to US 250 and available sewer capacity so that approval of new units or uses does not exceed capacity of the sewage treatment plant or the road system." (Master Plan p. 7)
- "Additional development in the Village currently is limited by … the capacity of the sewage treatment plant which was installed for the Village. … The actual number of additional units which may be approved for development in the future depends on the capacity of the sewage treatment plant. … Monitoring of available capacity is essential for any future development." (Master Plan p. 43)

Dyon Vega, P.E., Civil Engineer for RWSA commented on 6/11/2019 that there are no known issues or "red flags," but also commented that "This proposal requires RWSA [sewer] capacity certification." Additionally, Mr. Alexander J. Morrison, P.E., Senior Civil Engineer with ACSA, communicated the following via email on 7/19/2019:

- (Regarding water utilities and capacity): "There is no water capacity issues that would restrict the rezoning and development of Breezy Hill."
- (Regarding wastewater utilities and capacity): "The ACSA conducted a study on the existing wastewater plant serving Glenmore and the surrounding community. During this study, the ACSA took into account the approved Village of Rivanna Master Plan and applied additional

density factors to the undeveloped areas. The ACSA has concluded that there are no wastewater capacity issues associated with the full buildout of the Village of Rivanna Master Plan."

Anticipated impact on environmental, cultural and historic resources:

The proposal designates approximately 32 acres (or 38% of the subject property) as "green space," that includes stream buffers, flood plain, preserved and managed slopes, open space, and recreation areas such as pocket parks and trails, as shown on the concept plan.

There are several outstanding impacts that staff has identified related to environmental, cultural and historic resources, summarized as follows:

1. While proposed blocks are shown outside of environmental features, including stream buffers and preserved slopes on the plan, staff has concerns that during the subdivision plat stage, that lots will encroach into these areas and impact these features.
2. As mentioned above in the Comprehensive Plan section, details on the enhanced stormwater management facility and landscaping have not been provided to reduce the impact to the designated Virginia by-way, Route 250.
3. Strategy 1a in the Natural Resources Chapter includes a recommendation to "control nonpoint source pollution, erosion and sedimentation, and stream channel erosion". Additional erosion and sediment control measures recommended by the County Engineer to protect Carrol Creek and the stream buffers, have not been provided.
4. Stormwater management is not provided 100% on site as recommended by the County Engineer. The applicant has committed to 75% on site.

Anticipated impact on nearby and surrounding properties:

The revised and resubmitted proposal was modified in response to public comments provided during the PC work session. These modifications include the elimination of a full-access vehicular entrance on Running Deer Drive; and the siting of single-family attached and/or townhouse dwelling unit types in the northeastern portions of the subject property, so that all dwelling unit types closer to the existing Running Deer neighborhoods would be single-family detached and thereby have a similar residential character to the adjoining neighborhood. While the access to Running Deer Drive has been revised to state that it will be an emergency access only, concern has been raised about construction traffic using this entrance/exit. The applicant has not addressed this concern to date.

Staff acknowledges that any land development and/or land use changes to this partially undeveloped subject property on the edge of the Development Area will likely be perceived as having a negative impact on the adjoining and nearby properties within the Rural Area.

Public need and justification for the change:

Albemarle County's Growth Management Policy provides an overarching policy position that development should primarily occur within the Development Area. This ZMA proposal does conform to this countywide policy of concentrating new land development into designated Development Areas. However, as noted elsewhere in this report, this proposal does create particular concerns among staff regarding appropriateness and justification for the proposed ZMA with regards to timing and adequacy of infrastructure and other impacts.

PROFFERS:

The proposal includes an undated Draft Proffer Statement (Attachment 12). The applicant prepared these proffers pursuant to the new proffer laws (Code of Virginia § 15.2-2203.4) which went into effect on 7/1/2019 and submitted them with the revised resubmittal materials on 6/5/2020. The proffer statement includes the following voluntary commitments, as summarized below. Staff comments on these proffers that address the impacts of the development are located under the 'Zoning Ordinance Requirements' section of this report.

1. Proffered Plan: Improvement to the property shall be in general accord with the concept plan, including eight (8) major elements.
2. Transportation/Transit:
    a. The owner shall design and install, with input and approval from VDOT, signal timing and coordination improvements to the Route 250 corridor that improve the flow of traffic and improve the volume to capacity ratio on Route 250 at the intersections with Route 729 (N. Milton Road) and Route 22 (Louisa Road).
3. Cash Proffer for Transportation and/or Schools: Cash Proffer of $500,000 towards transportation, transit, or school capital projects that directly benefit the residents of the Village of Rivanna.
4. Affordable Housing:
    a. Cash Proffer: In lieu of constructing affordable dwelling units for 15% of the total number of units, the Owner has the option to make a cash contribution to Albemarle County, Piedmont Housing Alliance, Habitat for Humanity, or another local non-profit affordable housing provider in the amount of $21,125 for each such cash-in-lieu-of-construction unit prior to the issuance of a Certificate of Occupancy for that unit. This proffer specifies a maximum cash proffer of $507,000.
    b. For-sale Units: The Owner maintains the right to construct and sell all or a portion of the affordable units within the property. The "Affordability" section of this proffer defines "affordable housing" as "units affordable to households with incomes less than 80% of the area median income [AMI] … such that housing costs … do not exceed 30% of the gross household income."
    c. For Rent Units: The Owner maintains the right to construct and rent all or a portion of the affordable units within the property. The "Affordability" section of this proffer defines "affordable housing" as "units affordable for rent by households with incomes less than 80% of the area median income [AMI] … such that rent payments … do not exceed 30% of the gross household income."
5. Cost Index: This proffer establishes a method for the amount of each cash contribution required by proffer 3 to be adjusted annually, to reflect any increase or decrease for the preceding calendar year in the Marshall and Swift Building Cost Index.
6. Counterparts: This proffer establishes that "This Proffer Statement may be executed in any number of counterparts, each of which shall be an original and which shall constitute but one and the same instrument."

MODIFICATION REQUESTS

The applicant is requesting three modifications as indicated below. The applicant's justification and a detailed staff analysis of these requests is provided in Attachment 9.

1. 14-422(E)- Sidewalks along streets (Staff recommends denial)
2. 14-422(F)- Planting strips along streets (Staff recommends denial)
3. 14-410 (I)- Curb and gutter (Staff recommends denial)

STAFF ANALYSIS

Staff has identified the following factors which are favorable to this request:

1. The proposed development includes an entrance as recommended on the "Future Land Use Plan" (Detail Map 2).
2. The proposal includes a multi-use path along US 250, as per the "Future Transportation Network."
3. The proposal includes a (future) vehicular and/or pedestrian interparcel connection to the west across Carrol Creek, as recommended on the "Future Land Use Plan (Detail Map 2)."
4. The proposal's Affordable Housing proffer would generate $507,000 (max) of monetary contributions to support off-site affordable housing initiatives; or ensure construction of 24 affordable dwelling units (max) for sale or for rent; or an adjusted combination of those outcomes.

Staff has identified the following factors which are <u>unfavorable</u> to this request:

1. The proposed density exceeds the recommendations in the Master Plan as well as the guidance provided by the Planning Commission at the work session on 7/30/2019.
2. The proposal does not address the transportation improvements identified in the Master Plan as being prerequisite to new development through rezoning.
3. The applicants have not clearly demonstrated that the impacts of the development to transportation facilities and schools has been mitigated. However, the applicant has offered a contribution towards transportation and/or school improvements.
4. The proposal does not meet a number of the applicable Neighborhood Model Principles.
5. The proposal does not address identified impacts to environmental, cultural, and historic resources.
6. The application does not meet VDOT's Secondary Street Acceptance Requirements for a second connection.
7. The proposal does not address the impact of construction traffic that may be generated by the development and access to Running Deer Drive.

<u>RECOMMENDATION</u>

Zoning Map Amendment: In consideration of staff evaluation and analysis of this proposal relative to the factors contained in Zoning Ordinance Section 33.27.B, and based on the unfavorable factors substantially outweighing the favorable factors, **staff recommends denial of ZMA201900004 "Breezy Hill."**

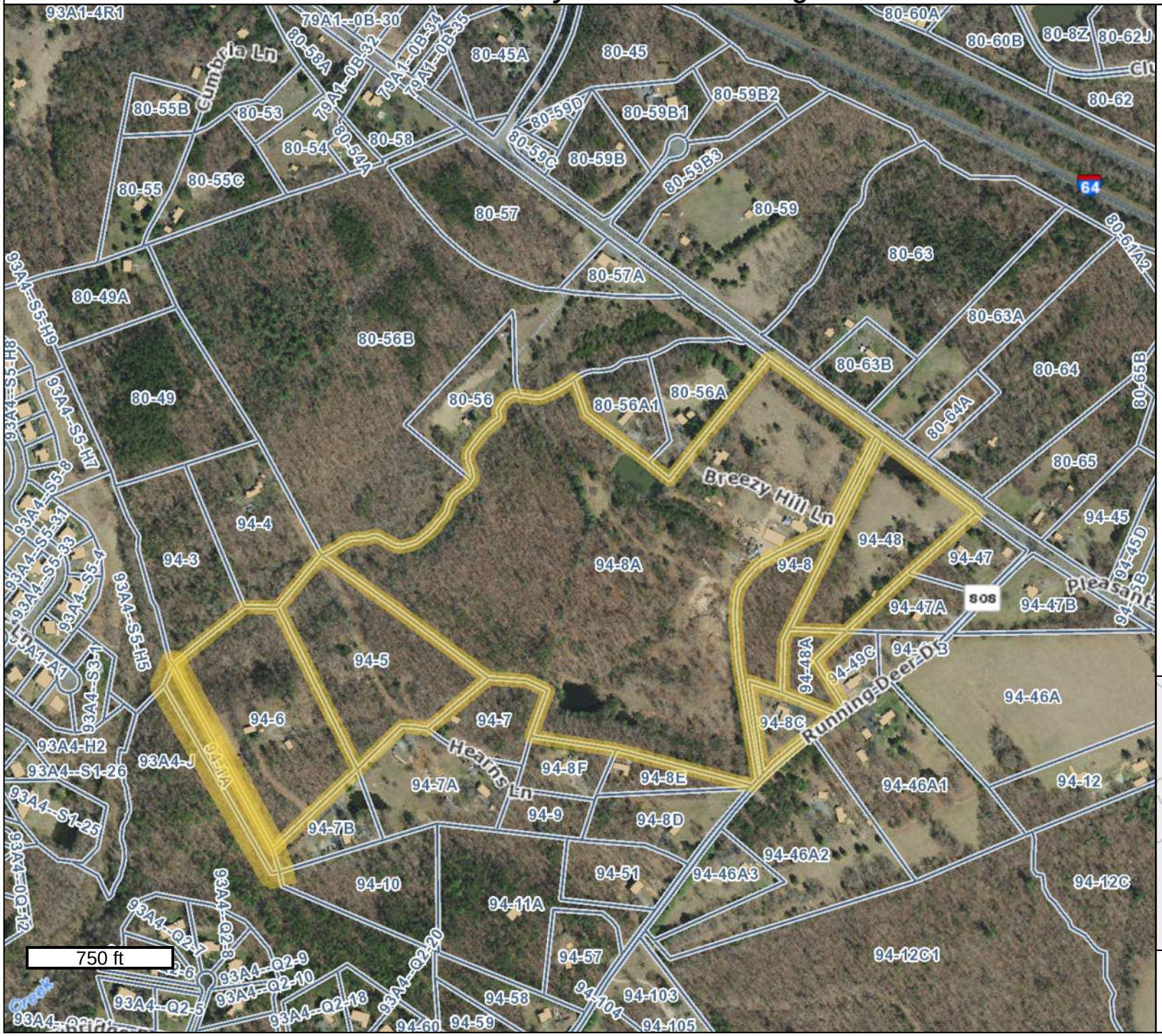
Modification Requests: Modification of street standards

1. 14-422(E)- Sidewalks along streets (Staff recommends denial)
2. 14-422(F)- Planting strips along streets (Staff recommends denial)
3. 14-410 (I)- Curb and gutter (Staff recommends denial)

<u>ATTACHMENTS:</u>

1- Location Maps
2- Project Narrative
3- Community Meeting Notes and Public Petitions
4- Traffic Impact Analysis (excerpt); Full Study
5- Transportation Staff Analysis
6- Concept Plan ("Rezoning Concept Plan")
7- Comment Response Letter
8- Neighborhood Model Staff Analysis
9- Street Standards Modification request and Staff Analysis
10- PC Work Session Staff Report
11- PC Work Session Meeting Minutes
12- (Draft) Proffer Statement *(undated; submitted 6/5/2020)*

Breezy Hill ZMA - Existing Conditions

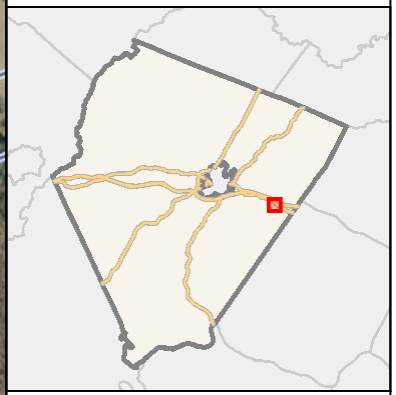


Legend

(Note: Some items on map may not appear in legend)

Parcel Info

- Parcels

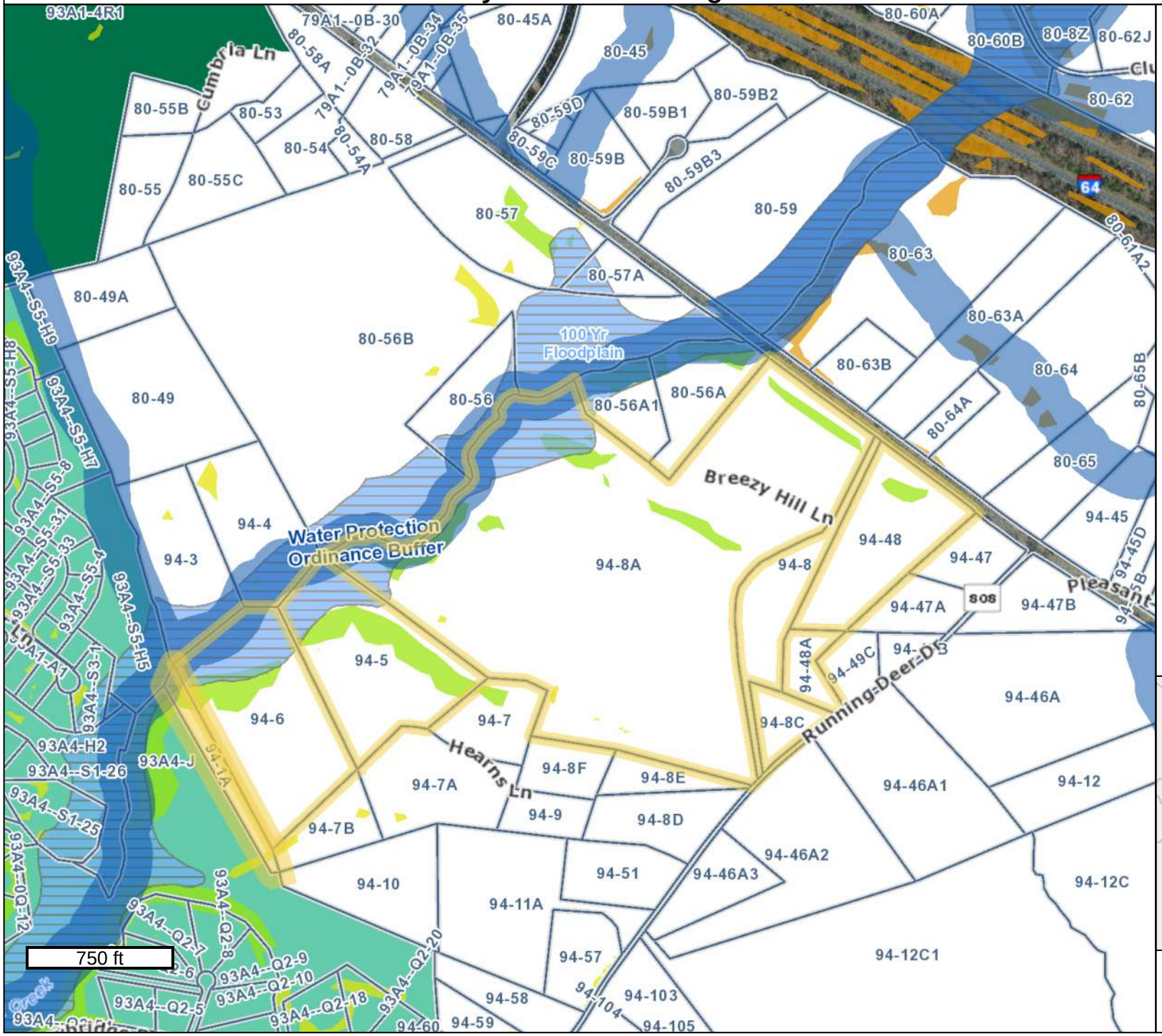


GIS-Web
Geographic Data Services
www.albemarle.org/gis
(434) 296-5832

Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

May 15, 2019

Breezy Hill ZMA - Zoning with Critical Resources



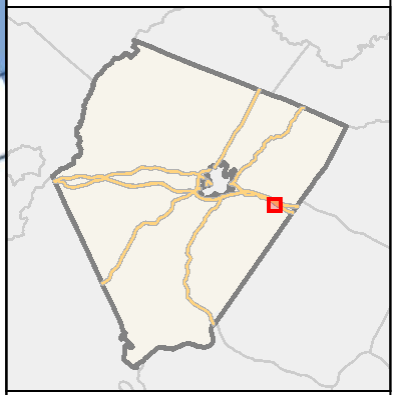
Legend

(Note: Some items on map may not appear in legend)

Overlays
- Water Protection Ordinance Buffers

Parcel Info
- Parcels

Zoning Info
- Flood Hazard Overlay (100 Year Flo
- Steep Slopes Overlay
  - Critical Slopes
  - Steep Slopes - Managed
  - Steep Slopes - Preserved
- Zoning Classifications
  - Rural Areas
  - Village Residential
  - R1 Residential
  - R2 Residential
  - R4 Residential
  - R6 Residential
  - R10 Residential
  - R15 Residential
  - Planned Unit Development
  - Planned Residential Development
  - Neighborhood Model District
  - Monticello Historic District
  - C1 Commercial
  - Commercial Office
  - Highway Commercial
  - Planned Development Shopping Ctr.
  - Planned Development Mixed Comm.
  - Downtown Crozet District
  - Light Industry
  - Heavy Industry
  - Planned Development Industrial Par
  - Town of Scottsville

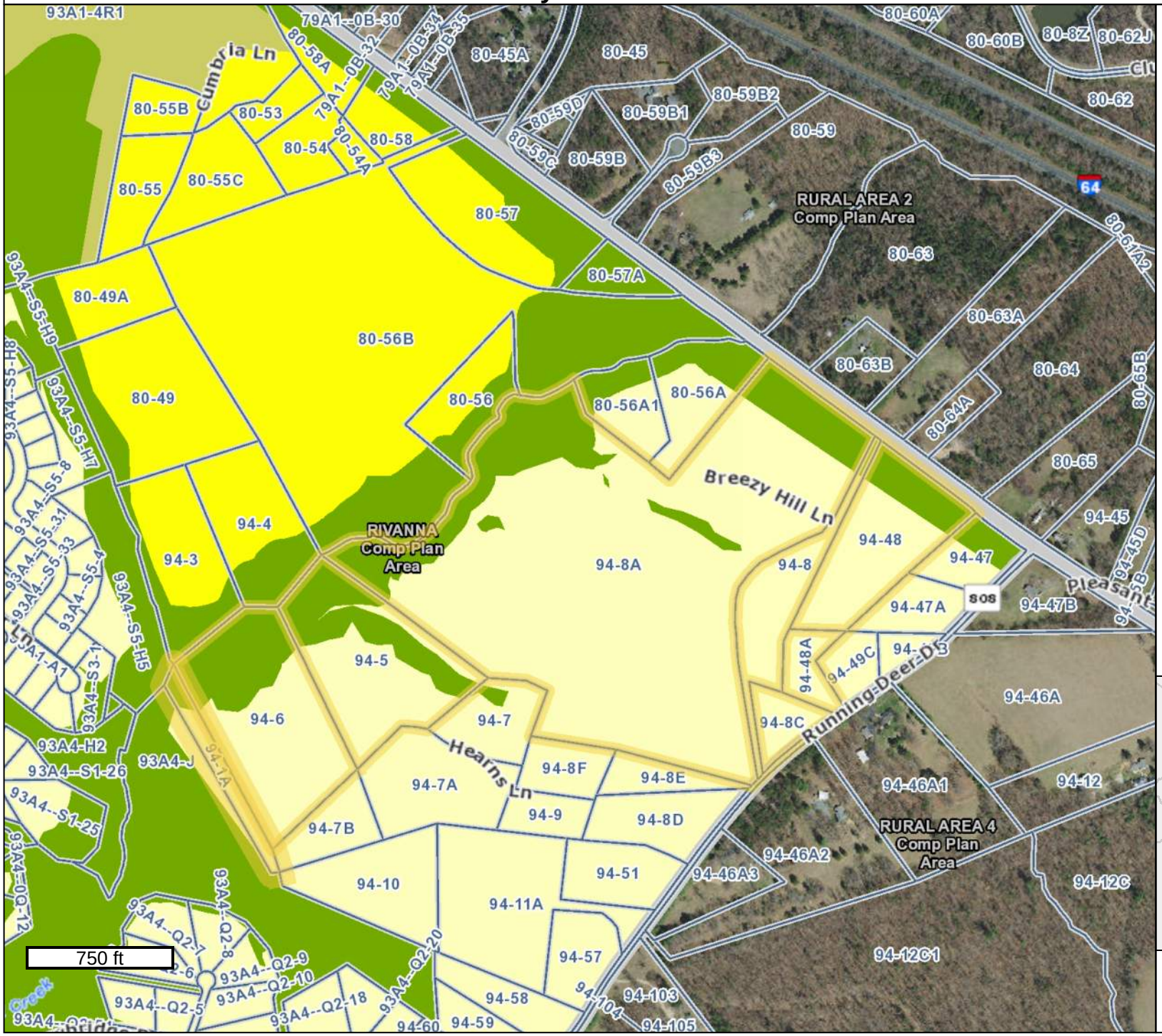


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May 15, 2019

Breezy Hill ZMA - Future Land Use Plan



Legend

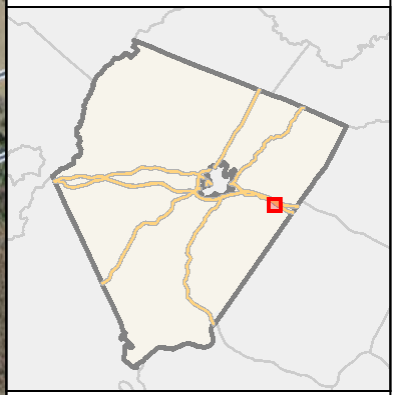
(Note: Some items on map may not appear in legend)

Parcel Info

- Parcels

Comp Plan Land Use Info

- Comprehensive Plan Areas
- Village of Rivanna Master Plan Land
  - Neighborhood Density Residential L
  - Neighborhood Density Residential
  - Town/Village Center
  - Institutional
  - Parks and Green Systems



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May 15, 2019

Zoning Map Amendment Narrative

Breezy Hill

April 15, 2019

Project Proposal:

There is an existing and rapidly growing demand for neighborhood residential low density lots and homes in Albemarle County. With the end of the recession and the upturn in the national economy, we have observed high demand for new home sites large enough to support larger single-family detached homes with back yards. While town homes remain in supply, larger single family lots are all but non-existent in the growth area and we are now seeing an acceleration of building permits for this type of lot in the rural areas. Incomplete subdivisions in the rural areas are beginning to be built out and unless new lots are made available in the growth areas the rural areas will begin to see new by-right rural subdivision development.

To satisfy this demand in an orderly and sustainable way and to take pressure off of the rural areas, new single-family detached lots in the growth area are necessary and desirable.

Breezy Hill will provide neighborhood residential low density lots in a part of the growth area that is specifically designated for development of neighborhood residential low density lots.

Consistency with the Comprehensive Plan:

Chapter 1 of the Village of Rivanna Master Plan states "*Albemarle County has a long-standing goal of directing development into designated Development Areas. To further County growth management goals, the current Development Area concept remains a critical planning component. The Land Use Plan of the Comprehensive Plan, including the Neighborhood Model, presents mechanisms that provide the best opportunity for the County to achieve the goals of having compact livable development in designated Development Areas and keeping the Rural Areas rural.*"

Breezy Hill was specifically designed for consistency with the Comprehensive Plan and the Village of Rivanna Master Plan. With the Master Plan as a guide and County Staff input at pre-application meetings, the Breezy Hill development plan meets nearly every goal of the Comprehensive Plan relevant to this site. This proposal is for rezoning to R-4 (with proffers) and, where appropriate for a residential neighborhood, the proffered plan carefully follows the twelve principals of The Neighborhood Model, including:

1. **Pedestrian orientation**: Breezy Hill will provide sidewalks on both sides of every street and trails through the pocket parks and wooded conservation areas. It is anticipated that there will be more than three times as many linear feet of sidewalk and trail than road, providing extensive opportunities for pedestrians, either out for a stroll on the tree-lined sidewalks or on a more adventuresome walk/hike through the parks and conservation areas.

2. **Neighborhood friendly streets and paths**: All streets will be lined with street trees for shade, a six foot wide planting strip for separation of vehicles and pedestrians, and five foot wide sidewalks. Roadways are designed with gentle curves and frequent intersections to encourage neighborhood-appropriate driving speeds.

3. **Interconnected streets and transportation networks**: The streets in Breezy hill provide internal interconnections at the end of what would otherwise be long cul-de-sac streets. Where street interconnections are not possible due to topographic constraints, pedestrian interconnections are provided via trails and linear park systems. External street interconnections are provided at Route 250, Running Deer Drive, and a future interconnection is provided on the west side of the site where called for in the Transportation Plan and Map.

4. **Parks and open space**: Breezy Hill will retain more than 40% of the property in community open space, most of which will be pocket parks and wooded conservation area. If pedestrian and transportation networks are included in open space calculations, almost 60% of the property will be set aside as communal property available for the use of all residents. Within the open space will be walking trails, sitting/gathering areas, fishing ponds, tot-lots, and other active recreations areas consistent with the Parks & Green Systems Plan and Map.

5. **Neighborhood centers**: In the center of Breezy Hill is a linear pedestrian area connecting four parallel roads and connecting the pocket park directly to the large open space. This linear central park will link the front of the community to the back of the community for easy off-road pedestrian access. Looking at the layout of the linear park it is easy to imagine that a resident visiting their neighbor 2 or 3 streets over would always choose to walk through this space. Due to the central nature of the linear park it will serve as a community center in close proximity to all homes, consistent with the Parks & Green Systems Plan and Map.

6. **Building and spaces of human scale:** The buildings proposed are all residential single family homes. The spaces are proximate to the homes and proportioned appropriately for the scale of the community.

7. **Relegated parking**: Because there are no concentrated parking areas (parking lots) this principal is largely not-applicable. Worth noting, however, is that where permitted by VDOT, on-street parking will be encouraged so as to add to the neighborhood feel and reduce traffic speeds.

8. **Mixture of uses**: The Village of Rivanna Master Plan calls for this area to be developed into residential uses, making this principal not-applicable to this proposal.

9. **Mixture of housing types and affordability**: A homeowners association architectural control board will regulate housing types, mandating a wide mixture of types within one or two architectural styles. Affordability will be guaranteed via a proffer.

10. **Redevelopment**: This proposal includes redevelopment of land that currently contains four deteriorating houses and 9 outbuildings in various states of disrepair, but beyond that this principal is not applicable.

11. **Site planning that respects terrain**: Breezy Hill was designed to avoid and protect sensitive environmental areas, including avoidance of steep slopes, creeks, and flood plains to the

greatest extent possible. The transportation networks generally follow the ridges on site, avoiding all sensitive topographic features consistent with the Parks & Green Systems Plan and Map.

12. **Clear boundaries with Rural Areas**: This proposal follows the guidelines of the Village of Rivanna Master Plan, providing a clear boundary with the rural areas. Route 250 is the northern boundary of this project, creating a clear boundary between Breezy Hill and the adjacent Rural Areas to the North. This proposal maintains the rural character of Route 250 by preserving a buffer greater than 50' along the southern frontage of Route 250. Running Deer Drive is the eastern boundary of the Village of Rivanna Master Plan area. This proposal creates a "soft boundary" between the development area and the rural area, maintaining the existing low density character of both sides of Running Deer.

Impacts on Public Facilities & Public Infrastructure:

The development of Breezy Hill will add vehicles from up to 200 households to the area's road networks, which is below the threshold for a traffic impact statement per Virginia Code §15.2-2222.1 and 24 VAC 30-155-40. The Village of Rivanna Master Plan recommends that multiple improvements to Route 250 be made prior to additional development. Breezy Hill would satisfy the intent of that language by proffering almost $4 million in cash payments to the County that can be used on the desired improvements.

The desire for an intersection analysis of several nearby intersections was indicated by Staff and VDOT. The developer intends to conduct such analyses in coordination with Staff, VDOT, and the owners of an adjacent proposed development prior to submittal of a subdivision plat. Should improvements be deemed necessary, the Owner will provide such improvements in accordance with Proffer #3.

The Developer has had extensive meetings with the Albemarle County Service Authority. Adequate water and sewer capacity currently exists for the proposed density.

Impacts on Environmental Features:

Breezy Hill was designed to avoid and protect sensitive environmental areas, including avoidance of steep slopes, creeks, and flood plains to the greatest extent possible. The transportation networks generally follow the ridges on site, avoiding all sensitive topographic features consistent with the Parks & Green Systems Plan and Map.

Proposed Proffers to Address Impacts:

This rezoning application includes a proffer limiting the total density, a cash proffer intended to address the off-site impacts of this project on public facilities, and an affordable housing proffer to provide (or enable the provision of) affordable housing in our community.

ZMA201900004 Breezy Hill
Community Meeting Notes

June 24, 2019 VORCAC Meeting
East Rivanna Fire Station / 7:00pm

Overview:

Regularly scheduled VORCAC meeting, to serve as the community meeting for ZMA2019-4 Breezy Hill (lead reviewer = Tim Padalino); however, Breezy Hill ZMA is the only item on the VORCAC agenda.

- County Staff in attendance: Tori Kanellopoulos; David Benish
- Applicant: Southern Development (Charlie Armstrong); Ammy George (Roudabush)
- PC/Board: Rick Randolph

Summary Comments from Members of the Public:

- Route 250 has existing traffic delays and capacity issues.
- The Master Plan contains language that calls for transportation improvements on Route 250 before additional development through rezoning is approved.
- There are perceived safety concerns with additional traffic on Running Deer, and residents there are opposed to a Breezy Hill entrance on Running Deer Drive.
- This proposal is not consistent with the existing surrounding character.

Notes:

- Route 250 traffic into Charlottesville is terrible – 250 needs to be four lanes
- What impacts are considered in reviewing these proposals? Schools, infrastructure, police?
    - DB: Staff looks at infrastructure and services impacts and if they can sustain the development
    - DB: We asked the applicant for a TIA; the Master Plan has recommendations for timing, and staff will consider those; this area is a designated Development Area and to protect the Rural Areas development should be concentrated in the Development Areas
- The Master Plan says that development 'may' occur but that transportation improvements 'must' be done; we haven't seen the fully Rivanna Village development impacts yet; many intersections are already LOS D
    - DB: Ultimately the PC and Board need to decide how to interpret the Master Plan; the Comp Plan and Master Plan are not obligations, they are guidance
- Running Deer resident: The developer wants to change the rules in the middle of the game; Running Deer and Glenmore do not benefit from this development; the road in Running Deer was not designed for additional traffic and is used by kids and buses; it's a peaceful neighborhood
- Don't see the point in 95% DA and 5% RA; development can go in other DA areas and not here

- Not sure why we're having this meeting based on Master Plan recommendations; can we downzone this property
    - DB: Already at RA, cannot downzone; we cannot reject an application when submitted and we need to review all applications
- Residents are already fighting Tiger Fuel (Boyd Tavern)
- How will this development get water?
    - DB: water comes from the urban system and Ragged Mountain Reservoir; will make sure there is sufficient capacity
- Pantops is growing and making it harder to drive into town
- This development is about 60% the size of Rivanna Village
- This development is far higher than the current by-right zoning
    - DB: The Master Plan and DA's in general do not call for RA Zoning in DA's – that zoning was already in place
- Why is so much traffic slated to come into Running Deer? Why is there a connection?
    - DB: Generally we want traffic dispersed with development by having interconnectivity, however here we will use the Master Plan recommendations and look at preserving the existing character
- Running Deer has a gate at the end of it so that Glenmore residents can't cut through
- If this development occurs it will cause a delay in emergency vehicles getting to existing developments; people can't pull over easily because of the ditches in the road
- Several residents wanted to consider making Running Deer a private street to prevent a connection to Breezy Hill
- What are the traffic improvements? We were told at the last meeting by VDOT that there wasn't enough funding available
    - DB went through the Master Plan list and current status; there are many transportation improvements needed throughout the County; VDOT and Board and Staff work to set priorities
- The Route 250 improvements won't happen for a long time; County should make R-4 go away; why does this need to come out onto Running Deer - can't handle any more traffic
    - Applicant: The R-4 zoning is to allow for the possibility of townhomes (attached units) for affordable housing, however the density is more in line with R-2
- We've been fighting Tiger Fuel since 2005; not for killing development but character has changed a lot since moved in in 81; put development in the city

Stop Breezy Hill!

Petition Summary and background:	**The Breezy Hill rezoning application does not comply with the Master Plan put forth by Albemarle County with respect to density requirements and abattaing traffic on 250.**
Action Petitioned:	We, the undersigned, concerned residents, urge the Planning Commission and the Board of Supervisors to deny the rezoning application for the Breezy Hill area . until the necessary improvements to abate traffic on 250 are implemented---as stated in the Master Plan, and . until the proposal conforms to the density in the Master Plan. The plan calls for Breezy Hill to be a low-density transition to the Rural Area. High density at the edge of the Rural area makes the Rural area no longer Rural. . Furthermore, we strenuously object to any access roads from Breezy Hill onto Running deer. Running Deer is our walking, running trail, our children's playground, and our neighborhoods meeting place. Additional traffic is inconsistent with these uses of our neighborhood roadways, and would also destroy our Rural character.

Note: The signatures below, (**signed by 75 people**) are from Running Deer, a community of approximately **67** addresses.

****N/A *applies to those who signed a paper petition with the option of leaving out their email address.*

	Name	City	Email address	Email confirmed	Comment	Date
1	Phil Welsh	3875 Whitetail Ln Keswick	welshphil@yahoo.com	Yes	I'm against the Breezy Hill development until the Planning Commission and the Board of Supervisors addresses our concerns and follows through with our requests.	7/10/2019
2	Lynda White	3870 Whitetail Lane	lsw6y@virginia.edu	Yes	If Breezy Hill is built out as currently proposed our rural neighborhood will cease to be rural. I moved out here long before Glenmore and the Village of Rivanna were imagined thinking that I would avoid the noise and light pollution, and the traffic, of city living. I don't appreciate the County foisting it on me 35+ years later.	7/10/2019
3	Lisa Meadows	1680 Running Deer, Keswick	meadows@virginia.edu	Yes		7/10/2019
4	David Burke	3870 Whitetail Lane	speded3@aol.com	Yes		7/11/2019
5	William Kirby	keswick	vskansas@gmail.com	Yes	Traffic on 250 is bad enough! Don't dump extra traffic on runningdeer. Adhere to master plan if we still have one! Thanks	7/12/2019
6	Tammy Drewry	keswick	tdrewry78@hotmail.com	Yes	I don't like the Breezy Hill as currently proposed we would like our area to stay rural. That is what drew my husband and I to move our family to this area. I don't think Running Deer should be opened up to another housing development. We have neighbors walking and children playing and we do not need or want the extra traffic.	7/12/2019

7	Mary Kundzins	Keswick,VA	jmjmk4@aol.com	Yes	I am opposed to the proposed zoning changes because of the inevitable, foreseeable, and extreme burden on our semi-rural way of life here. Any access roads onto Running Deer would necessitate changes to the current easements, causing increased traffic beyond the scope and current usage of the original easements.	7/12/2019
8	William Hodges	Keswick	wth1dewman@aol.com	Yes		7/12/2019
9	Sterling Proffitt	Keswick, VA	scproffitt@comcast.net	Yes	Rt. 250 already is jammed with traffic, and that is not counting the final build-out of Rivanna Village and Glenmore. As proposed, Breezy Hill would exacerbate an already overloaded major road. Further, the proposed access via Running Deer Drive is pouring more vehicles onto a tar and gravel road that is less than 20 feet wide, and with no shoulders or sidewalks, and would be intrusive to this neighborhood. The roadway infrastructure must be upgraded before any new developments in this area are approved.	7/12/2019
10	Timothy/ sandra Hoffman	Keswick , va.	hoffmanmickey@aol.com	Yes	Being 1 of 2 homeowners who have been and are still here from the beginning of the subdivision we agree totally with the petition and breezy hill now has their own entrance ....we say improve that and use it not our road	7/12/2019
11	Sharon Wood	1655 Running Deer Dr.	memawtoall@hotmail.com	Yes	Running Deer is not a transient community. Many of our neighbors are raising their children in the same home they grew up in. We are our own small town and this would diminish the feeling of community.	7/12/2019
12	Micky Gibson	3835 Whitetail Lane Running	mrgyvor@gmail.com	Yes		7/12/2019
13	Mary Wynne	Keswick	wynnemary@comcast.net	Yes		7/12/2019
14	Raymond James	Keswick	raygun300@comcast.net	Yes	I am in full agreement with this petition.	7/12/2019
15	Wayne& Pamela Powell	KESWICK	iceman1988@comcast.net	Yes	I'm signing because, traffic is already bad. God forbid there is an accident on 64! I moved to this area 30 years ago to get away from so much traffic and now it's going to be like living in the city!!!	7/13/2019
16	Brenda Eye	3890 Whitetail Ln Keswick, VA	bfeye@live.com	No		7/15/2019
17	Kelly Hoy	Keswick	kellyvhoy@gmail.com	Yes	I have sent letters to my County representatives detailing why the Breezy Hill rezoning application should be denied. This neighborhood was established well before the developments encroaching upon it and we are in a continual fight to protect it from developers. Route 250 and Interstate 64 are traffic disasters and the continued growth without improvements is ridiculous. Why is so much time and effort put into developing Master Plans and Growth Areas if they are not followed. Deny Breezy Hill!	7/15/2019

18	Judy Hundley	Keswick	jhundley1216@gmail.com	Yes		7/15/2019
19	Jerry Redpath	1690 Running Deer	gtr@virginia.edu	Yes	I am very concerned with the security and safety of our close-knit community with the opening of excess access from Breezy Hill and US250 that is inconsistent with Master Plan initiated by the county. It is the County's responsibility to uphold the Rural attributes of are Area. There should be extra thought given to the members of Running Dear who have given so much through so many years to maintain this wonderful environment. Thanks for listening.	7/16/2019
20	Louise Proffitt	Keswick, VA	proffitt.louise@gmail.com	Yes	No more re-zoning should be allowed for more than "by right" development until the roadway infrastructure is able to accommodate it. Rt. 250-East already is jammed with the existing traffic flow, and that does not include the build-out of Rivanna Village and Glenmore!	7/17/2019
21	Dedra Bogden	3855 Whitetail Lane	daj72705@hotmail.com	No		7/18/2019
22	Kristi Thomas	1655 Running Deer Dr	kthomas0808@hotmail.com	No	I don’t wish to have the peace of my neighborhood disrupted by a development, as well as the added traffic and congestion to 250.	7/18/2019
23	Tracy Walker	Keswick	stwalker11@embarqmail.com	Yes	My neighborhood should not have to have changes forced upon it because of a new development. Also, if the county is not willing to stand by what they have deemed necessary as far as improvements, then they should not be able to allow more homes on an already overcrowded roadway. We, who currently live in this area, should have our way of life protected and safety concerns addressed instead of going ahead with this development. There are many other issues to consider and look at before allowing Breezy Hill to be built.	7/21/2019
24	Meg Peters	Keswick	megtpeters@gmail.com	Yes		7/22/2019
25	caleb hall	keswick	djkilo00@aol.com	Yes		7/22/2019
26	Stephanie Jumper	Keswick	jumper7@outlook.com	Yes		7/22/2019
27	Randy Wood	1655 Running Deer Dr	rwood1958@yahoo.com	No		7/22/2019
28	Barry Ewers	1454 Running Deer Dr	bewers@weinsteinproperties.com	Yes		7/26/2019
29	Patsy Ewers	1454 Running Deer dr.	pewers0927@gmail.com	Yes		7/26/2019
30	Karen W. Dalton	3830 Whitetail LN Keswick		N/A		7/24/2019

31	Chad Vickers	3810 Whitetail		N/A		7/24/2019
32	Sherman Suead	1775 Running Deer, Keswick		N/A		7/24/2019
33	Carolyn Barnett	3805 Whitetail Keswick		N/A		7/24/2019
34	Gary Dalton	3830 Whitetail Ln Keswick		N/A		7/25/2019
35	Dianne Vickers	3810 Whitetail Ln Keswick		N/A		7/26/2019
36	Kendall Cartel	1340 Running Deer, Keswick		N/A		7/26/2019
37	Robert Hawkins	1474 Running Deer Keswick		N/A		7/26/2019
38	Kathy Childress	1474 Running Deer Keswick		N/A		7/26/2019
39	Nora Young	1304 Running Deer Keswick		N/A		7/29/2019
40	Jodi Flynn	1465 Running Deer Keswick		N/A		7/29/2019
41	Wayne Walker	1560 Running Deer Keswick		N/A		7/29/2019
42	James Hoy	1675 Running Deer Keswick		N/A		7/29/2019
43	Wendell Butler	1695 Running Deer		N/A		7/29/2019
44	Faye Crutchfield	1725 Running Deer		N/A		7/29/2019
45	Diane Knight	3785 Whitetail Keswick		N/A		7/29/2019
46	Kevin Knight	3785 Whitetail Keswick		N/A		7/29/2019
47	Kassidy Knight	3785 Whitetail Keswick		N/A		7/29/2019
48	Shelly Ward	3949 Albino Ln Keswick		N/A		7/30/2019
49	Vicky Kirby	1435 Running Deer, Keswick		N/A		7/30/2019

50	Larry Hawkins	1474 Running Deer, Keswick		N/A		7/26/2019
51	Michael Willoughby	1360 Running Deer, Keswick		N/A		7/26/2019
52	Brenda Powell	1400 Running Deer, Keswick		N/A		7/26/2019
53	Michael Powell	1400 Running Deer, Keswick		N/A		7/26/2019
54	Beatrice Hawkins	1404 Running Deer, Keswick		N/A		7/28/2019
55	Cynthia Goodnight	1500 Running Deer, Keswick		N/A		7/28/2019
56	John Perkins	1505 Running Deer, Keswick		N/A		7/28/2019
57	Brenda Perkins	1505 Running Deer, Keswick		N/A		7/28/2019
58	Cole Mccauley	1748 Running Deer, Keswick		N/A		8/9/2019
59	Jean Wood	3940 Albino, Keswick		N/A		8/13/2019
60	Stanley wood	3940 Albino, Keswick		N/A		8/13/2019
61	Hugh Forward	1450 Running Deer, Keswick		N/A		8/29/2019
62	Davis Duvall-Early	1730 Running Deer, Keswick			dduvallearly@comcast.net	9/2/2019
63	Monica Banquet	1730 Running Deer, Keswick			bluemoon_40@hotmail.com	9/2/2019
64	Rebecca C	1615 Running Deer, Keswick			tylercam2016@gmail.com	9/2/2019
65	Waverly Thomas	1755 Running Deer, Keswick		N/A		8/2/2019
66	Crys Bodie	1755 Running Deer, Keswick			cmbodie@gmail.com	8/2/2019
67	Drew Yeannakis	1750 Running Deer, Keswick		N/A		8/2/2019
68	Karen Spicer	1620 Running Deer, Keswick		N/A		8/3/2019

69	William Marshall Jr	3909 Albino, Keswick		N/A		8/3/2019
70	Sarah Sturm	3939 Albino, Keswick			sarahsturm@gmail.com	8/3/2019
71	Freda Feggans	2950 Albino		N/A		8/3/2019
72	Charles Talley	1580 Running Deer, Keswick		N/A		8/5/2019
73	Tanja Carter	1340 Running Deer, Keswick		N/A		8/4/2019
74	Roseanne Yowell	1635 Running Deer, Keswick			rmyjsy@yahoo.com	9/25/2019
75	Nancy Hitschbach	1760 Running Deer, Keswick		N/A		9/25/2019

Improve 250 Before Breezy Hill!

Petition Summary and background:	**The Breezy Hill rezoning application does not comply with the Master Plan put forth by Albemarle County with respect to density requirements and abattaing traffic on 250.**
Action Petitioned:	We, the undersigned, concerned residents, urge the Planning Commission and the Board of Supervisors to deny the rezoning application for the Breezy Hill area . until the necessary improvements to abate traffic on 250 are implemented---as stated in the Master Plan, and . until the proposal conforms to the density in the Master Plan. The plan calls for Breezy Hill to be a low-density transition to the Rural Area. High density at the edge of the Rural area makes the Rural area no longer Rural.

Note: The signatures below, (**signed by 269 people**) are primarily from Glenmore, a community of approximately 635 addresses.

	Name	City	Email address	Email confirmed	Comment	Date
1	Chris Munson	Charlottesville	chris@20south.net	Yes		7/17/2019
2	Dennis Odinov	Keswick	dennis2037@comcast.net	Yes		7/17/2019
3	Stephen Pisano	Keswick	stephen_pisano@yahoo.com	Yes		7/17/2019
4	Arthur Peters	Keswick	aadpeters@aol.com	Yes	I'm signing this because I believe the Master Plan should be respected!	7/17/2019
5	Lisa White	1814 Westerham St, Keswick	lisawhite58@gmail.com	Yes	I agree to respectfully request that the Master Plan be adhered to.	7/17/2019
6	david boyd	keswick	dgboyd1946@embarqmail.com	Yes		7/17/2019
7	Janet Stack	Keswick	jws8n@virginia.edu	Yes	I want no development which adds to the congestion of 250 before the improvements are made to the road. This is what the Master Plan recommended.	7/17/2019
8	John Crawford	1386 Tattersall Ct, Keswick, VA 22947	john@uscrawford.com	Yes		7/17/2019
9	Thomas White	Keswick	adelphiatomtax@comcast.net	Yes		7/17/2019
10	Deborah hahn	Keswick	debbyhahn@comcast.net	Yes		7/17/2019
11	Kathleen Larrabee	Keswick	klarrabee@comcast.net	Yes	I moved here ten years ago and the amount of growth, without the proper roads in place has made commuting in this small town miserable at times. There are plenty of other areas in Albemarle County to push the density.	7/17/2019

12	Stephen Young	Keswick	stepheny019@gmail.com	Yes		7/17/2019
13	Arden Gresh	Keswick	gresharden@gmail.com	Yes		7/17/2019
14	Stevia Anda	Keswick	stevia.anda@gmail.com	Yes	The traffic on 250 is dangerous. There's no room for emergency vehicles to get through. When 250 is backed up, there's no way to get out of Glenmore.	7/17/2019
15	Joseph Madero	Keswick	jmadero3@aol.com	Yes		7/17/2019
16	Allen Hans	Keswick	allen.hans131@gmail.com	Yes	I would like to see the Board put the needs of residents above those of developers. 250 has done nothing but get worse and yet another cookie cutter development will only make things worse. If I wanted to live in Northern VA , I would have moved there.	7/17/2019
17	Duncan Campbell	Keswick	duncancampbell@outlook.com	Yes	Traffic is already bad, improve 250 before any more building.	7/17/2019
18	Herman Schwartz	3308 Merrick Ct, Keswick	hermanschwartz@gmail.com	Yes		7/17/2019
19	Patricia Rowe	Keswick	pfrowe@aol.com	Yes		7/17/2019
20	Jon Damren	Keswick	jbdamren@aol.com	Yes		7/17/2019
21	herb harback	kewick	hharback@gmail.com	Yes		7/17/2019
22	David Clark	Keswick	daveclark497@gmail.com	Yes		7/17/2019
23	john stack	keswick, VA	johnstack999@gmail.com	Yes		7/17/2019
24	Bill GRAHAM	Keswick	bill@parockers.com	Yes		7/17/2019
25	Kristin Carter	1359 Thistle Down, Keswick, VA 22947	kmcarter@ntelos.net	Yes		7/17/2019
26	Mark Zanin	Keswick	zanincolleen@gmail.com	Yes	As a Glenmore resident I am concerned about the growing traffic problems on Route 250. I assume this was one of the issues underlying the master plan. I believe there is an obligation on the part of the county supervisors to adhere to the plan and show due considerastion for the residents of this area.	7/17/2019
27	Lisa Perlbinder	Keswick	lperlbinder@aol.com	Yes	I am concerned about traffic and shortage of resources when adding another multiple dwelling neighborhood on Route 250.	7/17/2019

28	Linda Hawxhurst	Keswick	hawxhouse@gmail.com	Yes		7/17/2019
29	Josephine Ballard	2020 Farringdon Rd KESWICK	tjdaballard@yahoo.com	Yes		7/17/2019
30	Patricia Kobyra	Keswick, vA	pkobyra@gmail.com	No		7/17/2019
31	Donna Kerrigan	Keswick	djkerrigan@me.com	No	please get the traffic right before building Breezy Hill or our area will be at a standstill on 250 bypass	7/17/2019
32	David Johnson	keswick	deejay518@comcast.net	No		7/17/2019
33	ELIZABETH DAVIS	1463 BREMERTON	eliz629countryclub@gmail.com	Yes	I DON'T WANT MORE TRAFFIC ON RT. 250.	7/17/2019
34	Ronald Kirby	Keswick	deakir@embarqmail.com	Yes	Property owner on Running Deer Drive	7/17/2019
35	Jill Kavanagh	Troy	vlbc2k14@gmail.com	No		7/17/2019
36	Phil Welsh	3875 Whitetail Ln Keswick	welshphil@yahoo.com	Yes		7/17/2019
37	Martina Porter	Keswick	torellm1@gmail.com	Yes		7/17/2019
38	Virginia Henderson	Keswick, Va	vph@com1st.com	Yes		7/17/2019
39	Robin Boucher	Keswick	crobinboucher@gmail.com	Yes		7/17/2019
40	Carol Crickenberger	Keswick Va	carol1540@comcast.net	Yes		7/17/2019
41	Henry Clifford	Keswick	hcclifford@aol.com	Yes	I am signing because I am concerned about the increased traffic load on an already overburdened Rt 250 in the area of Glenmore that could result from the addition of many more residence in the Breezy Hill area. Local officials need to respect the Master Plan, and deny the rezoning application until AFTER the necessary improvements have been made on Rt. 250, as stipulated in the Master Plan.	7/17/2019
42	Bethanne Barstow	Keswick	beth.barstow@gmail.com	Yes		7/17/2019
43	Tom Desimini	Keswick	tdesimini@msn.com	No		7/17/2019
44	Chris Wiese	2435 Ferndown Ln., Keswick, VA	cbwiese@gmail.com	Yes		7/17/2019
45	Vicki Hale	Keswick	woodbrkspt@aol.com	Yes		7/17/2019

46	Steven Heil	1370 Huntersfield Close, Keswick, VA 22947	wzlpilot@comcast.net	Yes		7/17/2019
47	Susan Mantell	Keswick	sempacknmail@gmail.com	Yes	I"m signing because this side of town can not handle any more traffic on 250. It's already like a parking lot during rush hour. The traffic problem need to be addressed first before anymore developments are added	7/18/2019
48	Donna Bilko	Keswick	mzzscilla@aol.com	Yes	I believe the Master Plan must be respected. No further development until road improvements are made.	7/18/2019
49	Jim Haden	Keswick	jimhaden610@gmail.com	Yes		7/18/2019
50	John B Hartland	1365 Queenscroft	bhartland1@gmail.com	Yes		7/18/2019
51	Mike Heny	3470 Darby Road	mheny@comcast.net	Yes	Our roads are already over capacity, and new construction will put the roads in the County at a breaking point.	7/18/2019
52	Jeanne Greer	Keswick	greerj75@outlook.com	No	We moved to Glenmore last year. There is only one way to exit the development on 250. Traffic on the single lane 250 is already heavy. We are concerned about the new homes by Ryan builders at the Glenmore entrance as well as the projected Breezy Hill development.	7/18/2019
53	Tim Novak	Keswick	tnovak1129@yahoo.com	Yes		7/18/2019
54	Lisa Meadows	Keswick	meadows@virginia.edu	Yes	1680 Running Deer Drive	7/18/2019
55	Mike Haynes	Keswick	mhaynes2002@hotmail.com	Yes		7/18/2019
56	Kacey Bremer	Keswick	kaceymae@gmail.com	Yes	I live in Glenmore and sometimes find it difficult to get my children to school on time because of backed up traffic.	7/18/2019
57	Dabney Hibbert	3901 Darby Rd. Keswick VA	dabgen@erols.com	Yes	I'm concerned about growing traffic problems getting worse before the infrastructure is improved.	7/18/2019
58	Faye Stanley	Keswick	sky4u@embarqmail.com	Yes		7/18/2019
59	Amy Veronesi	4950 Moriah Way Keswick VA 22947	amy_veronesi@yahoo.com	Yes		7/18/2019

60	Rachel Baylor	Keswick	baylorrachel@gmail.com	Yes		7/18/2019
61	graham fallon	keswick	fgfallon@gmail.com	No	I agree with the petition	7/18/2019
62	Susan Cecala	1419 Sunderland Ln, Keswick, VA	scecala0061@gmail.com	Yes		7/18/2019
63	Laurie MacHarg	Glenmore Keswick	ladybugswa@aol.com	Yes		7/18/2019
64	Tarina Esclapez	Keswick	escla49@yahoo.com	Yes	Traffic is already dense and dangerous on our 250 segment. Morning backups make getting anywhere on time unreliable. The yield at Shadwell is dangerous as major car traffic coming onto 250 treat it as a merge and force the passage. Our road is saturated and needs improvement before more construction brings more cars.	7/19/2019
65	Trevor Joscelyne	Darby Rd, Keswick	joscelynes@gmail.com	Yes		7/19/2019
66	Deborah Conway	Keswick	deborahconway@gmail.com	Yes		7/19/2019
67	Dena Lawton	Keswick	denalawton@hotmail.com	No		7/19/2019
68	John Kovach	Keswick	jmkovach725@hotmail.com	Yes	Concerned about inadequate roads to support housing expansion	7/20/2019
69	Michael Vassallo	Keswick	vpcrew@aol.com	Yes		7/20/2019
70	Eileen Vassallo	3393 Piperfife Court, Keswick 22947	emvass@aol.com	Yes		7/20/2019
71	kevin leake	Keswick	leake1@embarqmail.com	Yes		7/21/2019
72	Angela A Harlow	Scottsville	har328@aol.com	Yes		7/21/2019
73	Pete Mantell	Keswick	pmpacknmail@gmail.com	Yes		7/21/2019
74	Deanna Kirby	Keswick	ddkirby@sentara.com	Yes	250 is now congested, they need to follow the master plan for new development or no longer do they do a master plan and waste our tax money. Pay attention to the 2008 data for Rivannia village, and new developments!!	7/22/2019

75	Meg Peters	Keswick	megtpeters@gmail.com	Yes	It's imperative that 250 be widened before additional development. Traffic is already so bad that 250 can barely handle it.	7/22/2019
76	Kenneth Hale	Keswick	woodbrkspt@gmail.com	Yes		7/22/2019
77	Marina Ringstrom	Keswick	marinaring777@gmail.com	Yes	Against the Breezy Hill expansion prior to RT 250 improvements. This project needs to be tabled.	7/22/2019
78	Cyndi Burton	Keswick	cyndihburton@aol.com	Yes		7/22/2019
79	Fred Maute	Keswick	fmaute@comcast.net	Yes	Route 250 is already a nightmare and the build out of the approved Rivanna Village for 300+ units has just started. To add another 200+ units on 250 is INSANE AND IRRESPONSIBLE.	7/22/2019
80	Z Bryant	Boyd Tavern	zeebryant@gmail.com	Yes		7/22/2019
81	Tammy Gamble	Keswick	hygamble@embarqmail.com	Yes	I wish to protect the rural area in which I live and to oppose any additional traffic on Route 250 which is already clogged.	7/22/2019
82	Ellen Saltzman	Keswick	esaltzma@ix.netcom.com	Yes		7/22/2019
83	Patrick Sullivan	Keswick,VA	ruthsully@embarqmail.com	Yes	I am opposed to more traffic on 250!!!	7/22/2019
84	Barbara Turkel	Keswick	barbara.turkel@gmail.com	Yes		7/22/2019
85	kristy Giles	Keswick	kgiles52@msn.com	Yes	I live in Running Deer and drive on 250 everyday. I do not want the rezoning application to be approved for Breezy Hill area. until the necessary improvements to abate traffic on Rt 250 are implemented—as stated in the Master Plan, and • until the proposal conforms to the density stated in the Master Plan. The plan calls for Breezy Hill to be a low-density transition to the Rural Area. High density at the edge of the Rural Area makes the Rural Area no longer rural. NO ENTRANCE ON RUNNNG DEER	7/22/2019
86	Bruce Gansneder	Keswick	bg@virginia.edu	No		7/22/2019
87	Nancy Gansneder	Keswick	nancyg@virginia.edu	No		7/22/2019
88	Joanna Novak	Keswick	jostephens88@hotmail.com	No		7/22/2019

89	Michael Burton	Keswick	mwburton7@aol.com	Yes	Follow master plan; no rezoning without infrastructure in place; then low density in the proposed area to protect rural Running Deer. No connection to Running Deer's rural substandard road for safety reasons.	7/22/2019
90	Elizabeth Curry	Keswick	ecurrymeg@aol.com	Yes	I believe road improvements need to be implemented before further development and would like to see the master plan followed. Rural areas are important to the quality of life in our lovely county.	7/22/2019
91	Charles Snipes	Keswick	csnipes712@gmail.com	No		7/22/2019
92	Clara Jane Snipes	Keswick	charlie712@aol.com	Yes		7/22/2019
93	Betty Lee	Keswick	biwlee@embarqmail.com	Yes	Rt. 250 is over-crowded and traveling time to Charlottesville is increased for those employed there. The quality of life is decreased by having to double your commute time, not by distance, but by overcrowding of the road with too much traffic and lights needed to accommodate more residents entering Rt. 250 all along the way. I would like to see growth in the area where we live but road conditions need to be addressed so residents are not faced with anxiety on the road each day.	7/22/2019
94	Glenda Howard	Keswick, VA	glendahowardrealtor@gmail.com	Yes		7/22/2019
95	Frederick Page	Keswick	merrydale33@gmail.com	Yes		7/22/2019
96	Priscilla Benjamin	Keswick	prisben44@gmail.com	Yes		7/22/2019
97	Steven Turkel	Keswick	sturkel2@verizon.net	Yes		7/22/2019
98	Ron Baellow	Keswick	ron@gobrightideas.com	No		7/22/2019
99	Ludy Benjamin	Keswick	lbenjamin34@gmail.com	Yes		7/22/2019
100	Matthew Sprinkle	Keswick	mcsprinkle@gmail.com	Yes		7/22/2019
101	Vicki Andreae	Keswick	vmsrob@yahoo.com	Yes		7/22/2019
102	Richard Fisher	Keswick	popvirginia@gmail.com	Yes	No further housing developments locally until Route 250 is adequate to handle this expansion.	7/22/2019

103	Martha Burton	Keswick	maburton1@verizon.net	Yes		7/22/2019
104	Eleanor Shaffrey	Keswick	eshaffrey@centurylink.net	Yes		7/22/2019
105	Dot Gregory	Keswick	dotgregory11@gmail.com	Yes		7/22/2019
106	Elvin Hedgpeth	Keswick	eth50@comcast.net	Yes		7/22/2019
107	Jess Kysar	Keswick	jkysar@gmail.com	Yes		7/22/2019
108	Gayle Taylor	Keswick	gayle3663@gmail.com	No	The traffic on 250 to and from Charlottesville is an HORRIFIC NIGHTMARE. This road cannot support more development and more cars. This is a no brainer!!!	7/22/2019
109	John Johnson	Keswick	bucky2005jj@gmail.com	Yes	Infrastructure is already highly stressed without additional development.	7/22/2019
110	Polly Lazaron	Keswick	pollylazaron@gmail.com	Yes		7/22/2019
111	Kyle Massey	Keswick	kylekmassey@gmail.com	Yes		7/23/2019
112	Robert Goldstein	Keswick	rbgvabva@aol.com	Yes		7/23/2019
113	Melissa Ragland	Keswick	melissajragland@gmail.com	Yes		7/23/2019
114	Nancy Canavan	Keswick	nancanavan@aol.com	Yes		7/23/2019
115	Mike Peoples	Keswick	m.peoples83@gmail.com	Yes		7/23/2019
116	Shelley Payne	Keswick	paynesh33@gmail.com	Yes	I'm signing this because I strongly believe that the Master Plan should be followed.	7/23/2019
117	Richard Kovatch	Charlottesville	rakovatch@gmail.com	Yes	The essential infrastructure and public services, such as the widening of Rt 250 needs to be in place to support the increased population growth coming from any future planned developments. The proposed Breezy Hill development should not be rezoned to allow for increased density.	7/23/2019
118	Mary Ann Mazzola	Keswick	mamazzola@aol.com	No		7/23/2019
119	Jan Cubbage	Keswick	janc3349@comcast.net	Yes	Very concerned about traffic woes on 250	7/23/2019
120	Lesley McCowen	Keswick	lizziemccowen@gmail.com	Yes		7/23/2019
121	Greg Pagonakis	Keswick	psg4235@gmail.com	Yes		7/23/2019
122	Rob Downey	Charlottesville	downey.rob@gmail.com	No		7/23/2019

123	Michele Nollner	Keswick	mapnollner@gmail.com	No	The infrastructure MUST be improved prior to adding to the population in this	7/23/2019
124	Mary Ann Kwiatkowski	Keswick	mkwiatkowski@mindspring.com	Yes		7/23/2019
125	Frank Watson	Keswick, VA	fwatson3@yahoo.com	Yes		7/23/2019
126	Zhenqi Liu	Keswick	zliu1021@gmail.com	Yes		7/23/2019
127	Catherine Wiese	Keswick	cathyjwiese@gmail.com	Yes		7/23/2019
128	John Echols	Keswick	john.t.echols@gmail.com	Yes		7/23/2019
129	Paul Powell	Keswick	paulp496@gmail.com	Yes		7/23/2019
130	Porter Wafler	Keswick	porterwafler@gmail.com	Yes		7/23/2019
131	Mitch Feldman	Keswick	mitchdor88@gmail.com	Yes		7/23/2019
132	Doreen Feldman	Keswick	doreen.feldman@gmail.com	Yes		7/23/2019
133	Paula Pagonakis	1855 Westerham St., Keswick, VA 22947	paula.pagonakis@gmail.com	Yes	I worked long and hard with many others on the Strategic Plan and then with the Advisory Board/Committee to the Supervisors to help plan for intelligent growth in this area. Careful thought and research has gone into the development of the Strategic Plan to avoid overdevelopment that would place too great a burden on the roadways that support the area. Supervisors should not be seduced by pressure from developers or dollar signs in their eyes to solve other problems in the county. Rivanna Village along with the new development at Lake Monticello already tax the road system beyond cpapcity. Additional burden to these roads should not be considered without addressing the lack of funding to keep up with the increase in capacity. The Strategic Plan took much time and talent and exists as it is for a reason. Please know the reasons that support the decisions in the document prior to making new, hasty decisions that will incapacitate the entire area from Pantops to Richmond.	7/24/2019

134	janis paushter	Keswick	janispaushter@gmail.com	Yes	I am surprised and shocked that Albemarle County would consider approving additional homes on route 250 when, during peak traffic times and lunchtime, no one moves. Widening of 250 is needed now.	7/25/2019
135	Amy Adams	Keswick	asadams5@comcast.net	Yes		7/25/2019
136	Brenda West	Keswick	kbwest09@comcast.net	Yes		7/25/2019
137	Jim Collins	Keswick	james.collins48@icloud.com	Yes		7/26/2019
138	Tessa Sansovich	Keswick	tsansovich@gmail.com	Yes	I'm signing because I believe the Master Plan should be adhered to for the Rivanna District. Please do not allow a rezoning of Breezy Hill. The traffic on 250 is already intolerable and can not withstand any more cars. The quality of life for those already living in this area will be greatly impacted in a negative manner if the rezoning of Breezy Hill is approved.	7/26/2019
139	tom brown	keswick	benhamandtom@gmail.com	Yes		7/26/2019
140	Hilary Parker	Keswick	hilary_parker@woodberry.org	Yes		7/26/2019
141	Cynthia Foy	Troy	cindy85foy@verizon.net	Yes		7/26/2019
142	John E. Newell	Keswick	tcnewell@comcast.net	Yes		7/26/2019
143	James Burns	Keswick	jburns@avitage.com	Yes		7/26/2019
144	JOHN PETZE	Keswick	jpetze@gmail.com	Yes	Additional population requires modifications to roads. It's only logical.	7/26/2019
145	James Farrell	Keswick	farrelljandj@aol.com	Yes		7/26/2019
146	William Anda	Keswick	banda@mr-monticello.com	Yes		7/26/2019
147	Shaton Southard	Keswick	ssouthard53@comcast.net	Yes	I am signing because I am Vince ed about the amount of traffic this will add to route 250. It is already overloaded.	7/26/2019
148	Jan McCarthy	Keswick	janmccarthy7@gmail.com	Yes	I am concerned about the traffic volume on Route 250 which is already a serious problem BEFORE any more development, from a safety AND a quality of life perspective.	7/26/2019
149	Glenn Hahn	Keswick	pglennhahn@comcast.net	No		7/26/2019
150	Linda Verhagen	Keswick	linda@cyrusfirst.com	Yes		7/26/2019

151	Dabney ODell	Keswick	dabneyodell@gmail.com	No	I am not content or happy with the over building and construction along 250 that will coincide with all the drivers walkers runners and bikers from Glenmore being put at additional risk now that the Ryan homes building is taking off. Not a good idea to have this much traffic and congestion on 250 especially for older people trying to get to hospitals, doctors appointments or work.	7/26/2019
152	Doug Lischke	Keswick	douglischke@yahoo.com	Yes		7/26/2019
153	Rhonda Angel	Charlottesville	chrob1@earthlink.net	No		7/26/2019
154	GEORGE RAMSEY	troy/boyd tavern	gramsey1@embarqmail.com	Yes	I travel that route every weekday and some weekends and it is already busy enough without more major housing development. Don't make it worse!	7/26/2019
155	Theresa Phillips	Keswick	driveawaymotors@live.com	Yes	Traffic is already a nightmare!	7/26/2019
156	Wendell Butler	Keswick	thebutler24@hotmail.com	No		7/27/2019
157	Susan Wilson	Keswick	susan9252@gmail.com	Yes	The master plan needs to be adhered to. The traffic especially at morning and evening rush hours is awful. Whenever there is an accident in either direction on 64, 250 is even more of nightmare. Also, re zoning changes the beautiful character of the area.	7/27/2019
158	zane kaminsky	keswick	zanekaminsky@gmail.com	Yes		7/27/2019
159	Suzanne Burch	Keswick	darleyrow@aol.com	Yes		7/27/2019
160	nancy bowman	keswick	nrbdhb@gmail.com	Yes	of the increase of traffic that would ocurr if this plan was accepted	7/27/2019
161	Kellie Knight	Keswick	swimksk@gmail.com	Yes		7/27/2019
162	Mary Van Miller	Keswick, VA	vanmillerjp@gmail.com	Yes		7/27/2019
163	Liem Nguyen	Keswick	liemn04@gmail.com	Yes		7/27/2019
164	Hays Lantz	Troy	hayslantz@gmail.com	Yes		7/27/2019

165	Susan Johnson	Keswick	sukie46@comcast.net	Yes	Very concerned that the County is considering not adhering to the Master Plan for the Village of Rivanna. Traffic issues must be dealt with before more development.	7/27/2019
166	Carolyn Maling	Keswick	cdmaling@gmail.com	Yes	I'm signing because I believe our county master development plan should not be ignored.	7/27/2019
167	Peter Reines	Keswick	peter@reinesjewelers.com	Yes		7/27/2019
168	Irving Boberski	Keswick	ivb@boberski.com	Yes		7/27/2019
169	Peter Iovino	Keswick	piovino@verizon.net	Yes		7/28/2019
170	Stuart Saltzman	Keswick	szs@ix.netcom.com	Yes	No more development until the necessary and required improvements are made.	7/29/2019
171	Patti Caplan	Keswick	patticaplan@gmail.com	Yes	The current roads cannot handle the additional traffic these new developments will bring to the area. Follow the master clan!	7/29/2019
172	Jim Elmoe	Keswick, VA	jhelmore@embarqmail.com	Yes		7/29/2019
173	John Turner	Keswick	susan@rivannagear.com	Yes		7/30/2019
174	Robert Savino	Keswick	rmsavino@comcast.net	Yes		7/30/2019
175	Frank Faust	Keswick	lfaust@comcast.net	Yes	The current traffic situation is unacceptable and will be even worse if BH is allowed to be developed.	7/30/2019
176	Halley Willcox	Keswick	willcoxhalley@yahoo.com	Yes		7/30/2019
177	Dolores Prestwich	Keswick	sbellprestwich@gmail.com	Yes		7/30/2019
178	Cheryl nardone	Keswick	fixhueup@aol.com	Yes		7/30/2019
179	Jim Wynne	Keswick	jim_wynne@comcast.net	Yes	Significant improvements need to be made to 250 before any further development takes place.	7/30/2019
180	Alexandra Turner	Keswick	aksturner@gmail.com	Yes		7/30/2019
181	Michele Ball	Keswick	1125michele@gmail.com	Yes	The county needs to stand by their original remarks and requirements prior to further development along 250.	7/30/2019

182	John Hart	Keswick	johnhartjr@hotmail.com	Yes	I respectfully believe that every effort should be made to follow the Master Plan, a very thoughtful, discerning document. Thank you.	7/30/2019
183	joan Anselm	keswick	vongestern88@gmail.com	Yes	deny the rezoning application and work on update traffic plan	7/30/2019
184	Ava Sansovich	Keswick	avathinkspink@gmail.com	Yes		7/30/2019
185	Stewart Ferguson	Keswick	sjf3227@gmail.com	No	Traffic concerns on 250	7/30/2019
186	Patricia Young	KESWICK	youngpc@comcast.net	Yes		7/30/2019
187	Royanne Bailey	Keswick	annebailey38@outlook.com	No	I'm concerned about emergency vehicles' access to homes and Martha Jefferson Hospital as well as heavy traffic in general	7/30/2019
188	Larry Vera	Keswick	chieflv95@gmail.com	Yes	The traffic delays have become too frequent and adding more traffic will only make the situation worse, as well as an impact on the air since cars are running waiting in traffic and spilling carbon into the air.	8/2/2019
189	Eric Henley	Milton	eric.henley@gmail.com	Yes		8/2/2019
190	KAREN ZUCKER	Keswick	klzucker@aol.com	Yes		8/2/2019
191	Wade Meadows	Keswick	wlm7w@virginia.edu	Yes		8/3/2019
192	Ginna Kelly	Keswick	ginnaboylekelly8@hotmail.com	Yes	Traffic is completely out of control in the Glenmore area and the quality of life we all moves here for is quickly fading!	8/4/2019
193	Michael Wright	Keswick	mikewright@remax.com	No	The current state of roads leading to and from Ch'ville can not handle any additional traffic during peak periods without risk of both delays and accidents	8/7/2019
194	Dottie Martin	Keswick	dgmartin@earthlink.net	No		8/7/2019
195	Susan Van Horn	Keswick	susanvanhorn@gmail.com	Yes	Moved here from Los Angeles...let's not make the same mistakes they did. No more new developments.	8/13/2019
196	Joe Axelrod	Keswick	mraxel2@yahoo.com	Yes		8/13/2019

197	robert j peyton	keswick	rpeyton5@aol.com	Yes	The development across from Glenmore is far from its goal of 300 plus homes. Until its impact on traffic patterns can be assessed, the approval of an additional development seems decidedly premature.	8/13/2019
198	Michael Deutsch	Keswick	mdeutsch@gmail.com	No		8/31/2019
199	Ann Harrod	Keswick	harfnclpln@aol.com	Yes	If population should increase, then more infrastructure of transportation required.	8/31/2019
200	Peter Gillen	Keswick	ginniegillen@comcast.net	Yes	We don't need anymore development in our area. Traffic is already terrible. It's also nice to have open land around us	8/31/2019
201	Cornelia Granbery	Keswick	granberyc@gmail.com	Yes		8/31/2019
202	Judy Smith	Keswick	bosunmom@comcast.net	Yes	Traffic concerns on 250 must be addressed for the already existing homes that use this route. I am opposed to an increase in density for an area that is already stated it is to be maintained as a rural area.	8/31/2019
203	Helle Stewart	Keswick	hmstew@pantopsvet.com	Yes		8/31/2019
204	Virginia Gillen	Keswick	gigillen@gmail.com	Yes		8/31/2019
205	Marcy MacGovern	Keswick	mmacgovern@msn.com	Yes	I'm concerned about excessive traffic on rt 250 and over development without road improvements.	8/31/2019
206	Richard Giese	Keswick	richard.giese@agbsearch.com	Yes		8/31/2019
207	Cathleen Burgess	Keswick	cathyburgess@comcast.net	Yes		9/1/2019
208	Laurie Keville	Keswick	lwkeville@gmail.com	No		9/1/2019
209	Paula Alberts	Keswick	paula_alberts@msn.com	No	Traffic flow is abysmal is this area with our current housing and business situation.	9/1/2019
210	Jill Kavanagh	Troy	valegendsbballcamp@gmail.com	Yes		9/1/2019
211	Nicole Rosario	Charlottesville	nickijrose@yahoo.com	Yes		9/2/2019
212	David Miller	Keswick	david.a.miller4@gmail.com	Yes		9/2/2019
213	Roger Briney	Keswick	rabriney@gmail.com	Yes	I'm signing because tour 250 east is long overdue for an upgrade to accommodate traffic and enhance safety.	9/3/2019

214	John Van Horn	Keswick	john.d.van.horn@gmail.com	No	I prefer not to see housing development period. Developers have themselves in mind at the expense of the community and the environment. Stop this needless and unwanted development NOW!	9/5/2019
215	David Hilty	Keswick	davidahilty@comcast.net	Yes		9/5/2019
216	Patricia Grant	Keswick	trishgrant1@comcast.net	Yes		9/5/2019
217	Sandra Lowe	Keswick	sandrasisson@yahoo.com	Yes	Traffic on US 250 between Keswick and Charlottesville is already heavily impacted by traffic; frequent accidents on this route literally imprison drivers because of the limited access on long stretches. More development along 250 endangers drivers.	9/6/2019
218	Dana Tarrant	Keswick	keswickhoo@gmail.com	Yes		9/6/2019
219	Veena Goodman	Keswick	vrgoodman1@gmail.com	Yes		9/6/2019
220	Barbara Creeden	Keswick	barbaracreeden@gmail.com	Yes		9/6/2019
221	Cheryl Russell	Keswick	cwruss@icloud.com	Yes	Traffic has become insane on 250! Something desperately needs to be done before more housing is built.	9/6/2019
222	Edward Szeliga	Keswick	edszeliga@comcast.net	Yes		9/6/2019
223	Steven Ham	Keswick	steven_ham@comcast.net	Yes	Concerned citizen of Glenmore	9/6/2019
224	Debra Powell	Keswick	debra.b.powell@comcast.net	Yes		9/6/2019
225	EUGENE BOGEN	KESWICK	bearbogen@gmail.com	Yes		9/6/2019
226	Claudia Hartland	Keswick	cfhartland@gmail.com	Yes	No more developments until 250 is widened. As.it is now, we cannot get off the hill.	9/6/2019
227	Ruth Iwano	Keswick	iwanor@verizon.net	Yes		9/6/2019
228	Michael Wright	KESWICK	c21rer@hotmail.com	Yes	Road improvements are a must before any more new development can be approved. Citizen safety will become an issue if this is not a priority.	9/6/2019
229	Shirley Langley	Keswick	salangley5@gmail.com	Yes		9/6/2019

230	Thomas Faucett	Keswick, VA	mtfaucett@gmail.com	Yes	The Master Plan should be adhered to and no rezoning should be allowed. The density level on the present road is already hazardous and dangerous. We need the improvements to 250 as stated in the Master Plan implemented before any more building takes place.	9/6/2019
231	Sally Nisley	Keswick	sallynisley@gmail.com	Yes		9/6/2019
232	Laura Decker	Keswick	laura3379@hotmail.com	Yes		9/6/2019
233	George Pierides	Keswick	gpierides@comcast.net	Yes	No more development until US 250 is widened by two lanes. Traffic is horrible already.	9/6/2019
234	Donald McQueen	Keswick	mcqueendon@comcast.net	Yes		9/6/2019
235	John Phillips	Keswick	babphil@comcast.net	Yes		9/6/2019
236	Cate Varney	Keswick	catherinewelford@gmail.com	Yes		9/7/2019
237	Hunter Clark	Charlottesville	hunter_clark38@yahoo.com	No		9/7/2019
238	Renee DeVall	Keswick	rdevall@gmail.com	No		9/7/2019
239	Jonathan Perelman	Keswick	jperelman@verizon.net	No		9/7/2019
240	Robert (Bob) Goldstein	Keswick	rbg7a@virginia.edu	No	250 is already a mess. Additional large development will only make it worse and more dangerous.	9/7/2019
241	Samuel Clark	Keswick	ssclark3@comcast.net	Yes	Additional development east of Pantops before improvements to route 250 are completed will degrade the quality of life for current residents of the area.	9/8/2019
242	scott fisher	Keswick	vetman27@gmail.com	Yes		9/8/2019
243	Rachel Brannon	Keswick	smithrachel172@gmail.com	No		9/9/2019
244	Zane Kaminsky	Keswick	zkaminsky@yahoo.com	Yes		9/10/2019
245	Barbara Rainville	Keswick	consultrainville@aol.com	Yes		9/16/2019
246	Guy Browning	Keswick	gvbva@icloud.com	Yes		9/16/2019
247	Jocelyn Olsen-Accad	Keswick	jocelynoa@gmail.com	Yes		9/16/2019

248	george conway	Keswick	george.e.conway@gmail.com	Yes	I expect the supervisors to follow the guidance in the 2010 Master Plan, which was a thoughtful document and it involved a collaborative process with all stakeholders.	9/16/2019
249	Kathryn Schmeltzer	Keswick, VA	schmeltzer07@comcast.net	Yes	I am tired of not being able to get onto Route 250 toward Charlottesville because there is either an accident on 250 between Glenmore Way and Pantops or an accident on Route 64. The traffic is getting worse each year.	9/16/2019
250	Howard Schmeltzer	Keswick	doctorh.1@email.com	Yes		9/16/2019
251	Gwen Hackett	Keswick	galleriagirl430@gmail.com	Yes		9/17/2019
252	Lanier Bogen	Keswick	bogen1519@gmail.com	Yes		9/17/2019
253	Julie Greenhill	Charlottesville	quartz100@hotmail.com	Yes		9/17/2019
254	Karen Binney	Charlottesville	karentaggie@cs.com	Yes		9/18/2019
255	Jett Nollner	Keswick	jettnollner@gmail.com	No	Respect the Master Plan.	9/18/2019
256	Lizabeth Davis	Keswick	l.f.davis@att.net	Yes		9/18/2019
257	Joseph Davison	Keswick	jmarkdavison@hotmail.com	Yes	Traffic is bad enough already.	9/18/2019
258	Donna Earle	Keswick	donna.c.earle@gmail.com	Yes	I am concerned about the traffic on 250 and the impact on our community. Infrastructure needs to be improved prior to more building off of 250.	9/18/2019
259	Tamara Freeman	Keswick	tjfreewoman@gmail.com	Yes		9/19/2019
260	Peter Groh	Keswick	groh.pete@gmail.com	Yes		9/19/2019
261	James Hackett	Keswick	jameshackett43@gmail.com	Yes		9/19/2019
262	Kenny Crickenberger	Keswick	kennyc69@comcast.net	Yes		9/21/2019
263	Alice Hansbarger	Keswick, Va	hansbarger_1@verizon.net	Yes		9/22/2019

264	Robert Osborne	Keswick	rboz@comcast.net	Yes	Traffic on 250 westbound in the morning is absolutely horrible. At least once a week there seems to be some accident preventing travel into town. I am a physician and frequently cannot get into hospital/office in a timely fashion due to the traffic at the current level. Any further growth will quickly overwhelm the road capacity making it nearly impossible to traverse.	9/22/2019
265	William Reifenberger	3332 Darby Rd, Keswick				7/27/2019
266	Helen Reifenberger	3332 Darby Rd, Keswick				7/27/2019
267	Anthony Crimaldi	3076 Hyde Park Pl, Keswick				7/30/2019
268	Sonia Crimaldi	3076 Hyde Park Pl, Keswick				7/30/2019
269	Patricia Lowry	3515 Wedgewood Court, Kes				7/26/2019

EPRPC EPR, P,C. "ENGINEERING & PLANNING RESOURCES"
902 E JEFFERSON ST. UNIT 101, CHARLOTTESVILLE, VA 22902

MEMORANDUM

TO: CHARLIE ARMSTRONG	FROM: BILL WUENSCH, P.E., PTOE; WEI HE
ORGANIZATION: SOUTHERN DEVELOPMENT	DATE: OCTOBER 29, 2019 JANUARY 13, 2020 REVISED
PHONE NUMBER:	SENDER'S REFERENCE NUMBER:
RE: BREEZY HILL SUPPLEMENTAL STUDY #2 - WITH COORDINATED TRAFFIC SIGNALS ONLY	YOUR REFERENCE NUMBER:

☐ URGENT X FOR YOUR USE ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

Purpose and Methodology

As requested, the purpose of this memorandum is to provide a supplemental study for the Breezy Hill development to examine the traffic operations at the intersection of Route 250 and Route 22 and the intersection of Route 250 and N Milton Road.

The focus of the analysis is to compare the 2023 no build scenario with existing traffic signal timing and control and 2023 build scenario that includes coordinated traffic signals only (i.e. no commuter bus service). The comparison examines if the 2023 build scenario with coordinated traffic signals will have improved traffic operations compared to 2023 no build scenario with existing traffic signal operations.

In this memorandum, EPR analyzed the traffic operations using Synchro and SimTraffic to determine the average vehicle delays, vehicle/capacity ratios, levels of service, and maximum queue lengths at the two study intersections, as well as further examined the average vehicle stops and corridor travel times using SimTraffic.

2023 No Build Scenario with Existing Traffic Signals

The 2023 no build scenario traffic volumes were obtained from the prior study and are illustrated in **Figure 1**. The traffic volumes as illustrated in Figure 1 were analyzed in Synchro and SimTraffic and the results were reported in the attachments and summarized in **Table 1**.

Figure 1 2023 No Build Scenario Traffic Volumes

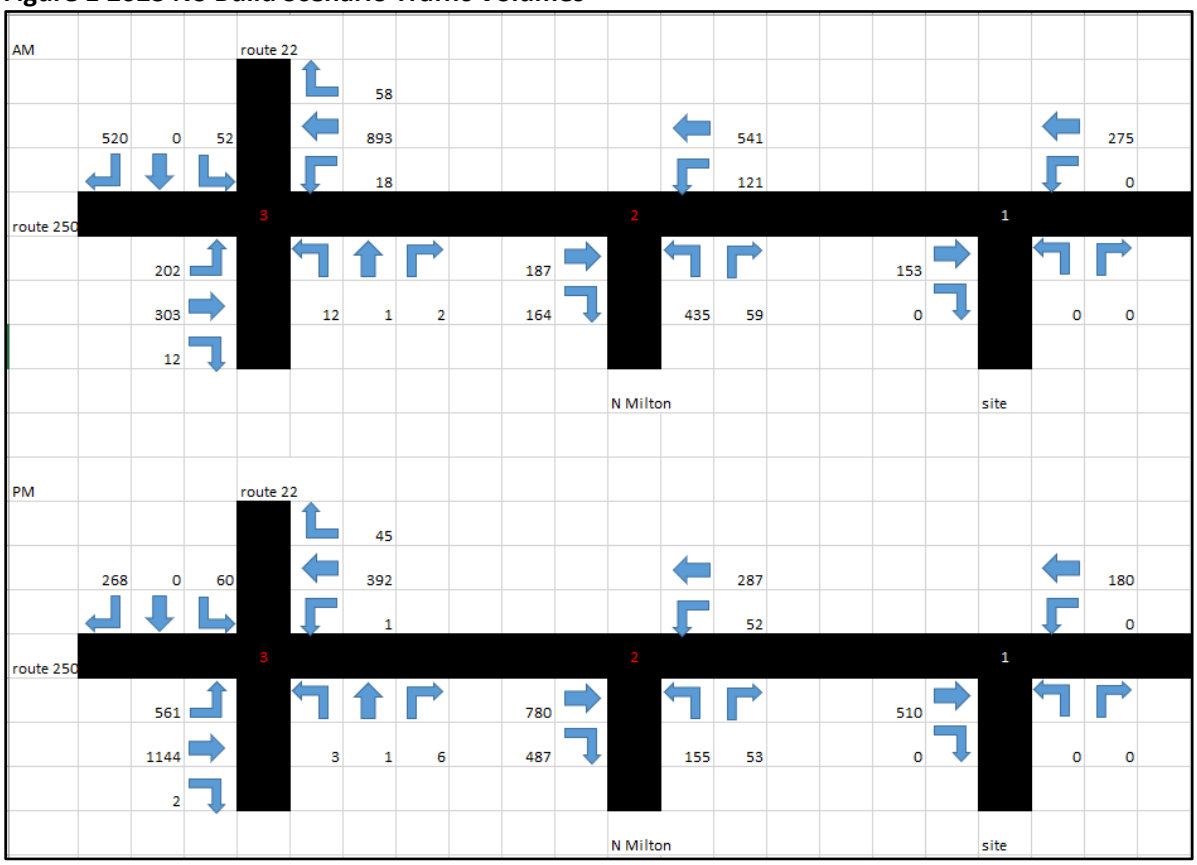


Table 1 2023 No Build Scenario Traffic Results

Intersection	Approach	Movement	2023 No Build AM				2023 No Build PM			
			LOS	V/C	Delay	Queue	LOS	V/C	Delay	Queue
3. Route 250/ Route 22	Route 250 EB	EBL	D	0.49	39.2	278	D	0.95	44.2	401
	Route 250 EB	EBT	B	0.28	10.2	161	F	1.20	117.8	513
	Route 250 EB	EBR	A	0.00	0.0	54	A	0.00	0.0	185
	Route 250 WB	WBL	C	0.09	25.4	329	C	0.01	26.5	8
	Route 250 WB	WBT	F	1.20	141.6	927	D	0.85	37.1	316
	Route 250 WB	WBR	A	0.00	0.0	300	A	0.00	0.0	174
	Quarry NB	NBL/NBT/NBR	F	0.85	136.2	119	F	0.50	83.4	60
	Rotue 22 SB	SBL/SBT	E	0.56	65.1	102	D	0.49	44.6	70
	Rotue 22 SB	SBR	A	0.00	0.0	6	A	0.00	0.0	0
	Intersection Overall		F		96.6	2276	F		81.9	1727
2. Route 250/ N Milton	Route 250 EB	EBT	D	0.51	50.6	289	C	0.87	23.5	927
	Route 250 EB	EBR	D	0.13	44.7	130	B	0.49	12.5	130
	Route 250 WB	WBL	C	0.43	32.2	180	B	0.23	14.1	81
	Route 250 WB	WBT	D	0.90	48.9	573	A	0.24	5.0	142
	N Milton NB	NBL	C	0.52	21.9	743	D	0.73	37.5	167
	N Milton NB	NBR	B	0.04	15.1	296	C	0.10	29.2	59
	Intersection Overall		D		38.2	2211	B		18.9	1506

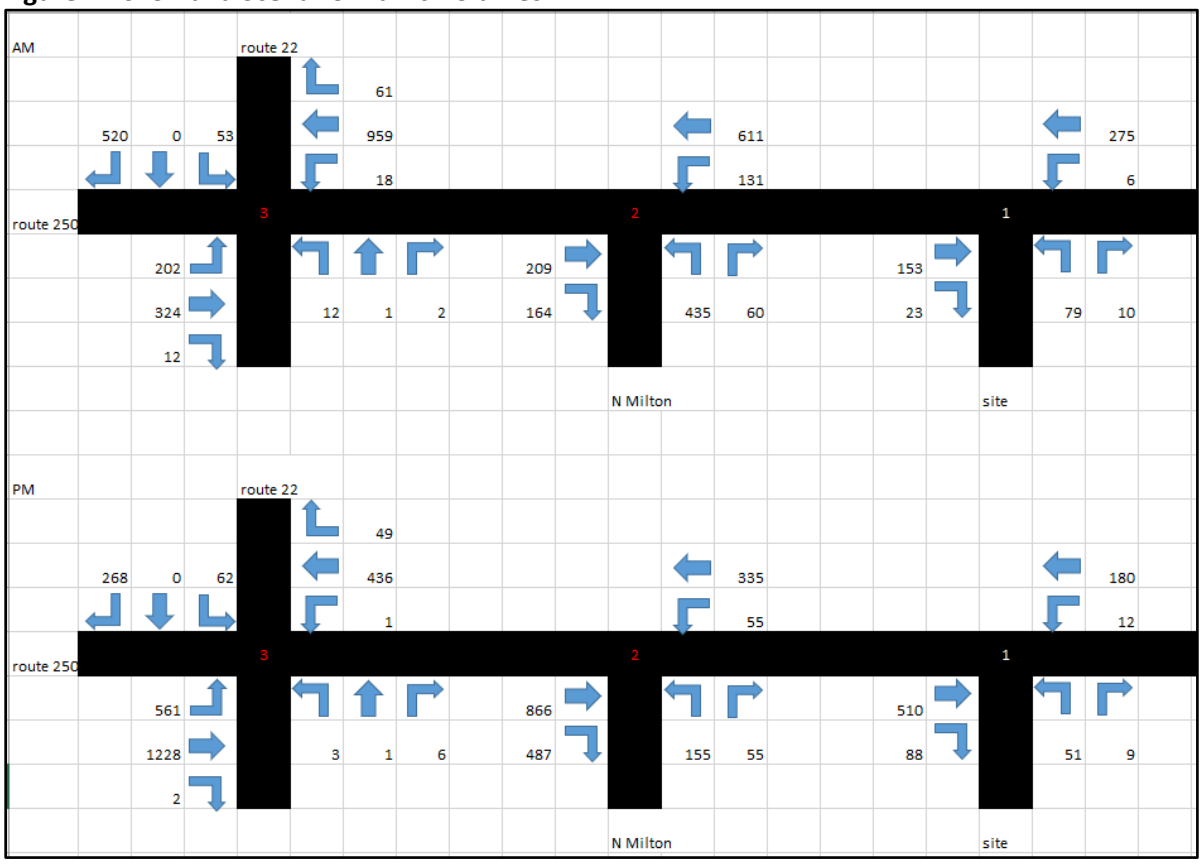
2023 Build Scenario with Existing Traffic Signals

In the 2023 build scenario, the Breezy Hill development was assumed to consist of 160 single family homes with one entrance to the site from Route 250. The generated site trips are summarized in **Table 2**. The site trips were assigned to the intersections based on the methodology as provided in the prior traffic study. The resulting 2023 build scenario traffic volumes are illustrated in **Figure 2**.

Table 2 Trip Generation

Use Description	ITE Code	Qty	Daily	AM		PM	
				in	out	in	out
Single Family Detached	210	160	1602	29	89	100	60
Peak Hour Trips				118		160	

Figure 2 2023 Build Scenario Traffic Volumes



The traffic volumes as illustrated Figure 2 were analyzed in Synchro and SimTraffic and the results were reported in the attachments and summarized in **Table 3**.

Table 3 2023 Build Scenario Traffic Results

Intersection	Approach	Movement	2023 Build AM				2023 Build PM			
			LOS	V/C	Delay	Queue	LOS	V/C	Delay	Queue
3. Route 250/ Route 22	Route 250 EB	EBL	D	0.49	39.2	294	D	0.98	54.0	430
	Route 250 EB	EBT	B	0.30	10.5	184	F	1.25	139.1	539
	Route 250 EB	EBR	A	0.00	0.0	37	A	0.00	0.0	347
	Route 250 WB	WBL	C	0.09	25.5	329	C	0.01	26.7	16
	Route 250 WB	WBT	F	1.29	179.6	927	D	0.87	40.4	338
	Route 250 WB	WBR	A	0.00	0.0	300	A	0.00	0.0	180
	Quarry NB	NBL/NBT/NBR	F	0.85	136.2	125	F	0.50	85.4	60
	Rotue 22 SB	SBL/SBT	E	0.57	65.3	82	D	0.51	46.9	84
	Rotue 22 SB	SBR	A	0.00	0.0	0	A	0.00	0.0	0
	Intersection Overall		F		120.6	2278	F		96.9	1994
2. Route 250/ N Milton	Route 250 EB	EBT	D	0.50	48.5	361	C	0.93	31.8	938
	Route 250 EB	EBR	D	0.11	42.2	130	B	0.48	12.4	130
	Route 250 WB	WBL	C	0.44	29.5	180	B	0.28	17.4	107
	Route 250 WB	WBT	D	0.93	51.0	640	A	0.28	5.1	200
	N Milton NB	NBL	C	0.56	25.4	835	D	0.73	39.6	159
	N Milton NB	NBR	B	0.04	17.3	325	C	0.10	30.9	49
	Intersection Overall		D		40.2	2471	C		22.9	1583

2023 Build Scenario with Coordinated Traffic Signals

In the 2023 build scenario with coordinated traffic signals, the traffic signals at the study intersections were assumed to be coordinated. The traffic volumes as illustrated in Figure 2 were analyzed in Synchro and SimTraffic and the results were reported in the attachments and summarized in **Table 4**.

Table 4 2023 Build Scenario with Coordinated Traffic Signals Traffic Results

Intersection	Approach	Movement	2023 Build with Improvement AM				2023 Build with Improvement PM			
			LOS	V/C	Delay	Queue	LOS	V/C	Delay	Queue
3. Route 250/ Route 22	Route 250 EB	EBL	D	0.61	46.8	303	B	0.85	19.9	441
	Route 250 EB	EBT	C	0.39	20.4	167	D	0.99	42.1	503
	Route 250 EB	EBR	A	0.00	0.0	48	A	0.00	0.0	100
	Route 250 WB	WBL	B	0.04	12.9	329	C	0.02	33.5	10
	Route 250 WB	WBT	F	1.16	99.7	926	C	0.47	21.1	393
	Route 250 WB	WBR	B	0.00	11.0	300	A	0.00	0.0	108
	Quarry NB	NBL/NBT/NBR	F	0.85	136.2	117	F	0.50	117.2	63
	Rotue 22 SB	SBL/SBT	E	0.57	65.3	78	F	0.69	86.6	109
	Rotue 22 SB	SBR	A	0.00	0.0	0	A	0.00	0.0	0
	Intersection Overall		E		74.6	2268	C		34.0	1727
2. Route 250/ N Milton	Route 250 EB	EBT	C	0.45	21.1	342	A	0.77	7.8	928
	Route 250 EB	EBR	B	0.14	19.1	130	A	0.41	4.9	130
	Route 250 WB	WBL	C	0.38	27.6	180	C	0.16	20.8	116
	Route 250 WB	WBT	D	0.90	44.6	571	A	0.24	4.4	153
	N Milton NB	NBL	C	0.57	26.6	710	E	0.85	79.3	217
	N Milton NB	NBR	B	0.04	18.0	312	E	0.06	56.7	60
	Intersection Overall		C		33.0	2245	B		13.2	1604

Findings and Conclusions

This study effort compared the traffic operations results as shown in Table 1 and Table 4. All of these data points are comparing the "No Build" scenario (i.e. if Breezy Hill is not developed) to the "Build with Coordinated Traffic Signals Scenario" (i.e. if Breezy Hill is developed iand the signals are improved to operate as coordinated with optimized timings). The findings are as followings –

"No Build" vs. "Build with Coordinated Traffic Signals Scenario" *Overall Intersection Performance:*

- *250 @ Rte 22 AM: Delay decreases from 97 to 75 and LOS improves from F to E*
- *250 @ Rte 22 PM: Delay decreases from 82 to 34 and LOS improves from F to C*
- *250 @ Milton AM: Delay decreases from 38 to 33 and LOS improves from D to C*
- *250 @ Milton PM: Delay decreases from 19 to 13 and LOS is B in either scenario*

"No Build" vs. "Build with Coordinated Traffic Signals Scenario" *AM/PM Peak Direction 250 Through Traffic Performance:*

- *250 @ Rte 22 AM WB: Delay decreases from 142 to 100 and LOS is F in either scenario*
- *250 @ Rte 22 PM EB: Delay decreases from 118 to 42 and LOS improves from F to D*
- *250 @ Milton AM WB: Delay decreases from 49 to 45 and LOS is D in either scenario*
- *250 @ Milton PM EB: Delay decreases from 24 to 8 and LOS improves from C to A*

As indicated in the comparison above, **developing Breezy Hill and implementing the proposed coordinated traffic signals will make traffic performance on the Route 250 east corridor better than it is today.**

Further Analysis

As requested, EPR further analyzed the average vehicle stops and corridor travel times using SimTraffic at the two study intersections.

Average Vehicle Stops

The average vehicle stops (stops per car traveling through the system) were analyzed in SimTraffic and the results were reported in the attachments and summarized in **Table 5**.

Table 5 Average Vehicle Stop Results

Intersection	Approach	Movement	2023 No Build		2023 Build		2023 Build with Improvement	
			AM	PM	AM	PM	AM	PM
3. Route 250/ Route 22	Route 250 EB	EBL	0.91	0.72	0.93	0.76	0.90	0.71
	Route 250 EB	EBT	0.18	0.42	0.18	0.57	0.18	0.40
	Route 250 EB	EBR	0.25	0.33	0.19	0.33	0.19	0.25
	Route 250 WB	WBL	0.68	0.00	0.64	1.00	0.60	0.00
	Route 250 WB	WBT	1.43	0.68	1.52	0.69	1.42	0.48
	Route 250 WB	WBR	0.29	0.63	0.29	0.64	0.28	0.43
	Quarry NB	NBL/NBT/NBR	0.94	1.00	1.00	0.91	1.00	1.00
	Rotue 22 SB	SBL/SBT	0.92	0.89	0.92	0.89	0.94	0.97
	Rotue 22 SB	SBR	0.00	0.00	0.00	0.00	0.00	0.00
	Intersection Overall		0.77	0.50	0.80	0.58	0.76	0.47
2. Route 250/ N Milton	Route 250 EB	EBT	0.85	1.54	0.83	1.96	0.67	0.99
	Route 250 EB	EBR	0.64	0.33	0.62	0.33	0.54	0.20
	Route 250 WB	WBL	0.70	0.93	0.70	0.93	0.75	0.94
	Route 250 WB	WBT	0.96	0.27	1.13	0.29	0.94	0.23
	N Milton NB	NBL	0.89	0.82	0.91	0.82	1.11	0.90
	N Milton NB	NBR	0.49	0.77	0.49	0.79	0.40	0.85
	Intersection Overall		0.85	0.92	0.91	1.11	0.84	0.69

As shown in the table above, **the overall intersection and AM/PM peak direction 250 through traffic average vehicle stop results are all lower in "Build with Coordinated Traffic Signals Scenario" compared to in "No Build Scenario".** The findings are as followings

"No Build" vs. "Build with Coordinated Traffic Signals Scenario" Overall Intersection Performance:

- *250 @ Rte 22 AM: Average Vehicle Stop decreases from 0.77 to 0.76*
- *250 @ Rte 22 PM: Average Vehicle Stop decreases from 0.50 to 0.47*
- *250 @ Milton AM: Average Vehicle Stop decreases from 0.85 to 0.84*
- *250 @ Milton PM: Average Vehicle Stop decreases from 0.92 to 0.69*

"No Build" vs. "Build with Coordinated Traffic Signals Scenario" AM/PM Peak Direction 250 Through Traffic Performance:

- *250 @ Rte 22 AM WB: Average Vehicle Stop decreases from 1.43 to 1.42*
- *250 @ Rte 22 PM EB: Average Vehicle Stop decreases from 0.42 to 0.40*

- *250 @ Milton AM WB: Average Vehicle Stop decreases from 0.96 to 0.94*
- *250 @ Milton PM EB: Average Vehicle Stop decreases from 1.54 to 0.99*

Travel Time

The corridor travel times traveling eastbound and westbound between points A and B as shown in the below figure were analyzed in SimTraffic and the results were reported in the attachments and summarized in **Table 6**.



Table 6 Travel Time Results

	EB (A to B)	WB (B to A)
2023 No Build AM	**80 s**	**270 s**
2023 No Build PM	**124.5 s**	**75.3 s**
2023 Build AM	80.5 s	428.9 s
2023 Build PM	184.4 s	79.7 s
2023 Build with Improvement AM	**70.5 s**	**259.7 s**
2023 Build with Improvement PM	**114.7 s**	**67.2 s**

As indicated in the table above, **the travel times between points A and B in "Build with Coordinated Traffic Signals Scenario" will be shorter compared to in "No Build Scenario".**

End of Memorandum

COUNTY OF ALBEMARLE
Department of Community Development
401 McIntire Road, North Wing
Charlottesville, Virginia 22902-4596
Phone (434) 296-5832 **Fax (434) 972-4126**

TO: Albemarle County Planning Commission

FROM: Kevin McDermott; Principle Planner – Transportation

DATE: June 29, 2020

SUBJECT: ZMA201900004 – Breezy Hill Transportation Analysis

The Breezy Hill Development, in eastern Albemarle County located off US 250 in the Village of Rivanna Development Area, is a proposed development of 160 detached single-family residential units. The following table depicts the expected trip generation from the proposed development based on the Institute of Transportation Engineers (ITE) Trip Generation Manual:

Use Description	Units	Daily Trips	AM Peak		PM Peak	
			in	out	in	out
Single Family Detached	160	1602	29	89	100	60
Total Peak Hour Trips			118		160	

Staff requested a Traffic Impact Analysis be developed to support this application. The following information is generally based on the findings found in the above referenced application plan and associated Traffic Impact Analysis and Supplemental Studies #1 and #2 as submitted by EPR, P,C. initially dated March 2018 and most recently revised January 2020.

The 1,602 trips generated by the proposed development would be added to the current traffic on US 250 which, in the segment adjacent to the development, carries 5,200 vehicles per day (VPD) which is a 31% increase. US 250 from the Charlottesville City Line to the Village of Rivanna is characterized by poor operations in the AM and PM peak hours and has been identified as a corridor in need of major improvements by the Albemarle County Comprehensive Plan, the Charlottesville-Albemarle Metropolitan Planning Organization Long-Range Transportation Plan, and numerous other studies. These poor operations are documented in the Breezy Hill TIA. The identified issues in the corridor have led to the funding of large-scale transportation improvements and identified high priority future projects described in more detail below.

The TIA focuses on two intersections currently experiencing poor service, the US 250/Rt 22 and US 250/N Milton intersections. These intersections are closely spaced likely impacting operations between them. The TIA shows the Rt 22 intersection with overall failing Level of Service (LOS) and numerous failing movements in the future (2023) No-build Scenario with extensive queuing and delays. The Build Scenario would result in only minor increases in delay because the trip generation and distribution does not result in a significantly large increase of trips at these intersections during peak hours.

The developer is proffering two measures to reduce the transportation impacts from the proposed development. These include signal upgrades to improve timing and coordination of the US 250 intersections with Rt 22 and N Milton Rd and $500,000 to support transportation, transit, or school capital

projects. Discussions with Jaunt regarding the potential for effective transit service in this corridor over the next ten years have resulted in a determination that it is unlikely transit service could be effectively delivered for the proposed funding. There is little capacity for non-local funds to be matched with the proposed proffer and the cost of service would be much higher than $50k/year. Demand for service in this corridor is also currently very low and low residential density makes it very difficult to deliver convenient service. For these reasons staff has not evaluated the results of the traffic study showing the developer estimated reductions in traffic from the transit service. While other transportation needs have been identified in the corridor the proposed $500K, while a significant amount, would not likely fully fund any of the identified solutions and the ability to leverage this funding into another project has not been assessed to the level necessary to state with certainty that it could address a need on the short term.

With the signal improvements only, the TIA shows some movements continuing to fail in the peak hours, and some movements worsening, however, overall intersection operations would improve slightly over the future no-build condition, even with the additional traffic generated by the development. The Virginia Department of Transportation has reviewed the signal timing plan and determined it to be valid.

The following table displays operations for overall intersection in the peak hours and the movements identified with a failing LOS in any scenario, color coded to show significant changes between the No Build and Build Scenario with improvements (green for positive change and orange for negative change).

Movement	2023 No Build			2023 Build			2023 Build w/ signal improvements		
	LOS	Seconds Delay	Queue	LOS	Seconds Delay	Queue	LOS	Seconds Delay	Queue
AM US 250 WB through at Rt 22	F	141.6	927’	F	179.6	927’	F	99.7	926’
AM Quarry Exit	F	136.2	119’	F	136.2	125’	F	136.2	117’
AM Rt 22 SB Left/Through at US 250	E	65.1	102’	E	65.3	82’	E	65.3	78’
AM US 250/Rt 22 Overall	**F**	**96.6**	**2,276’**	**F**	**120.6**	**2,278’**	**E**	**74.6**	**2,268’**
PM US 250 EB through at Rt 22	F	117.8	513’	F	139.1	539’	D	42.1	503’
PM Quarry Exit	F	83.4	60’	F	85.4	60’	F	117.2	63’
PM Rt 22 SB Left/Through at US 250	D	44.6	70’	D	46.9	84’	F	86.6	109’
PM US 250/Rt 22 Overall	**F**	**81.9**	**1,727’**	**F**	**98.4**	**1,994’**	**C**	**34.0**	**1,727’**
PM Milton NB left at US 250	D	37.5	167’	D	39.6	159’	E	79.3	217’
PM Milton NB right at US 250	C	29.2	59’	C	30.9	49’	E	56.7	60’
AM US 250/N Milton Overall	**D**	**38.2**	**2,211’**	**D**	**40.2**	**2,471’**	**C**	**33.0**	**2,245’**
PM US 250/N Milton Overall	**B**	**18.9**	**1,506’**	**C**	**22.9**	**1,583’**	**B**	**13.2**	**1,604**

The TIA also analyzed access to the development at the proposed new site entrance on US 250 and at Running Deer Dr. The results show that both intersections would operate acceptably with little to no mainline delay. Initial recommendations appear to demonstrate a need for a right turn lane and taper from

US 250 eastbound at the new site entrance, but this will need additional analysis during the site plan review stage.

Internally, the Breezy Hill development would have a modified block network that generally meets the goals of the Comprehensive Plan for residential developments and includes a series of pedestrian paths to facilitate access throughout the development. The applicant has requested a waiver from the zoning ordinance requirement for the internal street network to be constructed with curb/gutter, sidewalks, and planting strips. Transportation staff does not support this waiver as a residential development of this size and density is likely to see a high number of pedestrians moving between homes and throughout the community. Sidewalks and buffer strips will help facilitate the safe movement of pedestrians, create a more social atmosphere for residents, and help to calm traffic within the development. Sidewalks should meet VDOT requirements and be contained within the public right-of-way. The proposal also would construct a shared-use path along the frontage of US 250 which should be required to be within the public right-of-way and built to VDOT standards.

The Rivanna Village Master Plan recommends specific transportation improvements (Master Plan page 38) as "essential" to "be constructed before new development occurs in the Village." The following provides additional information on those transportation improvements including current project status, project need, and relationship between the proposed development and that need.

1. **Interchange improvements at I-64 and US 250 East** -The I-64 and US 250 Interchange is fully funded for reconstruction into a diverging diamond type interchange and expected to be completed prior to build out of this proposed development. The improvements could effectively handle any additional traffic from this development and therefore, this project can be considered complete for the purposes of this rezoning application.
2. **Six-lane US 250 from Free Bridge east to the I-64 interchange** – The current proposal for this segment of US 250 is to develop two thru lanes and a continuous right turn lane through the entire corridor. The continuous left turn lane would be replaced with a median and left turn lane as necessary. Portions of this cross-section have been completed since the approval of the Village of Rivanna Master Plan. The completion of the remaining sections is considered a high priority and recommended as a SMART Scale application in the 2020 grant cycle but are unfunded at this time. Therefore, completion of these improvements is a factor not fully addressed as it relates to any decision on this rezoning from a Master Plan standpoint.
3. **Four-lane US 250 from the US250/I-64 interchange to Route 729 (Milton Road) and, possibly, Glenmore Way** – Although subsequent studies have recommended different solutions to address problems in this segment, no improvements have been funded or advanced in any manner. Operational improvements, including widening in portions of the segment, continue to be necessary and recommended and should be considered important in addressing this Master Plan requirement. These improvements are identified in the Albemarle County Transportation Priorities List at #39 in 2019.
4. **Intersection improvements at US 250 and Route 729 (Milton Road)** – The TIA addresses this project and identifies signal upgrades to improve operations at this intersection. The developer has proffered these upgrades through this rezoning application. Additional long-term improvements will still be necessary at this intersection. This proffer will essentially result in the impacts from the proposed development not making the intersection operate appreciably worse but does not necessarily address all the intersection issues or the Master Plan requirement.
5. **Bridge improvement or replacement over railroad at Route 22 (Louisa Road)** – This project has been completed since the approval of the Rivanna Village Master Plan. However, the bridge was replaced without additional capacity added. There is no additional space on the bridge to allow for widening beyond the two existing lanes which relates to the requirement discussed in #3 above.
6. **Addition of eastbound left turn and westbound right turn lanes on US 250 at Route 616 (Black Cat Road)** – This project has not been prioritized in the Albemarle County Transportation Priorities List and was not evaluated in the TIA. Staff did not request this to be evaluated because

of the low number of site generated trips that would go to this intersection. The C-A MPO Long Range Transportation Plan identified some minor congestion occurring at this intersection. There would likely be an operational benefit from these improvements and therefore should be a consideration as it relates to Master Plan consistency and this application. However, it should be noted that the proposed development of Breezy Hill would have little to no impact on traffic operations at that intersection.

In conclusion, the traffic impacts of the proposed development, with the proposed proffer, are minimal, although additional traffic will be added to the already congested corridor of US 250. Funded improvements such as the diverging diamond at Exit 124 and intersection improvements at US 250 and Rt 20 (Stoney Point Rd) will be complete by the time this development reaches build-out and should result in an overall improvement from current conditions in the corridor. Other recommended improvements will remain incomplete for the foreseeable future. This includes various capacity and safety improvements on US 250 between the Charlottesville City Line and Black Cat Rd which will be impacted by traffic generated by the proposed development. The proffered signal upgrades essentially result in no additional negative traffic impacts from the proposed development at the intersections of US 250 and Rt 22 and Milton Rd. The VOR Master Plan is clear in its statement that *"It is essential that all of the US 250 improvements be constructed before new development occurs."* The Master Plan directive should continue to be considered even if the specific impact from this proposed development is minimal.

BREEZY HILL
REZONING CONCEPT PLAN

OWNER INFORMATION

09400-00-00-001A0
CARROLL CREEK PROPERTIES LLC
PO BOX 40
IVY VA , 22945
PRESENT USE: VACANT

09400-00-00-00500
CARROLL CREEK PROPERTIES LLC
PO BOX 40
IVY VA , 22945
PRESENT USE: VACANT

09400-00-00-00600
CARROLL CREEK PROPERTIES LLC
PO BOX 40
IVY VA , 22945
PRESENT USE: RESIDENTIAL

09400-00-00-00800
KIMCO LC
1510 EAST HIGH ST
CHARLOTTESVILLE VA, 22902
PRESENT USE: VACANT

09400-00-00-008A0
BREEZY HILL AT KESWICK LLC
1255 INGLECRESS DR
CHARLOTTESVILLE VA, 22901
PRESENT USE: RESIDENTIAL

09400-00-00-008C0
HAWKINS, CLARENCE M
OR BEATRICE B
1404 RUNNING DEER DR
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

09400-00-00-04800
KIMCO LC
1510 EAST HIGH ST
CHARLOTTESVILLE VA, 22902
PRESENT USE: RESIDENTIAL

09400-00-00-048A0
KIMCO LC
1510 EAST HIGH ST
CHARLOTTESVILLE VA, 22902
PRESENT USE: VACANT

* ALL PARCELS ARE ZONED RA.

DEVELOPER

SOUTHERN DEVELOPMENT
CHARLIE ARMSTRONG
142 SOUTH PANTOPS DRIVE
CHARLOTTESVILLE, VIRGINIA 22911

PROPOSED R4 DEVELOPMENT STANDARDS

SETBACKS: AS PER SECTION 4.19 OF THE ALBEMARLE COUNTY

MINIMUM LOT SIZE: 7,260 s.f. (SINGLE-FAMILY DETACHED)

MINIMUM LOT SIZE: 1,140 s.f. (SINGLE-FAMILY ATTACHED)

OPEN SPACE: 25% MINIMUM

MAXIMUM NUMBER OF DWELLING UNITS: 160

APPROXIMATE AREA SUMMARY

APPROXIMATE TOTAL BREEZY HILL AREA:	84 Ac.	100.0%
APPROXIMATE AREA IN LOTS:	43 Ac.	± 51%
APPROXIMATE AREA IN RIGHT-OF-WAY:	9 Ac.	± 11%
APPROXIMATE AREA IN GREEN SPACE*:	32 Ac.	± 38%

*GREEN SPACE INCLUDES STREAM BUFFER, FLOODPLAIN, PRESERVED STEEP SLOPES, OPEN SPACE, RECREATION AREAS SUCH AS POCKET PARKS AND TRAILS

STORMWATER MANAGEMENT NARRATIVE

THREE ONSITE PONDS ARE PROPOSED FOR SWM. NOT LESS THAN 75% OF THE WATER QUALITY REQUIREMENT SHALL BE ACCOMPLISHED ON SITE. ADDITIONAL BMP FACILITIES MAY BE REQUIRED BASED ON FINAL GRADING AND ENGINEERING. NO ADDITIONAL BMP FACILITIES SHALL BE CONSTRUCTED WITHIN THE DESIGNATED STREAM BUFFER. STORMWATER CONVEYANCE CHANNELS MAY BE CONSTRUCTED AND IMPROVED WITH THE BUFFER AS NECESSARY TO COMPLY WITH WATER QUANTITY REQUIREMENTS.

PROPOSED STREET SPECIFICATIONS

PROPOSED STREETS ARE BO BE PUBLIC STREETS DESIGNED TO MEET VDOT SPECIFICATIONS.

PROPOSED TRAIL SPECIFICATIONS

PRIMITIVE TRAILS ARE TO BE CONSTRUCTED TO THE ALBEMARLE COUNTY DESIGN STANDARDS MANUAL CLASS B–TYPE 1, PRIMITIVE NATURE TRAILS STANDARDS.

SURFACE: EARTH

MIN. WIDTH: ENOUGH TO MARK LOCATION

DESIGN ALIGNMENT: 20% MAXIMUM GRADE (THIS IS A MINIMUM IMPACT NATURE TRAIL)

OTHER DESIGN CONSIDERATIONS: TRAIL BREAKS TO PREVENT EROSION, WITH FOOT BRIDGES OVER MAJOR OBSTACLES.

MULTI–USE TRAILS ARE TO BE CONSTRUCTED TO THE ALBEMARLE COUNTY DESIGN STANDARDS MANUAL CLASS A–TYPE 1, LOW MAINTENANCE, MULTI–USE, SHARED USE PATH.

SURFACE: 2" ASPHALT OVER 6" AGGREGATE BASE

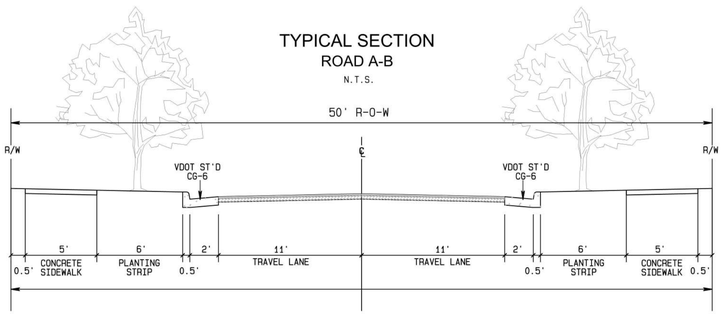
MIN. WIDTH: 10' SURFACE AND 2' CLEARED SHOULDERS

DESIGN ALIGNMENT: GRADES TO BE ADA ACCESSIBLE.

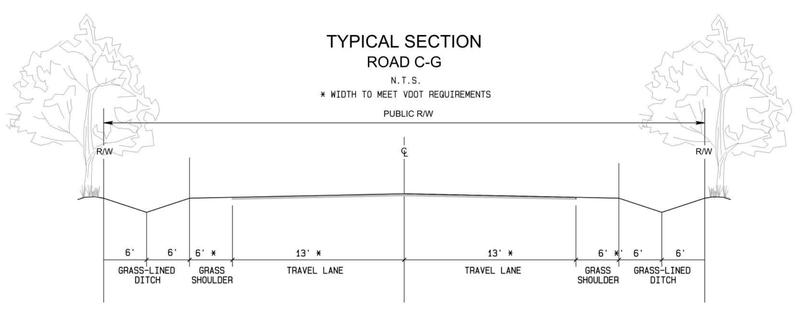
OTHER DESIGN CONSIDERATIONS: DRAINAGE DESIGN AS FOR A PUBLIC ROAD



TYPICAL SECTION
ROAD A-B
N.T.S.



TYPICAL SECTION
ROAD C-G
N.T.S.
* WIDTH TO MEET VDOT REQUIREMENTS



ADJACENT PARCEL INFORMATION

08000-00-00-05600
GIULIANO, GORDON R
OR JULIANNE M JACKSON
3817 RICHMOND RD
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

08000-00-00-056A0
DEVALL, ROGER R & DOROTHY V DEVALL
TRUSTEES OF DEVALL LIVING TRUST
24 BROUGHAM RD
PALMYRA VA, 22963-2713
PRESENT USE: RESIDENTIAL

08000-00-00-056A1
GOODE, TOBY L OR JOAN P
301 MEADE AVE
CHARLOTTESVILLE VA, 22902
PRESENT USE: RESIDENTIAL

08000-00-00-056B0
MEANS, G NEIL & SUSAN L ROARK
TRUSTEES OF SUSAN L ROARK TRUST
3815 RICHMOND RD
KESWICK VA, 22947
PRESENT USE: VACANT / AGRICULTURAL

08000-00-00-06300
MILLER, FLORENCE EST
C/O ALEXANDRA BURRUSS
1940 OLIVER CREEK
TROY VA, 22974
PRESENT USE: VACANT

08000-00-00-063A0
THOMAS, WILLIE C OR RUBY S
829 HARRIS RD
CHARLOTTESVILLE VA, 22902-6468
PRESENT USE: VACANT

08000-00-00-063B0
MILLS, CURTIS V OR JOYCE
4028 RICHMOND ROAD
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

08000-00-00-06400
ANDERSON, WILLIE C & BETTY E
ANDERSON CO-TRUSTEES OF
THE ANDERSON LIVING TRUST
503 VICTORIA WAY
FRIENDSWOOD TX, 77546-4959
PRESENT USE: VACANT

08000-00-00-064A0
THOMAS, ANTOINETTE R
OR WALLACE C
829 HARRIS RD
CHARLOTTESVILLE VA, 22902
PRESENT USE: RESIDENTIAL

08000-00-00-06500
ANDERSON, OLIVER
3206 BROOKLAWN TERRACE
CHEVY CHASE MD, 20815
PRESENT USE: RESIDENTIAL

093A4-00-00-000J0*
GLENMORE COMMUNITY
ASSOCIATION INC
P O BOX 93
CHARLOTTESVILLE VA, 22906
PRESENT USE: GLENMORE
SECTION G2 OPEN SPACE

093A4-00-S5-000H5*
PIEDMONT NEIGHBORHOODS LP
11710 PLAZA AMERICA DRIVE STE 1100
RESTON VA, 20190
PRESENT USE: GLENMORE
SECTION S5 RESIDUE & OPEN SPACE

09400-00-00-00300
MEANS, G NEIL & SUSAN L ROARK
TRUSTEES OF SUSAN L ROARK TRUST
3815 RICHMOND RD
KESWICK VA, 22947
PRESENT USE: VACANT

09400-00-00-00400
MEANS, G NEIL & SUSAN L ROARK
TRUSTEES OF SUSAN L ROARK TRUST
3815 RICHMOND RD
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

09400-00-00-00700
MILLS, AUDREY HEARNS ETAL
C/O KAREN ANDERSON
1401 VINE STREET
CHARLOTTESVILLE VA, 22902
PRESENT USE: RESIDENTIAL

09400-00-00-007A0
HAWKINS, CLARENCE M
& BEATRICE
1474 RUNNING DEER DR
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

09400-00-00-007B0
HAWKINS, LARRY R
1474 RUNNING DEER DRIVE
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

09400-00-00-008D0
KUNDZINS, JOHN L & MARY R
1450 RUNNING DEER DRIVE
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

09400-00-00-008E0
EWERS, PATRICIA A
1454 RUNNING DEER DRIVE
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

09400-00-00-008F0
WASHINGTON, ALICE BOYD
1458 RUNNING DEER DR
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

09400-00-00-046A1
KIRBY, RONALD LEE &
DEANNA DEHOOGE KIRBY, TRUSTEES
1385 RUNNING DEER DR
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

09400-00-00-046A2
KIRBY, WILLIAM MONTY, VICKI
KELLI BRYANT & JASON KIRBY, TRS
1435 RUNNING DEER DR
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

09400-00-00-04700
CARTER, KENDALL A
OR TANYA Y
1304 RUNNING DEER DR
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

09400-00-00-047A0
CARTER, TANJA Y
OR KENDALL A
1340 RUNNING DEER DR
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

09400-00-00-049B0
WILLINGHAM, PAMELA
1360 RUNNING DEER DR
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

09400-00-00-049C0
POWELL, VIRGIL F OR SHIRLEY C
ASSET PROTECTION TRUST
1400 RUNNING DEER DRIVE
KESWICK VA, 22947
PRESENT USE: RESIDENTIAL

* PARCELS 093A4-00-00-000J0 AND 093A4-00-S5-000H5 ARE ZONED PRD.

ALL OTHER PARCELS ARE ZONED RA.

SHEET INDEX

SHEET 1 ------ COVER SHEET
SHEET 2 ------ EXISTING CONDITIONS
SHEET 3 ------ GENERAL DEVELOPMENT PLAN
SHEET 4 ------ CONCEPTUAL LAYOUT PLAN
SHEET 5 ------ CONCEPTUAL MASS GRADING PLAN

ROUDABUSH, GALE & ASSOCIATES, INC.
ENGINEERS, SURVEYORS AND LAND PLANNERS
A PROFESSIONAL CORPORATION
SERVING VIRGINIA SINCE 1956
914 MONTICELLO ROAD - CHARLOTTESVILLE, VIRGINIA 22902
PHONE 434-977-0205 - FAX 434-296-8220 - EMAIL INFO@ROUDABUSH.COM

REVISIONS
AUG. 19, 2019 PER COUNTY COMMENTS
NOV. 18, 2019 PER COUNTY COMMENTS
APR. 2, 2020 PER COUNTY COMMENTS
MAY 22, 2020 PER COUNTY COMMENTS

DATE
APRIL 23, 2019

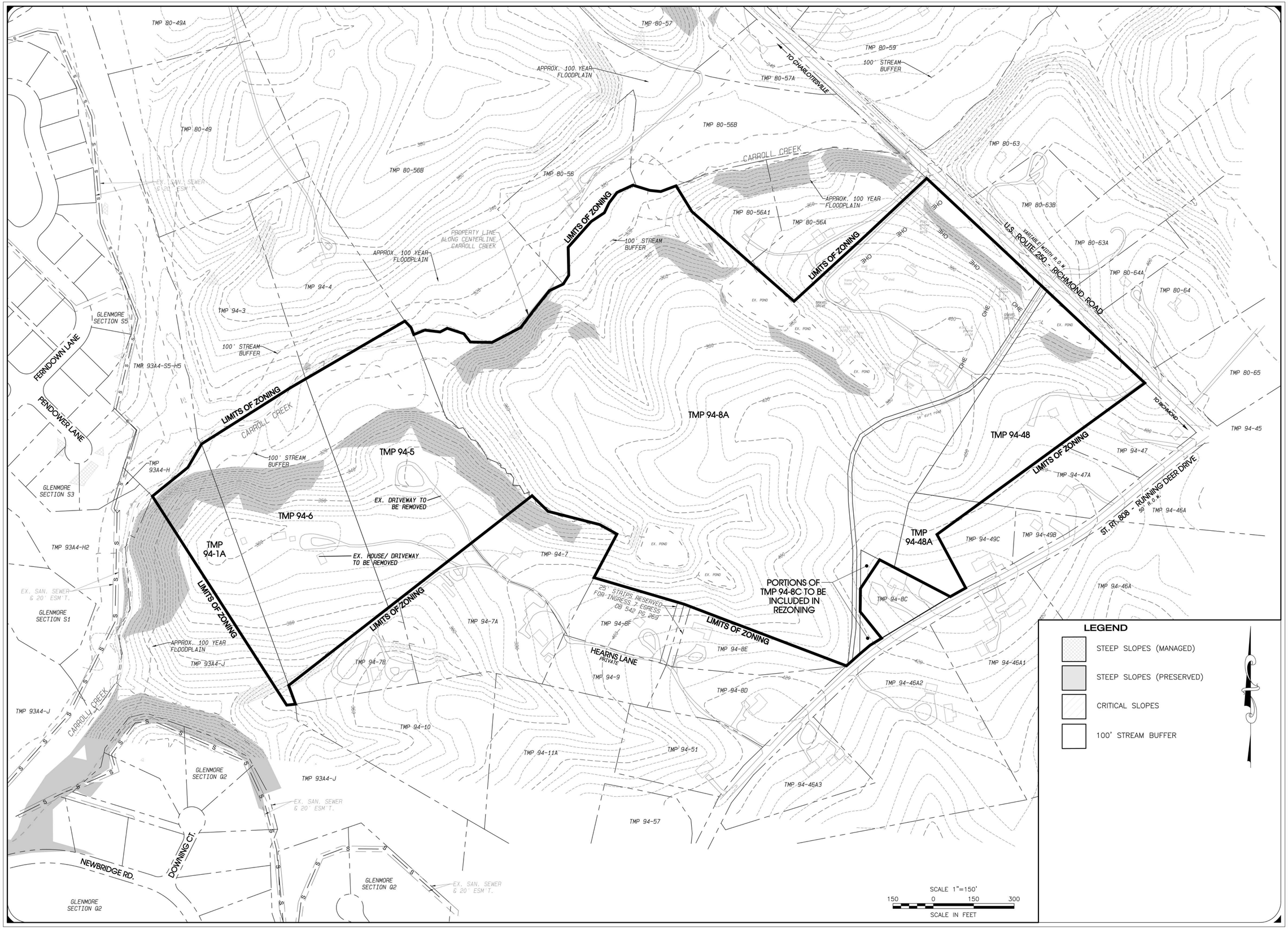
SCALE

CONTOUR INTERVAL

COVER SHEET
BREEZY HILL
REZONING CONCEPT PLAN
ALBEMARLE COUNTY, VIRGINIA

FILE NUMBER
487

SHEET
1 of 5



ROUDABUSH, GALE & ASSOCIATES, INC.
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DATE
APRIL 23, 2019

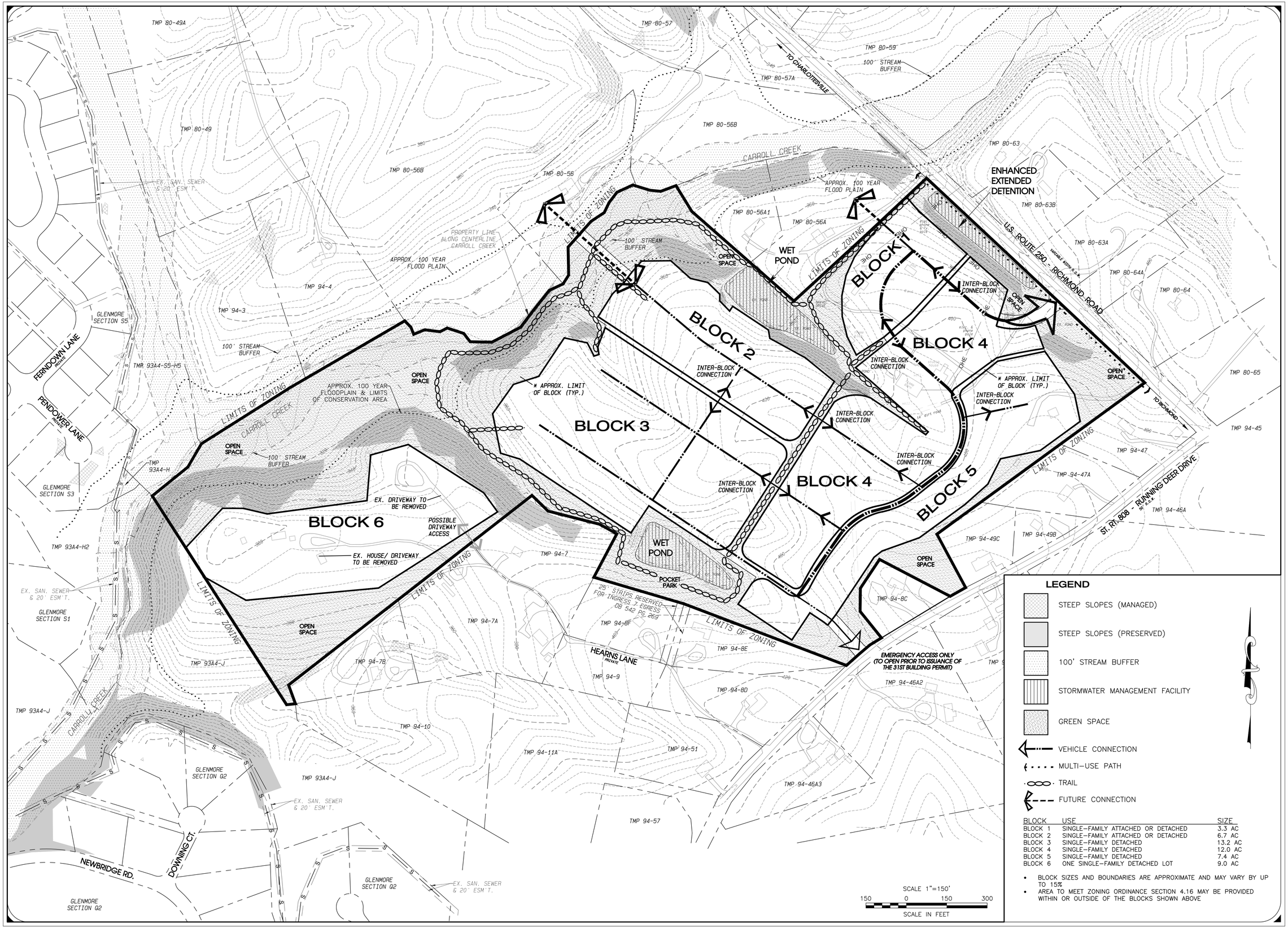
SCALE
1" = 150

CONTOUR INTERVAL
4-FOOT

EXISTING CONDITIONS
BREEZY HILL
REZONING CONCEPT PLAN
ALBEMARLE COUNTY, VIRGINIA

FILE NUMBER
487

SHEET
2 of 5



LEGEND

- STEEP SLOPES (MANAGED)
- STEEP SLOPES (PRESERVED)
- 100' STREAM BUFFER
- STORMWATER MANAGEMENT FACILITY
- GREEN SPACE
- VEHICLE CONNECTION
- MULTI-USE PATH
- TRAIL
- FUTURE CONNECTION

BLOCK	USE	SIZE
BLOCK 1	SINGLE-FAMILY ATTACHED OR DETACHED	3.3 AC
BLOCK 2	SINGLE-FAMILY ATTACHED OR DETACHED	6.7 AC
BLOCK 3	SINGLE-FAMILY DETACHED	13.2 AC
BLOCK 4	SINGLE-FAMILY DETACHED	12.0 AC
BLOCK 5	SINGLE-FAMILY DETACHED	7.4 AC
BLOCK 6	ONE SINGLE-FAMILY DETACHED LOT	9.0 AC

- BLOCK SIZES AND BOUNDARIES ARE APPROXIMATE AND MAY VARY BY UP TO 15%
- AREA TO MEET ZONING ORDINANCE SECTION 4.16 MAY BE PROVIDED WITHIN OR OUTSIDE OF THE BLOCKS SHOWN ABOVE

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A PROFESSIONAL CORPORATION
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PHONE 434-977-0205 - FAX 434-296-3220 - EMAIL INFO@ROUDABUSH.COM

REVISIONS
AUG. 19, 2019 PER COUNTY COMMENTS
NOV. 18, 2019 PER COUNTY COMMENTS
APR.2, 2020 PER COUNTY COMMENTS
MAY 22, 2020 PER COUNTY COMMENTS

DATE
APRIL 29, 2019

SCALE
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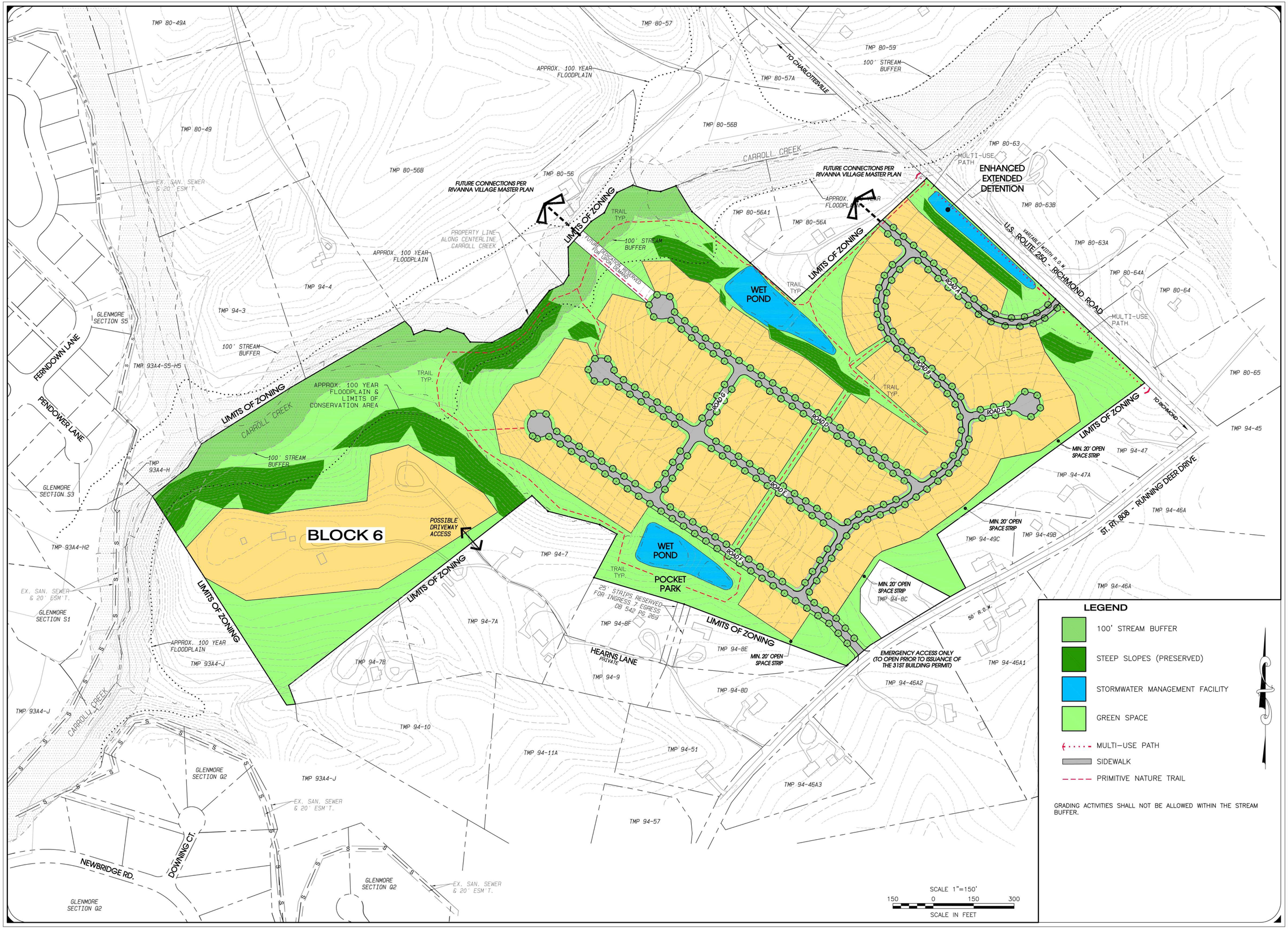
CONTOUR INTERVAL
2-FOOT

GENERAL DEVELOPMENT PLAN
BREEZY HILL
REZONING CONCEPT PLAN

ALBEMARLE COUNTY, VIRGINIA

FILE NUMBER
487

SHEET
3 of 5



LEGEND

- 100' STREAM BUFFER
- STEEP SLOPES (PRESERVED)
- STORMWATER MANAGEMENT FACILITY
- GREEN SPACE
- MULTI-USE PATH
- SIDEWALK
- PRIMITIVE NATURE TRAIL

GRADING ACTIVITIES SHALL NOT BE ALLOWED WITHIN THE STREAM BUFFER.

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REVISIONS
APR. 2, 2020
PER COUNTY COMMENTS

MAY 22, 2020
PER COUNTY COMMENTS

DATE
NOV. 18, 2019

SCALE
1" = 150

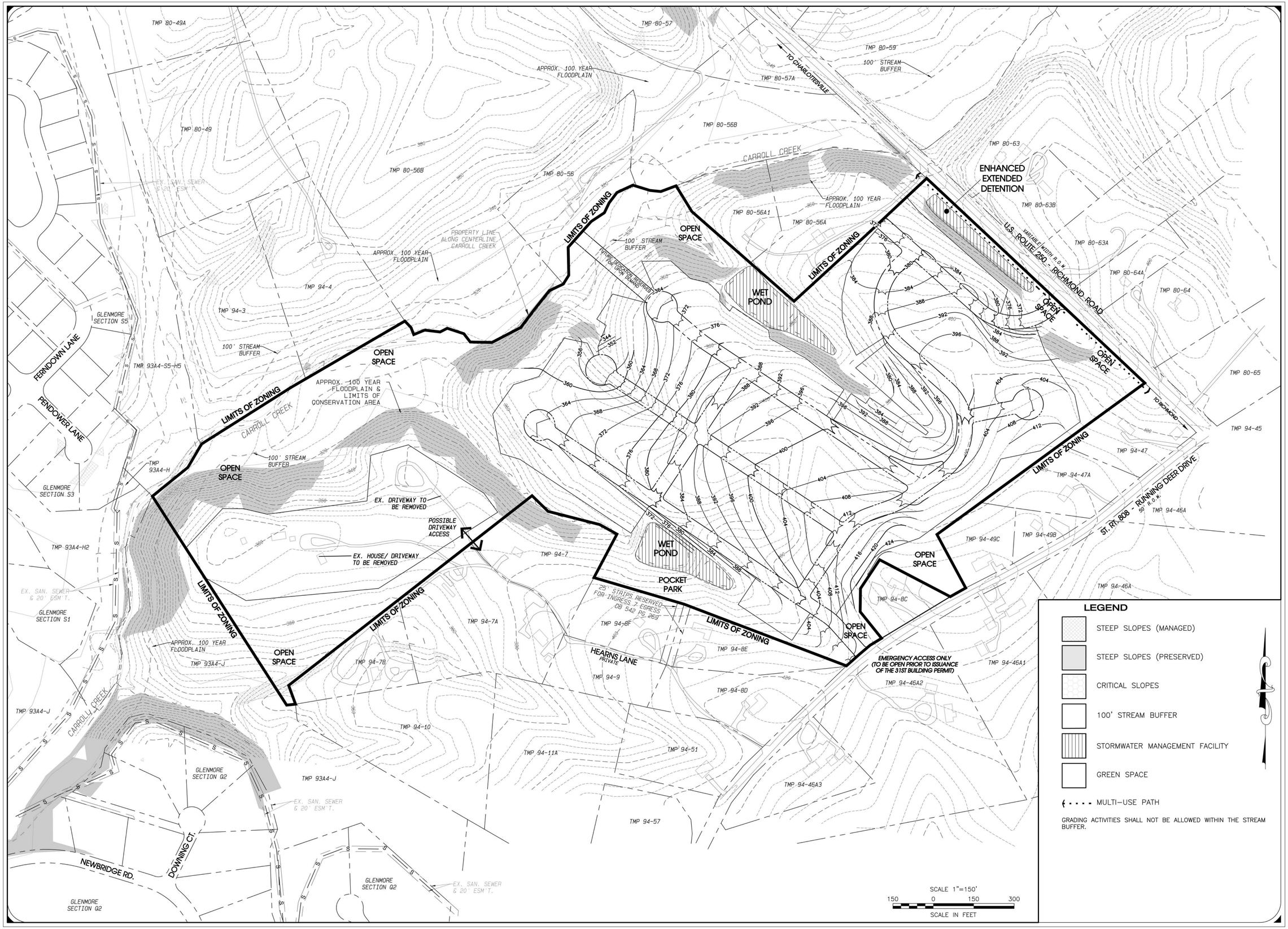
CONTOUR INTERVAL
4-FOOT

CONCEPTUAL LAYOUT PLAN
BREEZY HILL
REZONING CONCEPT PLAN
ALBEMARLE COUNTY, VIRGINIA

FILE NUMBER
487

SHEET
4 of 5

Q:\RGA\TMPROJ\487-BREEZY HILL\2018 REZONING PLAN\Lot Layout Option 2_ALT ENTRANCE.DWG



LEGEND

- STEEP SLOPES (MANAGED)
- STEEP SLOPES (PRESERVED)
- CRITICAL SLOPES
- 100' STREAM BUFFER
- STORMWATER MANAGEMENT FACILITY
- GREEN SPACE
- MULTI-USE PATH

GRADING ACTIVITIES SHALL NOT BE ALLOWED WITHIN THE STREAM BUFFER.

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REVISIONS
AUG. 19, 2019 PER COUNTY COMMENTS
NOV. 18, 2019 PER COUNTY COMMENTS
APR. 2, 2020 PER COUNTY COMMENTS
MAY 22, 2020 PER COUNTY COMMENTS

DATE
APRIL 23, 2019

SCALE
1" = 150

CONTOUR INTERVAL
4-FOOT

CONCEPTUAL MASS GRADING PLAN

BREEZY HILL REZONING CONCEPT PLAN

ALBEMARLE COUNTY, VIRGINIA

FILE NUMBER
487

SHEET
5 of 5

G:\RGA\TMPROJ\487-BREEZY HILL\2018 REZONING PLAN\2018 REZONING PLAN.DWG

ROUDABUSH, GALE & ASSOC., Inc.
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June 5, 2020

Megan Nedostup, AICP
Principal Planner
Community Development Department | Planning Division
401 McIntire Road, North Wing
Charlottesville, VA 22902-4596

RE: Review Comment Letter #3 / ZMA-2019-00004 (Breezy Hill)

Dear Megan,

Thank you for your additional comments dated April 27, 2020. Under separate conversations and submittals, we have been working directly with you to address the traffic, proffers, density, schools, and engineering comments.

CDD–Planning
Growth Capacity and Transportation (Kevin McDermott):

1. Discussions with Jaunt regarding the potential for effective transit service in this corridor over the next ten years have resulted in a determination that it is unlikely transit service could be effectively delivered for the proposed funding. There is little capacity for non-local funds to be matched with the proposed $50K and the cost of service would be much higher than $50k/year. Demand for service in this corridor is also currently very low and low residential density makes it very difficult to deliver convenient service.

   Allowable uses of the proffered cash have been combined into Proffer #2 and broadened to include transportation, transit, or school capital projects that directly benefit the residents of the Village of Rivanna.

2. The traffic impacts of the proposed development, with the proposed proffer, are minimal, although additional traffic will be added to the already congested corridor of US 250. Funded improvements such as the diverging diamond at Exit 124 and intersection improvements at US 250 and Rt 20 (Stoney Point Rd) will be complete by the time this development reaches buildout and should result in an overall improvement from current conditions in the corridor. Other recommended improvements will remain incomplete for the foreseeable future.

This includes various capacity and safety improvements on US 250 between the Charlottesville City Line and Black Cat Rd which will be impacted by traffic generated by the proposed development. The proffered signal upgrades essentially result in no additional negative traffic impacts from the proposed development at the intersections of US 250 and Rt 22 and Milton Rd. The VOR Master Plan is clear in its statement that "It is essential that all of the US 250 improvements be constructed before new development occurs." The Master Plan directive should continue to be considered even if the specific impact from this proposed development is minimal.

Noted and we appreciate the need to consider both the Comprehensive Plan and Master Plan recommendations. The Master Plan also recognizes that "[a]ddressing traffic issues on US 250 is the highest priority for the Village of Rivanna. Several regional projects identified in the next few pages are necessary to address future growth in a larger area, but also affect the Village of Rivanna." (p.36, Village of Rivanna Master Plan Adopted 5-12-10, Amended June 10, 2015)

Two key recommendations of the Master Plan with respect to the "Timing of Development" are:

- ***Approval of future development proposals should occur simultaneously with or follow provision of adequate infrastructure.***
- ***Approval of future development should be monitored in conjunction with improvements to US 250 and available sewer capacity so that approval of new units or uses does not exceed capacity of the sewage treatment plant or the road system.***

At the time of the Master Plan, the village center was approved for 261 more units than will now be realized. That's the majority of the 300-400 expected new units at the time that the plan was adopted. This reduction in density comes with a related decrease in buildout traffic impacts. Even after considering the 160 proposed dwelling units in Breezy Hill, 76 dwellings more than the 1 unit/acre gross density recommended in the Master Plan, the impacts will be roughly 1,850 ADT lower than the buildout scenario used to develop the Master Plan.

System improvements and cash are also proffered to ensure that there are no immediate impacts to the transportation network. Both VDOT and the transportation planner agree that development of Breezy Hill, with the proposed improvements, will result in better conditions than currently exist.

Density:

3. The proposed number of dwelling units (160) and subsequent density (1.9 units/acre gross density; 2.5 units/acre net density) exceed the recommended density as articulated in the Village of Rivanna Master Plan, and as recommended by the Planning Commission at the July 30, 2019 PC Work Session.

   The Master Plan recognizes that actual densities may vary from recommended numbers and indicates that in order to maintain the projected increase in new units, densities may need to be proportionately adjusted in other areas.

   A lot of discussion to date has also focused on the community's expectation where the development transitions to the rural area, the edges. To that end, we have concentrated the proposed density away from the edges, providing larger SFD lots adjacent on the eastern and southern edges of the project.

   Finally, on Page 8.28 Objective 4 of the Comprehensive Plan states "the County has acknowledged that premature expansion of the Development Areas will frustrate the goals of the County's Growth Management Policy... The ability of the Development Areas to accommodate projected growth depends on the density and quality of new development." Breezy Hill is attempting to achieve both density and quality. Watering down either the density or quality would violate a primary objective of the Comprehensive Plan, as well as reduce development revenue that is being funneled into proffers to improve transportation, transit, and housing affordability. Those proffers are important to the overall quality of the development and cannot be funded without density.

Concept Plan:

4. Notes regarding the special exceptions should be removed from the concept plan. These are separate actions.

   The Special Exception note has been removed from the Cover Sheet.

5. The standard for the multi-use trail has not been identified or has a commitment been made for the standard of the trail. This trail should be a Class-A type 2 standard per the engineering design standards manual. In addition, it does not appear that there is adequate room outside of the right of way for this trail combined with the enhanced landscaping/treatment recommended in comment

f below to address the impact of the stormwater management facility.

The standard for the multi-use trail has been added to the Cover Sheet with the standards for the primitive path.

6. The roads have not been identified as public or private. A note should be added to the plan to identify the classification. If private roads are proposed, a private street request should be made in accordance with Section 14-233 and 14-234 of the subdivision ordinance.

   The roads will be public and a note to that affect has been added to the Cover Sheet.

7. There are areas within the designated blocks that contain preserved slopes. Lots should not contain environmental features such as preserved slopes. A commitment should be made the blocks and lots will be outside of preserved slopes and other environmental features such as flood plain and stream buffers.

   The lots that previously contained the preserved slopes have been revised to be outside the limits of the preserved slopes.

8. Similarly, as above, a commitment has not been made to not allow grading within the stream buffer. Grading should be outside of buffer areas.

   A note has been added to the grading plan specifying that no grading activities will take place in the stream buffer.



9. A commitment has not been made for the enhanced landscaping for the stormwater management facility proposed along Route 250. Information should be provided as to how the stormwater management facility will be visually mitigated as recommended in the December 18, 2019 comment letter. It does not appear that there is adequate room outside of the right of way for landscaping.

Enhanced Extended Detention facilities include wetland cells and landscape diversions to extend the flow path through the facility. The planting plan will emphasize woody vegetation (see picture) and the wooded wetland concept.

10. The proposed possible driveway for Block 6 across preserved slopes should be removed. This is not a permitted use per the ordinance. A special use permit will be required if a driveway is needed in this location.

    The driveway access to Block 6 will be via Hearns Lane and will not impact the preserved slopes.

11. The location of the entrance should be shifted to not impact the preserved slopes. This should be explored, and information should be provided to demonstrate that the preserved slopes must be impacted per tbe ordinance section below.

    The entrance has been shifted to the west to avoid the preserved slopes.

Sidewalk, planting strip, and curb and gutter requests:

12. I listened to the podcast concerning rural section roads, and while one commissioner was in favor of possibly reducing pavement and not providing curb and gutter, a consensus was not made on these requests or the rural cross section. In addition, staff advised the Commission tbat while some of these improvements may be waived, that an equivalent pedestrian and drainage system should be provided. Staff does not agree that tbe proposed primitive trails are equivalent to sidewalks and provide adequate pedestrian access in the development, and therefore staff is unable to support tbese requests. See also comments from Engineering below. In addition, if the roads are public, VDOT requires sidewalks in the following circumstances:

    - If lots are less than ¼ acre, sidewalks are required on both sides of the street with over 400 ADT.
    - If lots are between ¼ acre and ½ acre, sidewalks are required on one side of the street with over 400 ADT.
    - If lots are over ½ acre then sidewalks are not required.

    A sidewalk has been added to both sides of the roadway where the ADT is over 400. The other streets where the ADT is less than 400 will still be rural sections.

Proffers: Zoning Comments (Francis MacCall)

Zoning

1. General Development Plan
    a. Retitle the plan to BREEZY HILL REZONING CONCEPT PLAN

       The plan has been retitled as requested.

b. The front page references GREEN SPACE as stream buffer, floodplain, preserved steep slopes, open space, and recreation areas. Is the recreation areas, the pocket park and trails? If so, describe it as such or list pocket park and trails specifically.

The definition of green spaces has been expanded to include the pocket parks and trails.

c. As pages 3 and 4 appear to be the pages that will be relied on as the concept plan they should be identical when it comes to the areas that are the green space per the description on Page 1. The physical area appears to be the same, but the references on both pages are mixed. Page 3 shows open space, pocket parks and trails, and Page 4 shows does not reference the pocket park.

The pocket park on Page 4 has been labeled.

d. On sheet 3 in the legend there is reference to the Blocks sizes as being approximate and being allowed to be varied by up to 15%. 15% of what? I do not believe we are able to calculate 15% of an approximate size that has not even been listed.

This reference to the size of the blocks has been removed.

e. There does not appear to be an actual Block Boundary shown on Sheet 4 of 5 even though the key references one.

The legend has been updated to remove the reference to the block boundary.

Albemarle County Engineering (Frank Pohl):

1. A flood study will be required to determine the limits of floodway and base flood elevation (BFE) prior to VSMP, suhdivision or site plan approval [18-30.3.13(C)1]. Note that the study will need to be submitted to FEMA for review and the map must be updated. It is recommended this process is started as soon as possible as a 'map correction hased on more accurate data submission.

   Noted.

2. Documentation that existing ponds meet current SWM construction standards will be required during VSMP review.

   Noted.

3. It is recommended that all SWM treatment will be provided on site. A commitment should be made to address this comment.

   A note has been added to the plan indicating that not less than 75% of the water quality requirement shall be accomplished on site.

4. It is recommended that 2-layer ESC measures are provided along Carroll Creek side of the project. A commitment should be made to address this comment.

   Agreed.

5. It is recommended that no ESC measures will be located within the 100-ft stream buffer. A commitment should be made to address this comment.

   Agreed.

6. The application includes a request to waive curb and gutter. How will road drainage be routed to the existing wet ponds without inlets and piping?

   Conceptual culvert and ditch locations added to plan

7. I am concerned SWM facilities will be proposed after the rezoning in locations not shown on the application plan (e.g. in the stream buffer).

   A note has been added to the plan stating that no additional BMP facilities shall be constructed within the designated stream buffer.

If you have any questions, please let me know. Thank you in advance for your assistance.

Sincerely,



Don Franco, PE

dfranco@roudabush.com
434-260-7249 (direct)

Attachment 8 – ZMA201900004 Breezy Hill

Staff Analysis of Application's Consistency with Neighborhood Model Principles

Pedestrian Orientation	• Sidewalks are only being provided on roads that require them under VDOT standards, which includes ¼ acre lots and over 400 vehicle trips per day. • The applicant is requesting a modification to the street standards to request rural section roads to provide a transition from development area to rural area. However, staff does not support this request, and believes that sidewalks, or other solid paths, and planting strips should be provided for the development to meet the requirements of the ordinance and this principle. • In addition, VDOT has stated that sidewalks may be required on one side of the road during road plan/subdivision approval. • The block lengths are between 400-600 feet, and pedestrian pass throughs are being provided. • Planting strips are only being provided on the streets that contain sidewalk. • Street trees are not required for single family detached units, this element of pedestrian orientation has not been addressed. • A multi-use trail is being provided along the frontage of Route 250 as recommended in the Village of Rivanna Master Plan. • **This principle has not been met.**
Mixture of Uses	• The Village of Rivanna Master Plan does not recommend non-residential uses in this location. • **This principle is not applicable.**
Neighborhood Centers	• A center is not shown or recommended in this area in the Village of Rivanna Master Plan. • **This principle is not applicable.**
Mixture of Housing Types and Affordability	• 15% affordable housing is offered in cash towards other affordable units within the County or will be provided on site. • Both attached and detached units are being provided within the development. • **This principle is met.**
Interconnected Streets and Transportation Networks	• The development only has one vehicular connection from Route 250. An emergency and pedestrian access is provided that will connect to Running Deer Drive. A full connection to Running Deer is not supported by the residents of Running Deer, or the guidance provided by the Planning Commission at the work session. However, a full connection would be recommended in the NM principles and the recommendations of Strategy 2j of the Development Areas chapter of the Comprehensive Plan ("continue to require that streets are interconnected in the Development Areas; ensure that exceptions occur rarely and not routinely.") • VDOT has stated that a second connection is required per their Secondary Street Access Requirements, and a waiver will be needed to not provide a second connection. • Cul-de-sacs are discouraged under the Neighborhood Model, and the proposal includes all cul-de-sac streets. • It is recommended that paths connecting cul-de-sacs should be a solid surface and at least 10 feet wide, the proposal includes primitive trails for the connections. • A future connection to the west is being shown as recommended in the Village of Rivanna Master Plan. • **This principle has not been met.**
Multi-modal Transportation Opportunities	• A multi-use trail is being provided along the frontage of Route 250 as recommended in the Village of Rivanna Master Plan.

Attachment 8 – ZMA201900004 Breezy Hill

Staff Analysis of Application's Consistency with Neighborhood Model Principles

	• Public transportation is not provided in this area of the County. • **This principle has been met.**
Parks, Recreational Amenities, and Open Space	• Open space is being provided along the stream buffers where a primitive trail will be located. • A pocket park is shown on the concept plan, however details on size and amenities are not provided. • Active recreational areas are not being provided within the development, however nearby Rivanna Village will contain a County Park with active recreation. • **On the whole this principle is met, however the active recreation for the development has not been met.**
Buildings and Space of Human Scale	• Structures height will be in accordance with the R4 zoning designation at a maximum of 35 feet. • **This principle has been met.**
Relegated Parking	• Front loaded lots are expected within the development. The application plan does not provide language or a commitment to relegate parking. • **This principle has not been met.**
Redevelopment	• **This proposal is on property that is currently not developed, therefore, this principle does not apply.**
Respecting Terrain and Careful Grading and Re-grading of Terrain	• Preserved slopes and stream buffer are shown outside of the block areas. However, a commitment has not been made that states that lots will be located outside of preserved slopes and stream buffers. • **This principle has not been met.**
Clear Boundaries with the Rural Area	• Rural area is located adjacent to this development. The applicant is proposing to provide a transition by proposing that the blocks adjacent to the Rural Area contain only single family detached units. • **This principle is met.**

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June 22, 2020

Ms. Megan Nedostup, Principal Planner
Albemarle County
Community Development
401 McIntire Road
North Wing
Charlottesville, VA 22902

Re: Special Exception Application for Breezy Hill (ZMA 2019-4)

Dear Ms. Nedostup,

The Planning Commission at our last work session indicated that they would consider the use of rural section roads within Breezy Hill. Per the allowances made in ZO 14.203.1, I am hereby requesting a waiver of the following: ZO 14.410.H and ZO 14.422, the requirement for curb/cutter, sidewalks and planting strips within the Development Area for some of the streets within Breezy Hill.

Within Breezy Hill, we are proposing curb and gutter streets with a sidewalk and planting strip where the lots are less than ¼ acre and the average daily trips (ADT) are over 400. A shoulder and ditch roadway cross section is proposed for the cul-de-sac streets that do not meet the ADT threshold.

Curb and gutter are part of the neo-traditional design elements of the neighborhood model and are characteristic of medium and high-density residential development. A rural section roadway consist of a shoulder and ditch cross-section rather than curb and gutter and is a mainstay characteristic of the rural area. By using a combination of the neo-traditional neighborhood roadway and the rural neighborhood roadway, we are providing for a visual and physical transition between the more urban development area and the adjacent rural area of the county.

Sidewalks along the more heavily travelled roads will be connected to a network of trails that provide a link between the residential units, the natural area along Carrol Creek, and the multi-use trail to the Village Center.

Sincerely,

Ammy George, PLA

Modification Requests- Staff Analysis

Modification of Street Standards

1. Exception of Sidewalk Requirement

Sidewalks are required to be established on both sides of each new street within a subdivision in the development areas. The applicant has requested that sidewalks only be provided on streets where the lots are less than ¼ acre and the average daily trips (ADT) are over 400. The requirements for sidewalks may be varied by the commission as provided in section 14-203.1(B)(1).

ANALYSIS OF SECTION 14-422 (E) Waivers from sidewalk requirements:
Per Section 14-422(E)(2), in reviewing a request to vary the requirement for sidewalks, the commission shall consider whether: (ordinance language presented in ***bold italics*** followed by staff comment)

i. A waiver to allow a rural cross section has been granted;
A waiver to allow a rural cross section has not been granted. Since the streets are proposed to be public, the Virginia Department of Transportation requires sidewalks to be provided.

While the Village of Rivanna master plan includes recommendations regarding transition from the Village Center to the edges for density and size and scale, it does not include recommendations regarding the standards of the streets. It states that "Villages are places that combine the feeling of "country living" with the amenities of a Development Area" and "Villages should reflect the principles of The Neighborhood Model."

ii. A surface other than concrete is more appropriate for the subdivision because of the character of the proposed subdivision and the surround neighborhood;
No alternative surface is proposed.

iii. Sidewalks on one side of the street are appropriate due to environmental constraints such as streams, stream buffers, critical slopes, floodplain, or wetlands, or because lots are provided on only one side of the street;
Sidewalks are not being proposed on one side of the street.

iv. The sidewalks reasonably can connect to an existing or future pedestrian system in the area;
It is unknown whether the proposed sidewalks will connect to existing or future pedestrian systems within the development, including the proposed multi-use path. The applicant has included typical road sections for the proposed roads, however the roads are not labeled on the concept plan. The applicant has provided an illustrative plan that shows sidewalks, however they do not connect to the proposed trails within the development to create a cohesive pedestrian system.

v. The length of the street is so short and the density of the development is so low that it is unlikely that the sidewalk would be used to an extent that it would provide a public benefit;
The lengths of the streets are long, however the development density is low. Staff believes that adequate pedestrian facilities are necessary even in low density developments within the development areas.

vi. An alternate pedestrian system including an alternative pavement could provide more appropriate access throughout the subdivision and to adjoining lands, based on a proposed alternative profile submitted by the subdivider;
The subdivider has not proposed an alternative profile and is proposing sidewalks that meet the County's design standards.

vii. The sidewalks would be publicly or privately maintained;
Sidewalks will be publicly maintained by VDOT.

viii. The waiver promotes the goals of the comprehensive plan, the neighborhood model, and the applicable neighborhood master plan; and
The waiver does not promote the goals of the comprehensive plan, the neighborhood model, or the Village of Rivanna Master Plan. As outlined in the staff analysis (Attachment 8) of the neighborhood model, the pedestrian orientation principle is not being met with the proposed minimal sidewalks and primitive trails.

While the Village of Rivanna master plan includes recommendations regarding transition from the Village Center to the edges for density and size and scale, it does not include recommendations regarding the standards of the streets. It states that "Villages are places that combine the feeling of "country living" with the amenities of a Development Area" and "Villages should reflect the principles of The Neighborhood Model."

ix. waiving the requirement would enable a different principle of the neighborhood model to be more fully achieved.
Waiving the requirement will not enable a different principle of the neighborhood model to be more fully achieved.

SUMMARY:
Staff's opinion is that the modification for sidewalks combined with the proposed primitive trails, do not provide adequate pedestrian facilities for the development. Nor does it promote the goals of the comprehensive plan, neighborhood model, or Village of Rivanna Master Plan. Therefore, staff recommends denial of the sidewalk modification.

2. Exception of Planting Strip Requirement
Planting strips for street trees and other vegetation are required to be established on both sides of each new street within the development areas. The applicant has requested an exception to the planting strip requirement for Road E. The requirements for planting strips may be waived by the commission as provided in Section 14-203.1(B)(3).

ANALYSIS OF SECTION 14-203.1 (B)(3) Findings for an exception:
Per Section 14-203.1(B)(3) the commission may approve a request for an exception from any requirement of the applicable regulation upon finding that: (ordinance language presented in ***bold italics*** followed by staff comment)

i. Because of an unusual situation, including but not limited to, the unusual size, topography, shape of the site or the location of the site; or
No unusual situation exists.

ii. When strict adherence to the requirements would result in substantial injustice or hardship by, including but not limited to, resulting in the significant degradation of the site or to adjacent properties, causing a detriment to the public health, safety or welfare,

or by inhibiting the orderly development of the area or the application of sound engineering practices.
Strict adherence to the requirements would not result in a substantial injustice or hardship, or cause a detriment to the public health, safety or welfare, or inhibit orderly development of the area.

ANALYSIS OF SECTION 14-422 (F) Waivers from planting strip requirements:
Per Section 14-422(F)(2), the commission shall consider whether: (ordinance language presented in ***bold italics*** followed by staff comment)

i. A waiver to allow a rural cross section has been granted;
A waiver to allow a rural cross section has not been granted. While the Village of Rivanna master plan includes recommendations regarding transition from the Village Center to the edges for density and size and scale, it does not include recommendations regarding the standards of the streets. It states that "Villages are places that combine the feeling of "country living" with the amenities of a Development Area" and "Villages should reflect the principles of The Neighborhood Model."

ii. A sidewalk waiver has been granted;
A sidewalk waiver is included with this request and is recommended for denial by staff.

iii. Reducing the size of or eliminating the planting strip promotes the goals of the comprehensive plan, the neighborhood model, and the applicable neighborhood master plan; and
As stated above within the sidewalk modification analysis, the planting strip modification does not promote the goals of the comprehensive plan, the neighborhood models, and the Village of Rivanna Master Plan. The neighborhood model recommends planting strips and street trees within the development areas.

While the Village of Rivanna master plan includes recommendations regarding transition from the Village Center to the edges for density and size and scale, it does not include recommendations regarding the standards of the streets. It states that "Villages are places that combine the feeling of "country living" with the amenities of a Development Area" and "Villages should reflect the principles of The Neighborhood Model."

It should be noted that single family detached units only require subdivision plat approval. The subdivision ordinance does not require street trees, and therefore, while a planting strip is recommended to be required by staff, the current proposal does not include street trees.

iv. Waiving the requirement would enable a different principle of the neighborhood model to be more fully achieved.
Waiving the requirement will not enable a different principle of the neighborhood model to be more fully achieved.

SUMMARY:
Staff's opinion is that the modification for planting strips does it promote the goals of the comprehensive plan, neighborhood model, or Village of Rivanna Master Plan. Therefore, staff recommends denial of the planting strip modification.

3. Exception of Curb and Gutter Requirement

Curb or curb and gutter are required to be established on both sides of each new street within a subdivision in the development areas. The applicant has requested an exception for Road E. The requirements for curb or curb and gutter may be waived by the commission as provided in section 14-203.14-203.1(B)(3).

ANALYSIS OF SECTION 14-203.1 (B)(3) Findings for an exception:
Per Section 14-203.1(B)(3) the commission may approve a request for an exception from any requirement of the applicable regulation upon finding that: (ordinance language presented in ***bold italics*** followed by staff comment)

i. Because of an unusual situation, including but not limited to, the unusual size, topography, shape of the site or the location of the site; or
No unusual situation exists.

ii. When strict adherence to the requirements would result in substantial injustice or hardship by, including but not limited to, resulting in the significant degradation of the site or to adjacent properties, causing a detriment to the public health, safety or welfare, or by inhibiting the orderly development of the area or the application of sound engineering practices.
Staff believes that curb and gutter should be provided to protect the health, safety and welfare by allowing for better stormwater management.

ANALYSIS OF SECTION 14-410 (I) Waivers from curb and curb and gutter requirements:
Per Section 14-410(I)(2), in reviewing a request to waive the requirement for curb or curb and gutter, the commission shall consider whether: (ordinance language presented in ***bold italics*** followed by staff comment)

i. The number of lots in the subdivision and the types of lots to be served;
There are 160 proposed single family attached and detached units within the development.

ii. The length of the street;
The length of the streets range from 300 feet to over 1,000 feet.

iii. Whether the proposed street(s) or street extension connects into an existing system of streets constructed to a rural cross-section;
The proposed street does not connect to an existing system of streets constructed to a rural cross-section.

iv. The proximity of the subdivision and the street to the boundaries of the development and rural areas;
The rural area boundary is across Route 250 and to the east along Running Deer Drive.

v. Whether the street terminates in the neighborhood or at the edge of the development area or is otherwise expected to provide interconnections to abutting lands;
The street terminates in the neighborhood and does provide a future interconnection to the west as shown in the Village of Rivanna Master Plan.

vi. Whether a rural cross-section in the development areas furthers the goals of the comprehensive plan, with particular emphasis on the neighborhood model and the applicable neighborhood master plan;

A rural cross section in this location does not further the goals of the comprehensive plan, nor the neighborhood model or neighborhood master plan. As stated above in the analysis for the sidewalk and planting strip, the Village of Rivanna master plan includes recommendations regarding transition from the Village Center to the edges for density and size and scale, it does not include recommendations regarding the standards of the streets. It states that “Villages are places that combine the feeling of “country living” with the amenities of a Development Area” and “Villages should reflect the principles of The Neighborhood Model.” Curb and gutter are elements that are recommend within the neighborhood model.

vii. Whether the use of a rural cross-section would enable a different principle of the neighborhood model to be more fully implemented; and

Use of a rural cross section would not enable a different principle of the neighborhood model to be more fully implemented.

viii. Whether the proposed density of the subdivision is consistent with the density recommended in the land use plan section of the comprehensive plan.

The proposed density of the rezoning is not consistent with the recommended density within the comprehensive plan.

SUMMARY:

Staff’s opinion is that the waiver for curb and gutter does it promote the goals of the comprehensive plan, neighborhood model, or Village of Rivanna Master Plan. Therefore, staff recommends denial of the curb and gutter waiver.

COUNTY OF ALBEMARLE
PLANNING STAFF REPORT SUMMARY

Project Name: ZMA201900004 Breezy Hill (PC Work Session)	**Staff:** Tim Padalino, AICP
Planning Commission Public Hearing: TBD	**Board of Supervisors Public Hearing:** TBD
Owner: Carroll Creek Properties LLC; Kimco LC; Breezy Hill at Keswick LLC; Hawkins, Clarence M or Beatrice B	**Applicant**: Don Franco, PE, Roudabush Gale & Assoc.; Charlie Armstrong, Southern Development
TMP: 094000000001A0; 09400000000500; 09400000000600; 09400000000800; 094000000008A0; 094000000008C0; 09400000004800; 094000000048A0 **Acreage**: 84 acres	**DA (Development Area):** Village of Rivanna **Magisterial District**: Scottsville **Location:** Breezy Hill Lane; South side of Richmond Road (US 250), east of Glenmore Subdivision between Hacktown Road and Running Deer Drive.
Current Zoning: RA Rural Areas; Zoning Overlay Districts include Entrance Corridor, Flood Hazard, Steep Slopes – (Managed) and – (Preserved) **By-right use(s)**: Agricultural, forestal, and fishery uses; residential density (0.5 unit/acre in development lots) **Rezone**: From RA to R-4 Residential **Proffers**: Yes	**Comp. Plan Designation:** "Neighborhood Density Residential (Low)" – 2 units or less/acre, and supporting uses such as places of worship, schools, public and institutional uses; "Parks and Green Systems" – parks, playgrounds, play fields, greenways, trails, paths, recreational facilities and equipment, plazas, outdoor sitting areas, natural areas, preservation of stream buffers, floodplains and steep slopes adjacent to waterways.
Character of Property: Primarily rural landscape of forest and successional forest, with recreational uses currently or formerly occurring in multiple dwellings with accessory structures, as well as agricultural and/or forestal operations; tributary streams drain the subject property into Carroll Creek, which runs along the western boundary.	**Use of Surrounding Properties:** Residential districts and uses including the subdivisions of Glenmore, Running Deer, and Rivanna Village; Development Area boundary with Rural Areas is in the immediate vicinity
Proposal: Rezone a total of approximately 84 acres from Rural Areas zoning district, which allows agricultural, forestal, and fishery uses as well as residential uses (0.5 unit/acre density), to R4 Residential, which allows residential uses (4 units/acre density) with the potential for additional units if bonus factors are applied. 200 residential units (maximum) are proposed at a gross density of 2.38 units/acre and a net density of 3.04 units/acre.	**Requested # of Dwelling Units:** 200 (max) **Affordable Housing:** TBD **AMI:** TBD, subject to future discussion and voluntary action by the applicant

Staff Recommendations for Each Issue/Question Directed to the Commission:

Question 1: Staff believes that new residential development could potentially be appropriate in this location at this time, provided that transportation issues and recommendations as described in the Transportation Planner's July 14 memo are sufficiently addressed by the applicant so as to provide appropriate mitigation of reasonably anticipated impacts.

Question 2: Staff recommends that the "Residential Areas" insert and chart should be used for density recommendations in this area, and specifically recommends that a development density of 1 unit/acre (equating to a total of 65 dwelling units) would be appropriate relative to the numerous recommendations in the Master Plan.

Question 3: Staff believes it would not be inappropriate to construct only single-family detached dwelling units.

Question 4: Staff believes that a monetary contribution to support off-site affordable housing initiatives within the County would be appropriate, in lieu of providing affordable housing on site – provided that such a proffer is eventually voluntarily made (as has been verbally indicated by the applicant), and provided that the amount of the proffered monetary commitment is determined to be sufficient.

STAFF PERSON: **Tim Padalino, AICP**
PLANNING COMMISSION: **TBD**
BOARD OF SUPERVISORS: **TBD**

ZMA201900004 Breezy Hill

PETITION:

PROJECT: ZMA201900004 Breezy Hill
MAGISTERIAL DISTRICT: Scottsville
TAX MAP/PARCEL(S): 094000000001A0; 09400000000500; 09400000000600; 09400000000800; 094000000008A0; 094000000008C0; 09400000004800; 094000000048A0
LOCATION: South side of Richmond Road (US 250), east of Glenmore Subdivision between Hacktown Road and Running Deer Drive.
PROPOSAL: Rezone multiple properties for a maximum of 200 residential units.
PETITION: Rezone a total of approximately 84 acres from Rural Areas zoning district, which allows agricultural, forestal, and fishery uses as well as residential uses (0.5 unit/acre density), to R4 Residential, which allows residential uses (4 units/acre density) with the potential for additional units if bonus factors are applied. 200 residential units (maximum) are proposed at a gross density of 2.38 units/acre and a net density of 3.04 units/acre.
OVERLAY DISTRICT(S): ENTRANCE CORRIDOR, FLOOD HAZARD, and STEEP SLOPES – MANAGED and – PRESERVED.
ENTRANCE CORRIDOR (EC): Yes
PROFFERS: Yes
COMPREHENSIVE PLAN: Village of Rivanna Comp Plan Area. “Neighborhood Density Residential (Low)” – residential (uses 2 units or less/acre) and supporting uses such as places of worship, schools, public and institutional uses; and “Parks and Green Systems” – parks, playgrounds, play fields, greenways, trails, paths, recreational facilities and equipment, plazas, outdoor sitting areas, natural areas, preservation of stream buffers, floodplains and steep slopes adjacent to rivers and streams.

CHARACTERISTICS OF THE SITE & AREA:

The subject property for this Breezy Hill ZMA application includes eight parcels on Tax Map #94 (identified as Parcels #1A, 5, 6, 8, 8A, 8C, 48, and 48A) which total approximately 84 acres and which are within the Village of Rivanna Comprehensive Plan Area (Village) within the Development Area. The subject property is characterized as a primarily rural landscape of forest and successional forest, with recreational uses currently or formerly occurring in multiple dwellings with accessory structures, as well as on-site agricultural and/or forestal operations. Tributary streams drain the subject property into Carroll Creek, which runs along the western boundary towards the Rivanna River. (See Location Maps, Attach. 1.)

Surrounding properties within the Village primarily include relatively low-density residential districts and uses including the subdivisions of Glenmore to the west, Running Deer to the south and east, and Village of Rivanna to the west. The Development Area boundary with the Rural Areas is in the immediate vicinity, to the east of the subject property.

SPECIFICS OF THE ZMA PROPOSAL:

The applicant proposes to rezone eight Development Area properties totaling approximately 84 acres from RA Rural Areas (which allows residential uses at 0.5 unit/acre density) to R4 Residential (which allows residential uses at 4 units/acre density, with the hypothetical potential for additional units if bonus factors were to be applied). The applicant proposes a maximum total of 200 residential units at a proposed gross density of 2.38 units/acre, and a proposed net density of 3.04 units/acre. (See Project Narrative, Attach. 2.)

The proposed Breezy Hill development is shown on the General Development Plan (Attach. 3) as having two entrances – one on US 250 and one on Running Deer Drive, a private street to the east of the proposed project. The locations of proposed areas of disturbance and improvement as well as the locations

of proposed open space areas have a fairly responsive relationship with Carrol Creek and associated riparian areas, floodplains, and steep slopes. The proposed private streets create a semi-interconnected road network, but also rely significantly on the use of multiple cul-de-sacs. The proposal includes a future interparcel connection to the west across Carroll Creek, as well as a multi-use path along the frontage with US 250.

The undated Draft Proffer Statement (Attach. 4) that was initially submitted with the ZMA application in April contained four proffers: 1. "Proffered Plan" (improvement and development of the property shall be in general accord with the General Development Plan); 2. "Density Limit" (voluntary commitment to develop a maximum of 200 dwelling units); 3. "Cash Proffer for Capital Improvement Projects"; and 4. "Affordable Housing." At the applicant's request, County staff met with the applicants on July 2 to communicate about potential proffers under the new proffer laws (Code of Virginia § 15.2-2203.4) which went into effect on July 1. At that meeting, the applicant indicated their intentions to substantially revise and resubmit a new proffer statement, with particular emphasis on modification(s) to the commitments expressed in initial draft proffers # 3 and #4.

In addition to the Project Narrative (Attach. 2), the General Development Plan (Attach. 3), and an undated Draft Proffer Statement (Attach. 4), the ZMA application materials include several supplemental exhibits are available for viewing and download from Laserfiche Weblink HERE.

APPLICANT'S JUSTIFICATION FOR THE REQUEST:

The applicant's Project Narrative (Attach. 2) describes a substantial and increasing market demand for the type of new development that the applicant is proposing: large single-family detached units on large lots. The narrative suggests that the proposed project would help provide a new supply of this type of residential properties in a manner and location that reduces development pressure within the Rural Areas while situating new residential uses within a portion of the Development Area "that is specifically designated for development of neighborhood residential low density lots."

PURPOSE OF THE WORK SESSION:

As noted above and as specified in Zoning Ordinance Section 33.36, Planning Commission work sessions are conducted for the following reasons:

- for staff to provide the Commission with a brief overview of the proposed project, including a summary analysis of major issues and questions generated by the proposed project;
- for the Commission to engage staff, the applicants, and interested members of the public regarding those questions and issues outside of a decision-making context; and
- for the Commission to provide direction on their expectations for how those major issues and questions should be appropriately addressed.

The Planning Commission is asked to affirm the conclusions or suggest alternative recommendations as guidance to help the applicant determine next steps. This work session will not only help provide direction for the applicant and staff, but will also provide interpretation of the master plan for the community and for future applications.

COMMUNITY MEETING:

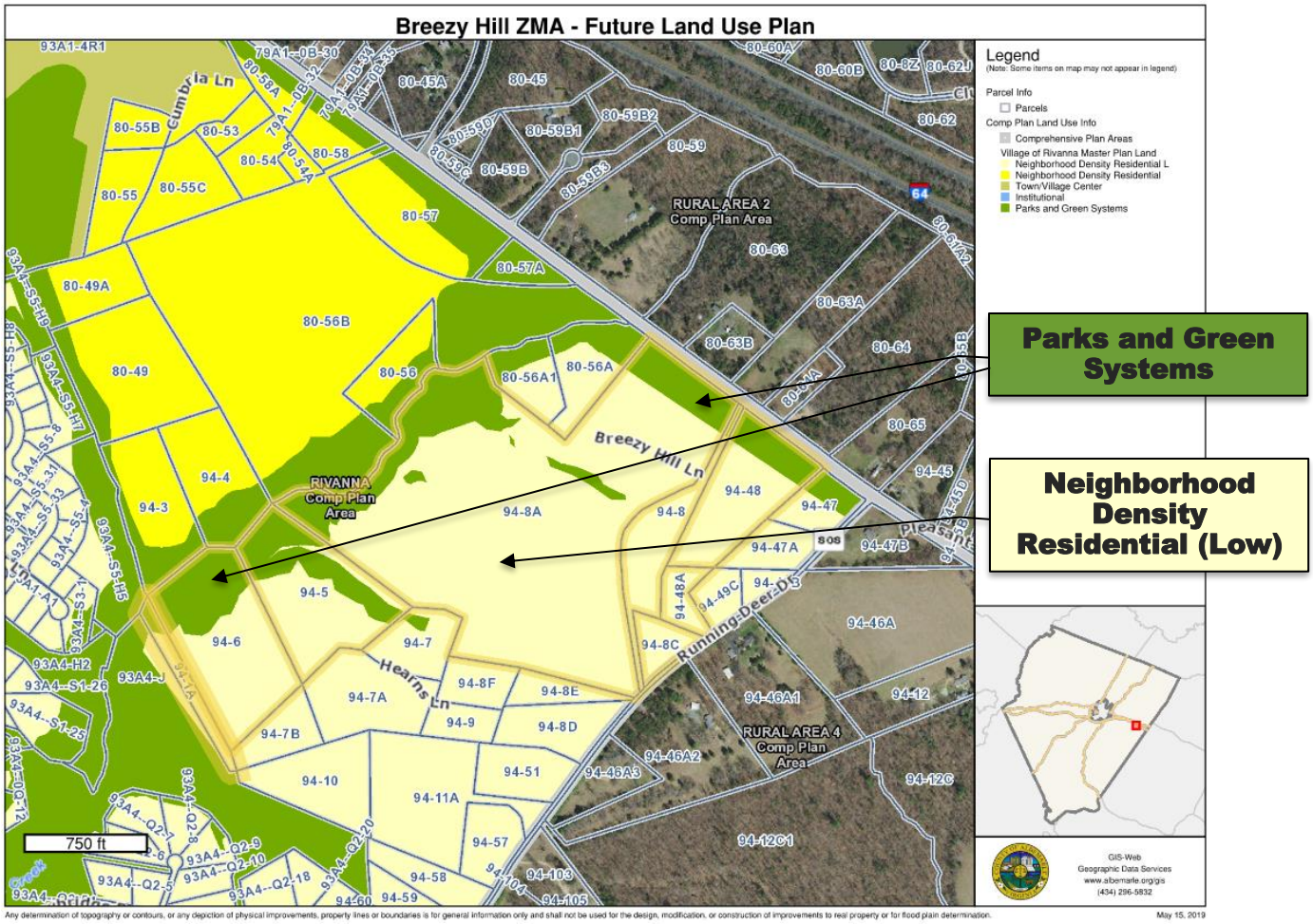
The Community Meeting for this proposed project was held on Monday, June 24, 2019 during a meeting of the Village of Rivanna Community Advisory Committee (VORCAC). Attendees representing Albemarle County included County Supervisor Rick Randolph, David Benish (Interim Director of Planning and Chief of Planning), and Tori Kanellopoulos (Senior Planner). A large number of interested members of the public attended the community meeting.

The issues and concerns addressed during the meeting are identified in the Community Meeting Notes (Attach. 5). Many of the concerns raised by the community are included as questions within this report.

Following the community meeting, there has continued to be a large number of interested members of the public. An email update group has been established to quickly notify a large number of community members about upcoming public meetings or other notable project updates.

COMPREHENSIVE PLAN:

The Future Land Use Map in the Village of Rivanna Master Plan (Master Plan) identifies the majority of the subject property as being designated for "Neighborhood Density Residential – Low" uses (shown in pale yellow). Additionally, the Plan recommends "Parks and Green Systems" uses in multiple areas (shown in green), including the riparian areas associated with Carrol Creek as well as a recommended buffer strip of primarily undeveloped land along the subject property's frontage with US 250.



Map 1. This map shows the easternmost portion of the Village of Rivanna Land Use Plan, with the Breezy Hill subject properties highlighted with a gold outline.

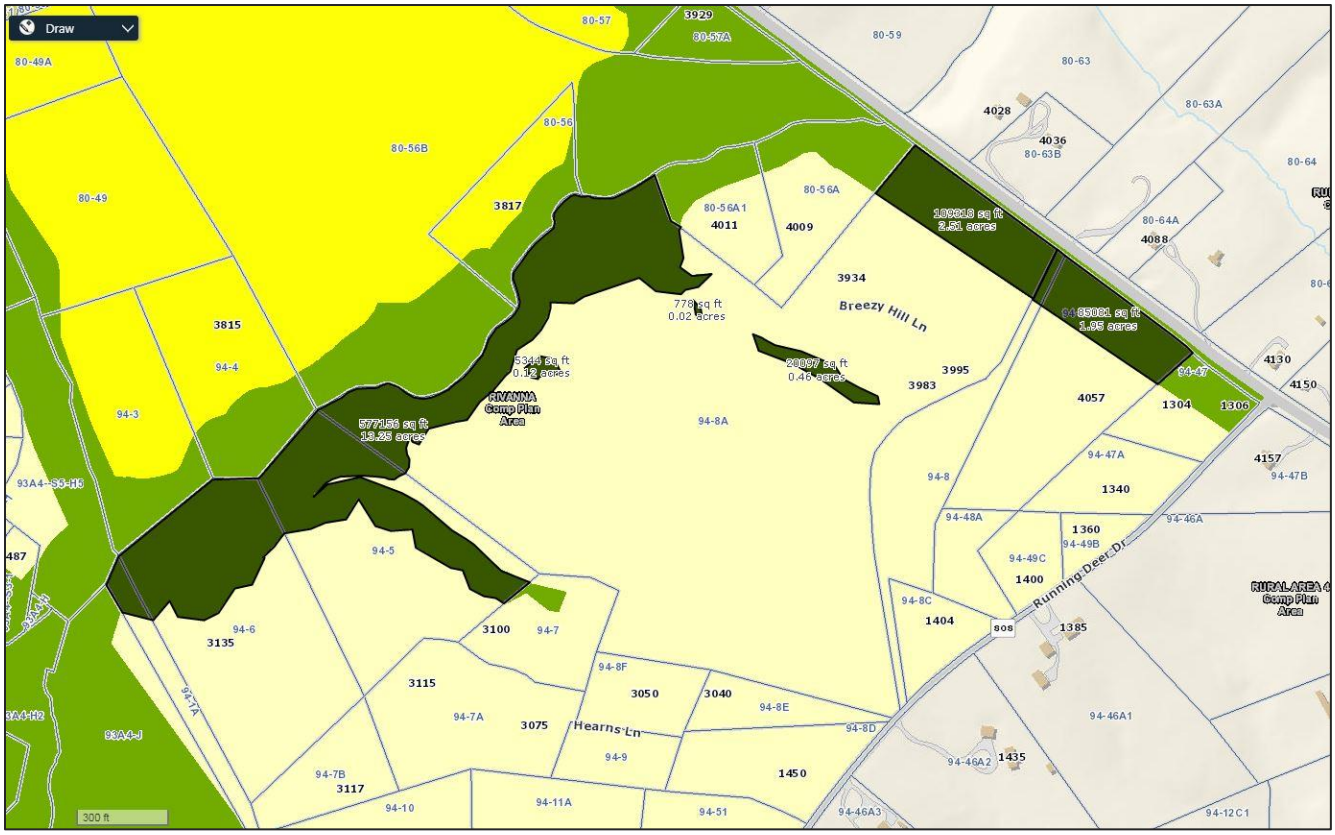


Exhibit 1. GIS-Web was used to identify and quantify the portions of the subject property designated as "Parks and Green Systems" on the Future Land Use Plan. The total area of the subject property with this designation (shown in dark green) is approximately 18.31 acres. The Future Land Use Plan designates the remaining approximately 65.69 acres of the subject property as "Neighborhood Density Residential – Low."

The following aspects of the proposal appear to be consistent with the Comprehensive Plan and/or Village of Rivanna Master Plan:

1. Trail/Multi-Use Path proposed along US 250, as recommended in the Future Transportation Network section of the Master Plan.
2. Semi-Public Open Spaces are proposed along Carroll Creek and its tributaries, as recommended in the Parks and Green Systems Plan in the Master Plan.
3. Vehicular entrances from US 250 and Running Deer Drive are generally sited in locations recommended on the Future Land Use Plan (Detail Map 2) in the Master Plan.
4. Two future interparcel connections are proposed, including one in a location that is recommended on the Future Land Use Plan (Detail Map 2) in the Master Plan.

The aspects of this proposal which do not appear to be consistent with the Comprehensive Plan and/or Village of Rivanna Master Plan, and/or which require review and direction by the Commission, are discussed below.

MAJOR ISSUES & QUESTIONS REQUIRING PLANNING COMMISSION DIRECTION:

The major issues and questions generated by the proposed Breezy Hill project are listed below, inclusive of staff commentary to help provide the Commission with the necessary context and focus for each issue. The Village of Rivanna Master Plan (Master Plan), amended June 10, 2015, is available HERE.

Question 1: Should all of the recommended improvements to transportation infrastructure and water/sewer infrastructure be implemented prior to any development occurring through rezoning?

Staff requests that the Commission provide direction on the Master Plan recommendations involving the relationship between the (potential) approval of any future development through rezoning and the

adequacy of infrastructure to accommodate such additional development. Specifically, the following language establishes the (potential) appropriateness of rezoning land in the Village of Rivanna as being dependent on the completion of certain infrastructure improvements and upgrades:

- Implementation – Population Capacity and Future Rezonings (Master Plan p. 43):
  "Additional development in the Village currently is limited by Rural Areas zoning on most undeveloped parcels and the capacity of the sewage treatment plant which was installed for the Village. Although the treatment plant is currently operating at a little more than a third of its capacity, dwelling units which have already been approved plus the non-residential uses in the Village Center will use much of the remaining capacity. ***The actual number of additional units which may be approved for development in the future depends on the capacity of the sewage treatment plant.*** *An additional 300 to 400 new units may be possible, if water and sewer usage in the Glenmore development continues at the same usage.* ***Monitoring of available capacity is essential for any future development.*** *If in the future, the Board of Supervisors decides that additional capacity is needed in this Development Area, then major upgrades will be needed for the sewage treatment facility.*

  In addition to sewer limitations, approval of any development by rezoning will be predicated on the completion of a number of transportation improvements, which are identified in the tables in this chapter. These improvements are needed to improve the volume to capacity ratio of US 250 between Route 22 (Louisa Road) and the City of Charlottesville*."*

- Implementation – Transportation (Master Plan p. 43):
  *"****Addressing traffic issues on US 250 is the highest priority for the Village of Rivanna.*** *Several regional projects identified in the next few pages are necessary to address future growth in a larger area, but also affect the Village of Rivanna.* ***It is essential that all of the US 250 improvements be constructed before new development occurs in the Village.****"*

- Timing of Development (Master Plan Executive Summary p. 7):
  "Approval of future development proposals should occur simultaneously with or follow provision of adequate infrastructure*." …* ***"Approval of future development should be monitored in conjunction with improvements to US 250 and available sewer capacity so that approval of new units or uses does not exceed capacity of the sewage treatment plant or the road system."***

Regarding water and sewer infrastructure capacity:

CDD staff has conducted an interdivisional review of this ZMA application with the Albemarle County Service Authority (ACSA), who has in turn coordinated with the Rivanna Water and Sewer Authority (RWSA). Alexander J. Morrison, Senior Civil Engineer with ACSA, concluded his evaluation of this proposed project by providing the following review comments:

"There is no water capacity issues that would restrict the rezoning and development of Breezy Hill. The ACSA conducted a study on the existing wastewater plant serving Glenmore and the surrounding community. During this study, the ACSA took into account the approved Village of Rivanna Master Plan and applied additional density factors to the undeveloped areas. The ACSA has concluded that there are no wastewater capacity issues associated with the full buildout of the Village of Rivanna Master Plan. In summary, there are no capacity issues for water or wastewater related to the Breezy Hill ZMA."

Regarding transportation infrastructure capacity and improvements identified in the Master Plan:

Mr. Kevin McDermott, Principal Planner – Transportation, has provided a memorandum (Attach. 6) with detailed comments regarding each of the six transportation improvement projects identified in the Master Plan, as well as commentary on the ZMA proposal and the associated Traffic Impact Study as submitted by EPR, P.C. (dated March 2, 2018 and available in full for viewing and download from Laserfiche Weblink HERE). (See Traffic Impact Study (pp. 1-20), Attach. 7.)

Staff acknowledges that a strict reading of the Master Plan would suggest that no additional development through rezoning would be appropriate unless and until the identified transportation improvement projects are implemented. However, as Mr. McDermott's memo explains, staff has identified feasibility issues with some of the projects that were recommended in 2010 and again in 2015 but which are currently unbuilt, unfunded, and/or not prioritized. For example, Mr. McDermott's memo states that "*Four-laning this entire segment of US 250 is neither feasible nor recommended.*"

Mr. McDermott's memo also notes that "*The TIA estimated trip generation from the proposed development shows 1,922 new daily trips and 143 and 193 new trips in the AM and PM peak hours respectively. While these trips represent a somewhat low percentage of the existing trips in the US 250 Corridor they are not insignificant numbers*." (See Traffic Impact Study (pp. 1-20), Attach. 7.)

Mr. McDermott concluded his memo as follows: *"Although the impacts of the proposed development are minimal, there is an identified impact. The VoR Master Plan is clear in its statement that "It is essential that all of the US 250 improvements be constructed before new development occurs." Many of the previously recommended improvements may no longer be recommended because of changes in travel patterns and new strategies to address transportation issues. However, capacity and safety improvements on US 250 between I-64 and Route 22 remain a high priority and no significant improvements have been made to this segment of US 250 since the approval of the Master Plan. The proposed development would add a potentially noticeable number of new trips to this segment and therefore this issue should be addressed to meet the Master Plan directive. The Milton Rd and Black Cat intersections with US 250 also continue to be unaddressed problems that this development has some, albeit minor, potential to impact and should be considered secondary issues to be considered in this rezoning."*

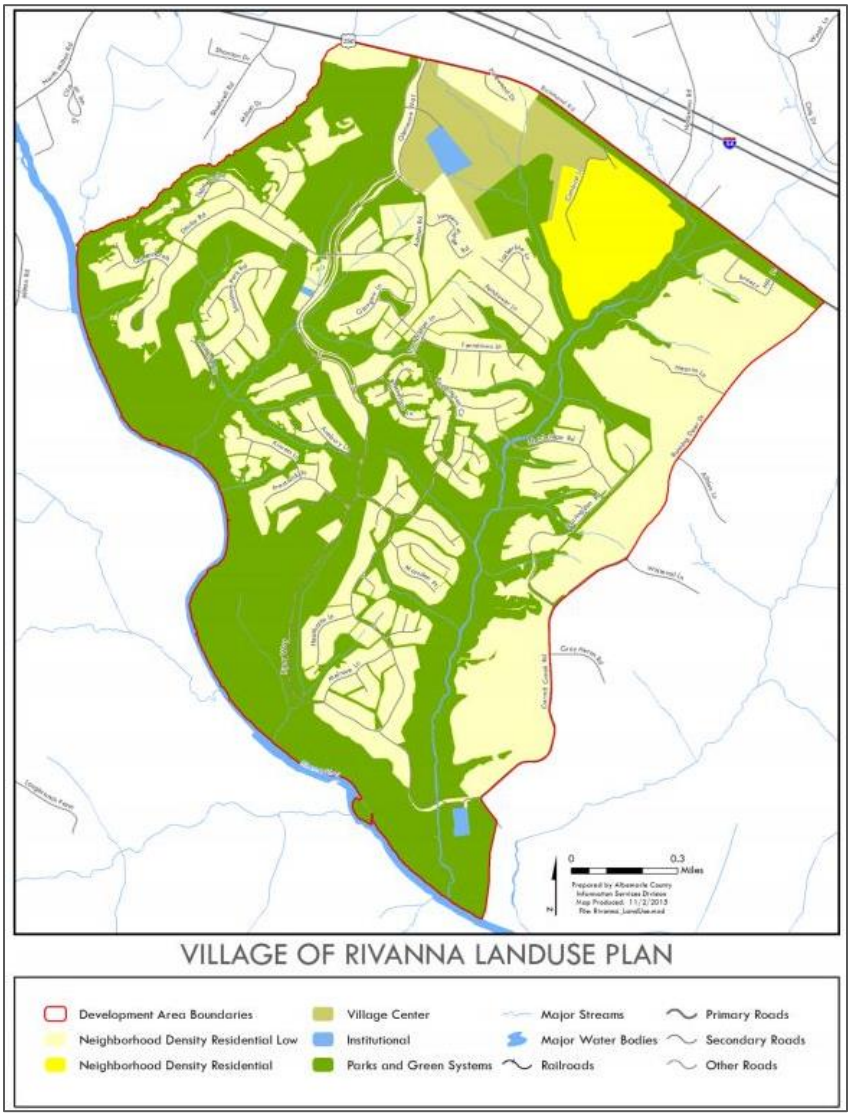
In addition to the above, it should be noted that the VoR Master Plan states that *"Approval of future development proposals should occur simultaneously with or follow provision of adequate infrastructure."* This and other recommendations were based on a set of assumptions during the Master Plan process – one of which was that the "Rivanna Village" development (which was approved, but unbuilt, at the time of the Master Plan adoption) would be built out to include a total of 521 dwelling units. However, after adoption of the Master Plan, Rivanna Village was subsequently rezoned such that a maximum of 400 dwelling units could be built (per ZMA200300012). This resulted in the Village of Rivanna Comp Plan Area containing 121 fewer dwelling units than was assumed at the time the County was developing long-range land use and transportation recommendations during the Village of Rivanna Master Plan process. Staff acknowledges that the reduction in dwelling units within the Rivanna Village project could be considered as units that are currently unaccounted for, with regards to the anticipated capacity of the transportation network infrastructure as well as the recommended transportation improvement projects.

In summary, staff recommends that the Commission carefully consider the Transportation Planner's updated context and updated recommendations in lieu of a strict reading and strict interpretation of the Master Plan language that recommends against approval of any new development through rezoning unless and until the identified transportation improvement projects are constructed, and also consider the fact that the Rivanna Village development was rezoned to include 121 few dwelling units. Accordingly, Staff believes that new residential development could potentially be appropriate in this location at this time, provided that transportation issues and recommendations as described in the Transportation Planner's July 14 memo are sufficiently addressed by the applicant so as to provide appropriate mitigation of reasonably anticipated impacts.

<u>Question 2</u>: What is the appropriate density for residential development at Breezy Hill?

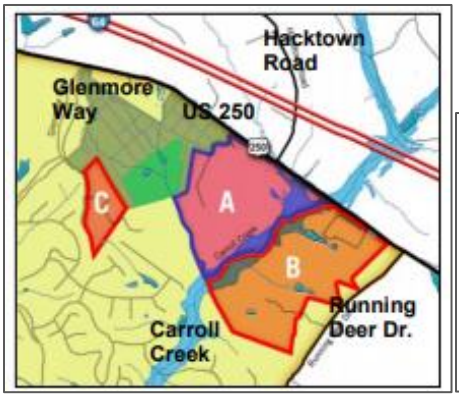
The "Village of Rivanna Land Use Plan" (Master Plan p. 31) designates the subject properties for "Neighborhood Density Residential – Low" future land uses. This designation recommends 2 dwelling units/acre, which equates to 168 units (using gross density) or 131 units (using net density, after factoring out areas designated for "Parks and Green Systems" on the Future Land Use Plan – see Exhibit 1). This designation also supports (accessory) uses such as places of worship, schools, public and institutional uses. The large majority of the Village of Rivanna Comp Plan Area is also designated with a

recommended density of 2 dwelling units/acre, including all of Glenmore subdivision, as shown below:



Village of Rivanna Land Use Plan, as shown in the Village of Rivanna Master Plan (Master Plan p.31).

However, the "Residential Areas" section of Chapter 4 contains a different recommendation for development density within "Area B", which is a portion of the Village of Rivanna Comp Plan Area that contains the Breezy Hill subject properties. (Please note that Area B contains additional acreage that is not included in the subject property for this ZMA application.) This "Residential Areas" section states that "*Area B will have the lowest density of this Development Area. Single-family detached homes on medium or small lots are expected.*" A corresponding chart identifies "*a possible mixture of density for these three areas,*" including Area B. The chart includes recommended density levels as well as a specific number of recommended dwelling units for each area. For Area B, the chart specifically recommends residential development at a density of 1 unit/acre, which would equate to 65 units (using net density, after factoring out areas designated for "Parks and Green Systems" on the Future Land Use Plan).



	Acres	Density	Dwellings	Additional Population
Area A	94	3 dwellings per acre	237	500
Area B	115	1 dwelling per acre	115	244
Area C	24	2 dwellings per acre	48	102
Totals	233		400	846

"Residential Areas" insert and chart in Chapter 4 ("Future Land Use and Transportation") of the Village of Rivanna Master Plan (Master Plan p.26).

In summary, when considering the appropriateness of future residential development solely in terms of development density, staff emphasizes that the "Neighborhood Density Residential – Low" future land use designation (and corresponding density recommendation of 2 units/acre) has been provided for most of the Village of Rivanna Comp Plan Area, including Glenmore; and staff also emphasizes that "Area B" is recommended to have "*the lowest density of this Development Area*" and is elsewhere specifically recommended for a density of 1 unit/acre. Therefore, in consideration of the multiple layers of recommendations that are contained in the Master Plan, staff recommends that the "Residential Areas" insert and chart should be used for density recommendations in this area, and specifically recommends that a development density of 1 unit/acre (equating to a total of 65 dwelling units) would be appropriate relative to the numerous recommendations in the Master Plan.

Question 3: Should a variety of housing types (such as townhomes and single-family detached) be provided within the development, or should only single-family detached dwelling be provided?

The Master Plan's Executive Summary contains a section titled "Residential Uses and Mixture of Housing Types" (Master Plan p. 5), which includes a recommendation that "*A mix of housing types will be provided with the greatest variety of types being in the Village Center.*" However, that same section also recommends that "*Developed land on the east side of Carroll Creek is not expected to change in character, as it provides for a transition to the Rural Areas*;" and "*Density will radiate from the Village Center with the lowest densities at the edges of the Development Area*;" and "*Future development is expected to be at a size and scale compatible with existing neighborhoods within the Village of Rivanna*." Additionally, Chapter 4 ("Future Land Use and Transportation") contains a section titled "Residential Areas" which states the following: "*Area B will have the lowest density of this Development Area. Single-family detached homes on medium or small lots are expected*."

Considering the Master Plan's Executive Summary recommendations about character and density on the east side of Carroll Creek, and considering that the Master Plan states that Area B (containing Breezy Hill) is expected to develop with single family detached dwellings, and considering the proximity of this proposed development to the existing Running Deer neighborhood which is listed as being "expected to retain their low-density character," Staff believes it would not be inappropriate for only single-family detached dwelling units to be provided in Breezy Hill.

Alternatively, a case could be made that other dwelling unit types (including single-family attached dwelling units, duplexes, or townhouses) would be appropriate, if such units were located on the northern and/or western portions of the proposed development nearest Carroll Creek and the Village Center, and if only single-family detached dwellings are located in the central and eastern portions of the development in closer proximity to the Running Deer neighborhood. A mixture of housing types in such an arrangement would be consistent with the Master Plan language recommending "A mix of housing types … with the greatest variety of types being in the Village Center" and "Density will radiate from the Village Center with the lowest densities at the edges of the Development Areas."

Question 4: Could monetary contributions to off-site affordable housing initiatives within the County address the affordable housing policy?

During the meeting with the applicants on July 2 to communicate about potential proffers under the new proffer laws, the applicants communicated with Community Development staff, including Mrs. Stacy Pethia, Principal Planner – Housing, regarding different potential scenarios for how the proposed Breezy Hill project can address the issue of affordable housing. The applicant noted that the location of the development does not have public transportation available; and further indicated that they would be agreeable to proffer a monetary contribution to support other affordable housing efforts within the County (specifically the Southwood redevelopment project) in lieu of providing affordable housing on-site. While no such proffer has been provided to staff to date, Mrs. Pethia has indicated that such a monetary contribution to support off-site affordable housing efforts could be appropriate and acceptable, in lieu of incorporating affordable units, smaller lots, or other elements of affordability on-site – if the Planning Commission and Board of Supervisors are agreeable to such a proffer, and if the amount of the proffered monetary commitment is determined to be sufficient.

Therefore, based in part on the lack of public transit options available on or near the development, and based in part on the scale of other ongoing affordable housing initiatives in the County including one that has been identified by the Board of Supervisors as a priority project, Staff believes that a monetary contribution to support off-site affordable housing initiatives within the County would be appropriate, in lieu of providing affordable housing on site – provided that such a proffer is eventually voluntarily made (as has been verbally indicated by the applicant), and provided that the amount of the proffered monetary commitment is determined to be sufficient.

STAFF RECOMMENDATIONS FOR EACH ISSUE/QUESTION DIRECTED TO THE COMMISSION:

Question 1: Staff believes that new residential development could potentially be appropriate in this location at this time, provided that transportation issues and recommendations as described in the Transportation Planner's July 14 memo are sufficiently addressed by the applicant so as to provide appropriate mitigation of reasonably anticipated impacts.

Question 2: Staff recommends that the "Residential Areas" insert and chart should be used for density recommendations in this area, and specifically recommends that a development density of 1 unit/acre (equating to a total of 65 dwelling units) would be appropriate relative to the numerous recommendations in the Master Plan.

Question 3: Staff believes it would not be inappropriate for only single-family detached dwelling units to be provided in Breezy Hill.

Question 4: Staff believes that a monetary contribution to support off-site affordable housing initiatives within the County would be appropriate, in lieu of providing affordable housing on site – provided that such a proffer is eventually voluntarily made (as has been verbally indicated by the applicant), and provided that the amount of the proffered monetary commitment is determined to be sufficient.

The Planning Commission is asked to affirm these conclusions, or suggest alternative recommendations, as guidance to help the applicant determine next steps. This work session will not only help provide direction for the applicant and staff, but will also provide interpretation of the Master Plan for the community and for future applications.

ATTACHMENTS:

1 – Location Maps
2 – Project Narrative *(4/15/19)*
3 – "General Development Plan" concept plan *(4/26/19)*
4 – Draft Proffer Statement *(5/10/19)*
5 – Community Meeting Notes *(6/24/19)*
6 – Review Comments from Mr. Kevin McDermott, Principal Planner – *Transportation (7/14/19)*
7 – Traffic Impact Study (excerpt / pp. 1-20) *(3/2/18)*

Albemarle County Planning Commission
FINAL July 30, 2019

The Albemarle County Planning Commission held a public hearing on Tuesday, July 30, 2019, at 6:00 p.m., at the County Office Building, Lane Auditorium, Second Floor, 401 McIntire Road, Charlottesville, Virginia.

Members attending were Tim Keller, Chair; Julian Bivins, Vice-Chair; Daphne Spain; Pam Riley; and Karen Firehock.

Members absent: Bruce Dotson; Jennie More; and Luis Carrazana, UVA representative.

Other officials present were David Benish, Interim Director of Planning; Carolyn Shaffer, Clerk to Planning Commission; Supervisor Diantha McKeel; Supervisor Rick Randolph; Mariah Gleason; Tim Paladino; and Andy Herrick.

Call to Order and Establish Quorum

Mr. Keller called the regular meeting to order at 6:05 p.m. He said the reason the meeting was moved to a different room was because a much larger public group was anticipated for a meeting about Cale school name discussion, which was located to the auditorium.

Mr. Keller said he believed the reason many members of the public were present was because of Breezy Hill. He said this would be the first of three conversations the public will have the opportunity to participate it. Mr. Keller informed the attendees that this would be a work session during which the Commission does not take action but, rather, responds to questions to help guide county staff and to let their views be known. He said there would then be a public hearing in which the applicant and the public will have an opportunity to speak, and the Commission would take action and make recommendations as suitable. Mr. Keller again stated that there would be three opportunities for the discussion to evolve.

Mr. Keller established a quorum and said there was not a consent agenda item to vote on. He said that the Commission would have to take a vote on deferring the first agenda item, SP201900004 Va. Institute of Autism Adult Service Center.

From the Public: Matters Not Listed for Public Hearing on the Agenda

Mr. Keller invited comment from the public on other matters not listed on the agenda. He also gave the public opportunity to speak to SP201900004 Va. Institute of Autism Adult Service Center, as there would be a vote on deferring it. Hearing no comments, he moved on to the next item.

Consent Agenda

None.

Deferred Items

SP201900004 Va. Institute of Autism Adult Service Center

Mr. Bivins moved to defer the item to August 20, 2019.

Ms. Riley seconded the motion, which was carried by a vote of 5:0 (with Mr. Dotson and Ms. More absent).

Work Session

ZMA201900004 Breezy Hill

Mr. Keller asked for the staff report.

Mr. Tim Paladino, Senior Chairman of Community Development, said he would provide information about the subject property for the ZMA application and the proposal itself; briefly touch on the review process, to date; and present four major issues or questions which staff is requesting Planning Commission direction on. He offered to take questions at any point during the presentation.

Mr. Paladino said the purposes of the work session were so that staff can present the major issues and questions that have been generated by the project, and for the Commission to engage staff and the applicants and interested members of the public in a setting that does not involve a decision being made. He said it was also an opportunity for the Commission to provide direction on their expectations for how the major issues or questions can be appropriately addressed, moving forward. Mr. Paladino said the Commission has been asked to either affirm the conclusions staff will have presented or suggest alternative recommendations for consideration. He said that generally, the work session provides direction for the applicants and how they can proceed from this point forward and provide them with interpretations of the master plan for the community and for future applications as well.

Mr. Paladino said the applicants for the ZMA application are Southern Development Homes; and Roudabush, Gale & Associates. He said the request is to rezone 84 acres from R-A Rural Areas to R-4 Residential. Mr. Paladino said that R-4 zoning would generally allow 4 dwelling units per acre at maximum, but this proposal as has been submitted is for a maximum of 200 dwelling units across those 84 acres. He said the ZMA includes a draft proffer statement, but staff understands that those proffers are subject to revision.

Mr. Paladino said the location is in the Village of Rivanna development area. He indicated to a map that showed the Village of Rivanna comp plan area and a corner of the Pantops comp plan area connected by US-250/Richmond Road. Mr. Paladino zoomed in more closely on the 84 acres included in the ZMA application and indicated to the white outlined area, which was shown in context with the overall Rivanna Village area, outlined in orange on the map.

Mr. Paladino zoomed in more closely and indicated to the 84 total acres that are comprised of eight parcels of record, which includes frontage along US-250 and small segments of frontage along Running Deer Drive. He said the eight parcels are all included on Tax Map 94 as parcels numbers 1A, 5, 6, 48, 48A, 8, 8A, and portions of 8C.

Mr. Paladino presented a map that shows the current zoning of these parcels and the surrounding parcels, which are zoned rural areas and are also included in the development area. He presented a zoning map including critical resources, indicating to the flood hazard overlay in an area along Carroll Creek and the 100-foot water protection ordinance buffer, as well as preserved steep slopes occurring at several locations on the subject property.

Mr. Paladino presented a map showing the future land use plan, as it is contained in the Village of Rivanna master plan and said there are two designations for the subject properties. He indicated to the majority designation (shown in pale yellow) as "Neighborhood Density Residential – Low," which recommends a maximum of 2 dwelling units per acre. Mr. Paladino indicated to the subject properties shown in green, more notably along Carroll Creek, and explained that these are designated as "parks and green systems" future land uses. He said he would discuss more of the future land use recommendations in detail when staff's second question is addressed.

Mr. Paladino said the ZMA application was submitted in April 2019, and staff began the review process and submitted the first review comment letter to the applicants on May 31. He said a community meeting was held in the development area on June 24 and since this meeting, staff has worked to set up a group email to be able to quickly share updates with interested members of the public.

Mr. Paladino said there has also been an extensive amount of incoming correspondence from the public and pointed out that 17 letters opposing the project have been received by staff, with some of them sent to the Commission and others straight to staff. He said that because the Commission has not seen all the letters at this point and they are still coming in, he would summarize the major themes that seem to be consistent throughout the letters.

Mr. Paladino said one of major concerns from the public is that the increased residential development at Breezy Hill would harm the character of the existing Running Deer neighborhood. He explained the residents feel the number of proposed dwellings is too many, and the density of the proposed development would be too high relative to the rural Running Deer subdivision.

Mr. Paladino said another apparent theme from members of the public is the belief that Breezy Hill's proposed connection with Running Deer Drive would be inappropriate for a variety of different reasons, including the specifications and construction of Running Deer Drive not being designed to accommodate an increase in traffic. He said there was perceived incompatibility with the current use of Running Deer Drive by residents, including the use of it as a community space for walking, jogging, bicycling, and other unstructured play and socializing. Mr. Paladino said there was concern that increased volume of traffic on Running Deer would change the character of the Running Deer neighborhood.

Mr. Paladino said the other main thread of commentary that staff has received is that an increase in traffic on Route 250 would be inappropriate due to the existing issues with congestion, especially during peak hours.

Mr. Paladino said staff has heard multiple times concerns from the public about honoring the precise language that was deliberately included in the master plan, specifically recommendations about infrastructure capacity and the timing of future development.

Mr. Paladino said projecting forward from the present work session, as Mr. Keller explained earlier, there is at least a public hearing before the Commission, and a public hearing with the

board. He said these would be two additional opportunities for the public to weigh in beyond the present work session.

Mr. Paladino asked the Commission to consider the following four major issues or questions and either affirm the conclusions of staff, or suggest alternative recommendations to be considered, to help provide direction for the applicants and for staff relative to the ZMA application, as well as provide interpretation of the master plan that will be useful in the future.

Mr. Paladino read the first question relating to infrastructure capacity: *"Should all the recommended improvements to transportation infrastructure, and water and sewer infrastructure, be implemented prior to any development occurring in the rezoning?"* He said this question stems from the fact that the Village of Rivanna master plan includes strong language that establishes the potential appropriateness of rezoning land or additional new development as pending upon the completion of certain infrastructure improvements and upgrades. Mr. Paladino said the master plan refers to water and wastewater utilities as well as transportation infrastructure.

Mr. Paladino said that regarding the issue around sewer and water, staff is currently working with ACSA and RWSA and Mr. Alex Morrison (Senior Civil Engineer at ACSA) concluded that there are no capacity issues for water or wastewater related to the Breezy Hill ZMA proposal. He said RWSA has since contacted staff to inquire about the timing of the proposed development to better understand if there are improvements and upgrades that are already planned and funded and if these could be synchronized with the timing of the Breezy Hill development, if ultimately approved. Mr. Paladino said this question is ongoing, but that the service authorities are interested in how their improvement plans might relate to the timing of Breezy Hill.

Mr. Paladino said the other half of the series of recommendations deals with transportation and noted that Mr. Kevin McDermott (transportation planner) has conducted an updated evaluation of the master plan recommendations specifically relating to transportation improvements. He noted this was provided as Attachment 6 in the staff report, and that he had selected a few highlights from Mr. McDermott's memo, which could be discussed in more detail as necessary.

Mr. Paladino said that first, staff acknowledges that a strict interpretation of the master plan would seem to preclude development through rezoning until after additional transportation improvement projects have been implemented. He noted, however, that the transportation planner's updated evaluation of the Breezy Hill proposal and the identified transportation projects in the master plan include a statement that says, "Many of the previously recommended improvements may no longer be recommended because of changes in travel patterns and new strategies to address transportation issues." Mr. Paladino said a summary of six identified projects has been provided. He said even so, the transportation planner concluded that, "Although capacity and safety improvements on US-250 between I-64 and Route 20 will remain a high priority, and no significant improvements have been made to this segment of US-250 since the approval of the master plan, the proposed development would add a potentially noticeable number of new trips to the segment, and therefore this issue should be addressed to meet the master plan directives." Mr. Paladino said the evaluation adds that the Milton Road and Black Cat intersections with US-250 also continue to be unaddressed problems and recommended that those be addressed as secondary issues as part of the rezoning proposal.

Mr. Paladino said that with respect to the question of transportation capacity, staff has also been asked to address the difference between assumptions that were made during the master plan process for the Village of Rivanna and the result of the subsequent rezoning downloading by the Rivanna Village project. He said this relates to ZMA 2003-00012, which was a rezoning that

resulted in 121 fewer dwelling units being approved within the overall development area, and there was a [inaudible] at the time of the master plan process. Mr. Paladino said with respect to this issue, staff acknowledges that the reduction in dwelling units within the Rivanna Village project could be considered as units that are currently unaccounted for with regards to the anticipated capacity of the transportation network infrastructure, as well as the recommended transportation improvement projects identified in the master plan.

Mr. Paladino returned to the main question on the issue. He stated that staff recommends that the Commission carefully consider the transportation planner's updated context and updated recommendations in lieu of only connecting a strict reading and strict interpretation of the master plan language, which recommends against approval of any new development through rezoning unless or until identified transportation improvement projects are constructed. Mr. Paladino said staff also recommends that the Commission consider the fact that the Rivanna Village development was rezoned to include 121 fewer dwelling units. He said accordingly, staff believes that new residential development could potentially be appropriate in this location at this time, provided that transportation issues and recommendations (as described in the transportation planner's July 14 memo) are sufficiently addressed by the applicants so as to provide appropriate mitigation of rezoning's anticipated impacts.

Mr. Paladino said he had included excerpts from the master plan for the Commission to read, and though he wouldn't read them verbatim, they are available for reference later.

Mr. Paladino read the second question from staff: *"What is the appropriate density for residential development at Breezy Hill?"* He said this question stems from the fact that there are multiple ways of recommending residential densities in this portion of the Village of Rivanna development area. Mr. Paladino reiterated that the future land use plan designates the subject property primarily as being "Neighborhood Density Residential – Low" future land use designation. He said this recommends a maximum density of 2 dwelling units per acre or less, depending on the property.

Mr. Paladino said that, however, the residential areas section of Chapter 4 of the master plan contains a different recommendation for development density within the West Falls Area B, which is a portion of the Village of Rivanna comp plan area that became the Breezy Hill subject properties, noting that he had a map to explain the difference. He said this residential area's section states that, "Area B shall have the lowest density of this development area. Single-family detached homes on medium or small lots are expected."

Mr. Paladino showed a corresponding chart that identifies a possible mixture of density for the three areas, including Area B, and in turn includes recommended density levels as well as the specific number of recommended dwelling units for each of the areas. He clarified that the insert was referencing Area B, in the southeastern or eastern corner of the development area.

Mr. Paladino presented another map to show the area in better detail and indicated to the development area properties in orange, Area B in transparent orange, and the eight parcels that are part of the ZMA application outlined in purple. Mr. Paladino said the ZMA does represent the majority area of Area B, but that there are several parcels that are not included, pointing out this distinction.

Mr. Paladino said looking more carefully at the subject property, for Area B, the chart specifically recommends residential development at a density of 1 unit per acre. He said the Breezy Hill subject property contains 84 total acres, but after factoring out the areas designated as "Parks

and Green Systems" on the future land use plan, the subject property contains approximately 65 acres that have been designated for residential development.

Mr. Paladino said returning to the main question, staff emphasizes that the "Neighborhood Density Residential – Low" future land use designation and the corresponding maximum density recommendation of 2 units per acre has been provided for most of the Village of Rivanna comp plan area (including Glenmore). He added that staff also emphasized that Area B is recommended to have "the lowest density of this development area" and is elsewhere specifically recommended for a density of 1 unit per acre.

Mr. Paladino said with the overall consideration of the multiple layers of recommendations contained within the master plan, staff recommends that the residential area's insert and chart should be used for density recommendations in this portion of the development area and specifically recommends that a development density of 1 unit per acre, equating to a total of 65 dwelling units, would be appropriate relative to the recommendations in the master plan. He said residential development density would be considered as an isolated question.

Mr. Paladino said the third question relates to unit types, and is as phrased: *"Should a variety of housing types, such as townhomes and single-family attached, be provided within the development, or should only single-family detached dwellings be provided?"* He said staff has considered the following facts.

Mr. Paladino said that the master plan's Executive Summary recommendations about character and density on the east side of Carroll Creek includes language so that Area B (containing Breezy Hill) is expected develop as single-family detached dwellings, and that the master plan also includes language about the proximity of the proposed development to the existing Running Deer neighborhood, which is listed as being expected to retain the low-density character. He said that therefore, staff has concluded that it would be not be inappropriate for only single-family detached dwelling units to be provided in Breezy Hill.

Mr. Paladino said alternatively, a case could be made that other dwelling unit types – such as single-family attached, duplexes, or townhouses – could be appropriate if such dwelling units were located on the northern or western portions of the proposed development nearest Carroll Creek and therefore, nearest to the Village Center. He added that only single-family detached dwellings would be located in the central and eastern portions of the proposed project, which would be in closer proximity to the Running Deer neighborhood. Mr. Paladino said that mixture of housing types in this particular arrangement could be consistent with the master plan language recommending "a mix of housing types…with the greatest variety of types being in the Village Center," and "density radiating from the Village Center with the lowest densities at the edges of the development areas."

Mr. Paladino stated the fourth question, *"Could monetary contributions to off-site affordable housing initiatives within the county address the affordable housing policy as it relates to this proposed project?"* He said with regard to the issue of affordable housing, staff has engaged with the applicants and with Ms. Stacey Pethia (principal planner for housing) and has held preliminary discussion about different potential scenarios for how the proposed Breezy Hill project could address the issue of affordable housing. Mr. Paladino said based on those discussions, staff believes a monetary contribution to support off-site affordable housing initiatives within the county would be appropriate in lieu of providing affordable housing on site, provided that such a proffer is eventually voluntarily made (as has been verbally indicated by the applicant), and provided that the amount of the proffered monetary commitment is determined to be sufficient. Mr. Paladino

said this conclusion was based in part on the lack of public transit options that are available at or near the development and is based in part on the scale of other ongoing affordable housing initiatives in the county, including one that has been identified by the Board of Supervisors as a priority project (i.e. the Southwood redevelopment).

Mr. Paladino concluded his presentation and asked if the commissioners had any questions.

Ms. Spain asked, regarding the first question from staff, if the Commission decides collectively that the infrastructure should be in place first, if everything else is made moot and the whole idea is deferred, or if there should still be discussion on each point made by staff.

Mr. Paladino replied there should be discussion on each point, and though this question is somewhat preeminent, it should be considered in isolation and the context of the other issues.

Ms. Riley asked, regarding the sewer infrastructure capacity and civil engineer Mr. Morrison's comments in his memo, what was meant by "additional density factors" in the sentence, "During the study, the ACSA took into account the approved Village of Rivanna master plan and applied additional density factors to the undeveloped areas."

Mr. Paladino said he would defer to Mr. Morrison as to what this meant, as he was also curious, but that he assumed it relates to the fact that those density factors can be applied in certain development areas, and perhaps they are accounting for this potential increase.

Ms. Riley asked if Mr. Paladino was uncertain.

Mr. Benish said that these are the types of questions staff can follow up on.

Ms. Riley said it would be helpful to have this clarified.

Mr. Keller asked the commissioners if they had any other questions. Hearing none, he invited the applicant to come forward.

Mr. Charlie Armstrong with Southern Development noted that members of his team were present, along with representatives from Roudabush Gale. He said they were attending to hear input from the Commission and from the public, some of which they had heard at the community meeting as well.

Mr. Armstrong said they agree that the questions posed by staff are the key ones that need to be discussed, and that they have been created in a way that will help the applicants think through them. He said one question is the density and the growth area boundary with Running Deer. Mr. Armstrong said it is a question of the hard edge growth area or the soft edge growth area, and what is desired there. He said that either way, the growth area doesn't extend to Running Deer along most of the frontage of the property, and the majority of Running Deer would stay as is. Mr. Armstrong said in the area where there is a proposed road connection to Running Deer, there is a buffer that would be in the area as well. He said the question for him is really whether the hard edges (which precedents from the past) are, or soft edges, are desired.

Mr. Armstrong said regarding traffic, the applicants agree that Route 250 has issues at peak hours, especially coming into town. He said the question the applicants are thinking about is if they can find ways to make traffic better at the bottleneck intersections (e.g. Milton, Route 22, and I-64) under a scenario where Breezy Hill is not developed and then they will have done their part,

or more than their part, to aid the traffic. Mr. Armstrong acknowledged that this was a tall order in some ways, but if they could find ways to improve traffic, whether or not Breezy Hill is built, it would solve the problem.

Mr. Armstrong said input has been received on the Running Deer connector, and that they had included the connection in their plan as it is what the master plan calls for. He said the master plan also calls for a connection to the east, if possible, although this area is stream limited, but they are doing as much as they can there. Mr. Armstrong said the applicants have strived to follow what the master plan shows for transportation and land use guidelines on the parcel. He said if this is something that the Commission, Board of Supervisors, and the neighborhood feels very strongly should not be there, the applicants are amenable to removing it, but they need direction on this as well. Mr. Armstrong said the applicants were attending the work session to answer questions along the way, and that they were happy to have a productive conversation on this.

Mr. Bivins addressed the public and said there were five people signed up requesting to speak, and that the Commission was open to other people speaking as well. He gave them the guidelines for speaking at the podium and explained to them the 3-minute time limit and how the time indicator lights work. Mr. Bivins said there would likely be a hard stop on the time limits, depending on how many people would be speaking. He asked the public to consider that if they agree with a speaker, to raise their hands, and asked them to refrain from applause.

Mr. Dennis Odinov said he was the chairman of the Rivanna Community Advisory Council for six years. He said in 2010, the master plan came to light and passed through the Planning Commission and the Board of Supervisors unanimously. Mr. Odinov said the plan says no new development should take place until all necessary improvements are made to Route 250, noting this is essential. He said that no one knew at the time that US-250 would become a traffic trap in the morning and evening peak hours. Mr. Odinov said as early as 2005, Route 250 at the junction of Route 22 and Milton Road was turned into a Class F road by VDOT. He said they knew that when the Village of Rivanna was completed, it would add additional traffic.

Mr. Odinov said the Breezy Hill traffic impact study by VDOT is misleading and is incomplete. He said the study asked the question of what impact Breezy Hill would have on traffic, and that they concluded it would be minimal. Mr. Odinov said the study also compares existing traffic operations in the development area in 2023, which assumed a 2% increase in traffic every year and also added Rivanna Village. He said the result was that the morning peak westbound 250 traffic goes up to 113% of the capacity of the road. Mr. Odinov said the intersection goes from Class D to Class F, and that it doesn't get any worse than Class F, which means the road is over capacity and unstable. He said cumulative queues in the morning go from totals of 825 vehicles up to 932 vehicles passing and queuing on Route 250 in the morning peak hour, and that Breezy Hill would add another 108 vehicles per morning that would approach this intersection in 2023.

Mr. Odinov said there were people present that could support his statement that lines of vehicles extend from the Shadwell light up to the Glenmore entrance and Commonplace (with Glenmore being one mile up the road), and that he has seen the line go farther than this. He said there are numerous drivers merging from Route 22 to Route 250 who routinely ignore their yield sign to force their way into traffic, and they do this out of frustration. Mr. Odinov asked what would happen if there is an accident at the interchange and emergency vehicles can't get through. He said these situations make it very difficult for people to get to work on time and hinders emergency vehicles' ability to get through at peak traffic hours. Mr. Odinov said enough is enough, and that if the project is approved, the master plan becomes meaningless, and it puts in peril every other

community's master plans because they could possibly be overwritten. He concluded that the road situation cannot support additional growth.

Mr. Neal Means said he owns most of the land across Carroll's Creek from the Breezy Hill development and has lived there since 1980. He said he was involved in the master planning, as he was on the Community Advisory Committee for a number of years. Mr. Means said he wanted to speak about the Route 250 issues, as discussed in the staff report and in Attachment 6, in the transportation planner's memo.

Mr. Means said the staff's transportation analysis and recommendations are based on misunderstandings of the master plan and the circumstances leading to it. He said a major source from the master plan transportation analysis was the East Albemarle Sub-Area Study, which was [inaudible] by VDOT, the Thomas Jefferson Planning District Commission, and the County of Albemarle and was dated 2008 (though the data used in it was based on data collected in 2005). Mr. Means said in 2005, Route 250 between Shadwell and I-64 was over capacity, with the highest amount of anywhere in study. He said this was before Rivanna Village traffic was factored in, and that there has been growth since 2005 in other places that use Route 250, including Glenmore.

Mr. Means said all this traffic has been added, and will be added, to an already over capacity road. He said the master plan was not written assuming that Rivanna Village's traffic would fit on Route 250, but that it was written knowing that Rivanna Village's traffic would not fit on Route 250. Mr. Means said the residents wanted to do the master plan before Rivanna Village was considered for approval, but the county insisted on approving Rivanna Village first. He said it was approved by the county knowing that Route 250 did not have the capacity to absorb traffic. Mr. Means said there is no extra capacity for Breezy Hill traffic and that because Rivanna Village was built out with fewer units than were approved, that does not provide any extra space on Route 250 – it just means that it will be slightly less grossly over congested, in his opinion.

Mr. Means said the memo states that a four-lane Route 250 from I-64 to Milton or Glenmore Way is neither feasible, nor recommended. He said the four laning was one of the recommendations listed in the 2008 study by VDOT and the county, and asked how, when or why it then became neither feasible nor recommended.

Mr. Mark Schwarz said he would add two things. He said he was glad to see the developer is stepping up to say they would help with transportation improvements. Mr. Schwarz said improvements cost about $1 million per mile of road and expressed his doubts that the four laning would be funded.

Mr. Schwarz used a metaphor to describe the traffic issue in real life. He said right now one could walk out to the Rivanna River with about 20 pounds of rocks in their pockets and if one is a good swimmer, they can manage to come back out of the water. Mr. Schwarz said what they are talking about doing with the buildout of not just Rivanna Village, but 200 units already available in Glenmore, plus whatever number is put in Breezy Hill, is taking it up to 35 pounds of rocks. He said the VDOT study is saying there is no difference between 33 pounds of rocks and 35 pounds of rocks, which is certainly true – you're going to drown either way, which is his point. Mr. Schwarz said it doesn't seem to matter to VDOT, but he is concerned that this is going to make the road impassable.

Mr. Schwarz said in the non-summer months, once every 10 business days, there is a backup often to Glenmore Way and sometimes beyond it. Mr. Schwarz explained that at 20 feet per car, a 900-car queue from the light at Route 22 backs up to Black Cat Road. He said that I-64 routinely

has accidents (with one that happened recently) and is not a viable option to get around Route 250.

Ms. Debra Conway said she is the president of the Glenmore Community Association Board of Directors. She said they wrote a letter stating that they very much hope that the application for rezoning is rejected because they believe the master plan is the best guide for how development should happen in their area. Ms. Conway said she agrees with all the previous speakers that the traffic is miserable every work morning. She said she moved there timing her commute to work and comparing it to other parts of the county and had thought she would be able to tolerate the commute but that every year, it got worse. Ms. Conway said Rivanna Village is not built out, and neither are other parts, and it is already intolerable. She said it is perplexing how this application could be entertained by the good people of the county who are interested in the residents' wellbeing. Ms. Conway said she appreciates the county's time in looking at this problem very carefully, as the GCAB hopes the Commission will reject the application and look towards ways to improve the traffic.

Mr. Rosenoff said there were petitions against the rezoning, with 237 people who are against it, and thanked everyone who signed it.

Mr. Barry Ewers said he lives beside the property that would be built out, on Hearns Lane. He asked why there was not a sign about the rezoning put up on Route 250. Mr. Ewers said it was put up on the corner of Running Deer Drive and Hearns Lane, but it is not on Route 250 where other people could see it. He added that the way the hills lie on the property, as well as a large pond, does not leave space for a new development.

Ms. Deena Kirby recalled that her husband was almost killed in front of Glenmore before they got a traffic light. She said someone speeding hit his truck and that he had to be pried out of the truck. Ms. Kirby expressed her gratitude that Glenmore now has a light but noted that Running Deer Drive (where they live) does not have one.

Mr. Anthony Crimaldi said he lives in Glenmore and works on Pantops, and that it takes him anywhere from 13 minutes to over an hour to get to work. He said his coworkers live in Free Union and on a day-to-day basis, those people make it to work in a shorter amount of time than he can.

Mr. Crimaldi said his question is simple. He said there are three lanes of road most of the way on Route 250 and asked if the turning lane could be flipped to go into town in the mornings, and then to run out of town in the afternoons. Mr. Crimaldi said this is done in big cities all the time, and that red X's and green arrows could be hung to provide three lanes of highway. He said the county really needs four lanes all the way out to Black Cat, but that is for another day. Mr. Crimaldi said this idea, as well as the proposed VDOT change of the I-64 exit, will move a lot more traffic than is moving now. He asked if his idea has been considered and if not, why not.

Ms. Jen McCarthy, a resident of Glenmore, said that one of the differences in the traffic she tried to escape in Northern Virginia versus the traffic in the area is that at least Northern Virginia has alternatives there. She said those living along Route 250 have no alternatives whatsoever, stating that once you are stuck there, you are stuck there, that there are no places to cut through, and the traffic does not move. Ms. McCarthy said that many residents moved to the area for healthcare and other things, and noted that despite living close to Martha Jefferson Hospital, it doesn't matter if she isn't able to get there and that this was upsetting in terms of quality of life issues. She said the county is also allowing smaller developments to come along that aren't being mentioned, such as a large church built in the area with a 7-days-a-week daycare, adding traffic moving in and out

on Route 250, and more commercial development going on which have not been included in this discussion.

Mr. Kevin Fitzpatrick, a resident of Glenmore, said he lived in Fairfax County for about 10 years and over that period of time, traffic became unbearable. He said he decided not to live in a place with this kind of traffic ever again, and to move to Albemarle County, as the county seemed to have a plan. Mr. Fitzpatrick said a few years have passed and that it doesn't seem as if it's clear that they have a master plan. He expressed his feelings of being duped.

Mr. Keller said that though this was not a public hearing, the applicants could express any other points they would like to address. Hearing none, he moved forward with discussion.

Mr. Keller asked if there were any points the public made that staff might want to respond to, perhaps some of the transportation issues.

Mr. David Benish, Chief of Planning, said it was unfortunate that Mr. McDermott wasn't in attendance to answer transportation questions. He clarified that the intent of Mr. McDermott's comment was that a recommendation for the type of improvement may need to be reconsidered. Mr. Benish said that he recognized that operational, safety, and capacity improvements in the area are needed. He said at this point in time, there may be different recommendations as to what those improvements are. Mr. Benish said at a minimum, they have recognized that a reversible three-lane would be one of the options to be used, and Mr. McDermott had emphasized that this was a possibility. He said this was one of the changes in concept of improvements that had been his intent around recommendations. Mr. Benish clarified that improvements in that area are recommended, but they may be different types of improvements when evaluating the area today.

Ms. Spain asked about the lane reversal.

Mr. Benish said the third lane being reversed would require addressing [inaudible] movements, so there might be additional [inaudible] construction. He said part of the feasibility issue is if there are now conservation easements on the east side or south side, depending on how one looks at the property. Mr. Benish said they are practically precluded from any improvements in areas where conservation easements exist (Peter Jefferson [inaudible]), which creates some feasibility issues with the four-lane widening. Mr. Benish said it doesn't make it completely infeasible, but that this – along with the long list of high-priority projects – could make the timing and costs of getting those improvements difficult. He said there is an impediment of getting what would essentially be five lanes and reiterated his point that there was no intention to say that improvements were not still needed.

Mr. Keller asked the commissioners if they would like to immediately proceed to staff's four questions, or if they had comments to make or questions for staff first.

Ms. Firehock said she wanted to clarify for the public that the Planning Commission does not pick and choose which proposals to bring forward.

Mr. Andy Herrick, Deputy County Attorney, said this is correct, and that the Commission as well as the Board of Supervisors entertain applications that are brought forward, adding that the county does not solicit the applications. He said that once the applicant makes an application, it is entitled to consideration by the county. Mr. Herrick said they hold work sessions as well as a mandated public hearing before the Planning Commission, before the applications go to the Board of Supervisors.

Mr. Benish said that there should be a sign about the rezoning posted on Route 250, and that staff would check to make sure the sign hasn't been taken or knocked down. He ensured it would get posted.

Mr. Benish said in terms of priorities, he noticed that the ACSA had said there was adequate water and sewer. He asked if they did not have adequate water and sewer, could they go ahead with the project. He said the answer is no, and asked if there is not adequate transportation, can or should they go ahead with the project.

Mr. Keller said the Commission would proceed with questions.

Mr. Paladino recapped the first question, *"Should all the recommended improvements to transportation infrastructure, and water and sewer infrastructure, be implemented prior to any development occurring in the rezoning?"*

Ms. Firehock said the way the Commission has been led to understand how VDOT makes these decisions has to do with warrants, or reasons, for why they should build infrastructure improvements. She said the way that VDOT normally operates, they wait until there are enough vehicular crashes that would call for a warrant to take action (whether that is putting in a light, a lane, etc.). Ms. Firehock said this creates a "Catch-22" in that the infrastructure has to be built, and then there is a waiting period until it gets very bad and is failing, noting that some members of the public said the roads are already failing. Ms. Firehock said she didn't understand why this was in the master plan, because it seemed like it would never be true, as they would have never built it. Ms. Firehock said in this case, there would never be enough warrants to be able to build the improvements. She said the county has some in its Smart Scale applications and other ways that they have to fund transportation improvements. Ms. Firehock said the question is, would the county ever have made the number of improvements that would then make this development possible and would suffice to meet with the master plan. She asked for explanation as to why there is a circular relationship between the master plan and how VDOT actually work.

Mr. Benish said the way VDOT works is complicated. He said in terms of warrants for specific site or area improvements, such as intersections, her understanding is true, noting that signals usually don't get posted until there are warrants. He said VDOT's studies indicate that signals in unwarranted locations could actually be more dangerous, and right now, VDOT looks for other alternatives to traffic signals, as traffic signals are almost a last resort under their process.

Mr. Benish said for very site-specific intersection improvements, they all warrant. He said that for larger sections of roadway, what was recognized through residents' concerns is that the overall traffic conditions in this area have been in a failing circumstance, and in terms of the ability to get those funded, the question for VDOT and the county is the limited funding and the relative priority for the funds available. Mr. Benish said their biggest concern is the ability to address what is a deficient area where there are capacity issues on the roadway. He said that while this is an area where there are significant traffic issues, there are other areas with higher impacts that are generating the greatest demand for VDOT.

Ms. Firehock said therein lies the rest of her concern and noted that there are "traffic refugees" in the area from Northern Virginia that moved to the area. She said the problem is that Albemarle competes based on the number of jobs that will be affected by making the traffic improvements,

the number of people, density of the area, etc. Ms. Firehock asked what it will take to make Albemarle rise to the top and get funded.

Mr. Benish said there is a competitive disadvantage because while Route 250 is an important road from an interstate-intrastate standpoint, it doesn't generate some of the commercial activities that other roads with higher priorities have. He said the improvements on Route 29, the urban area of Route 250, or the interstates get the priority. Mr. Benish said that with the Smart Scale effort, which is the state effort to fund transportation projects, the bulk of the money went to a tunnel in the Tidewater area. He said he thinks this speaks to some of the issues Mr. McDermott was trying to clarify, and that perhaps he could have clarified it better. Mr. Benish said as much as a need that there is in Albemarle, it is difficult to see funding coming in the near term because of the competitive disadvantage relative to other areas. He said this is the VDOT issue that relates to warrants at intersections – that the warrants and funding for these improvements are likely farther down the road.

Ms. Spain said she lives in the Pantops district and is familiar with Route 250 and explained that she comes down Route 20 and merges on to Route 250 (either right or left, depending on where she is going). She said she understands the traffic issues, and that this was not the first time the Commission has heard this type of argument from people in neighborhoods abutting proposed developments, noting that the same argument came before the Commissions several weeks ago. Ms. Spain said it seems as though the Commission cannot control VDOT or the county's budget for roads, but that it can influence whether or not more development goes in. She said she has arrived at the point where she feels (particularly with the master plan) that if citizens are to have confidence in the master plan and in their ability to participate (through the CAC and the county's master planning and comp planning processes), the Commission needs to respect the master plans.

Ms. Spain asked if the commissioners are stating their decisions.

Ms. Firehock said she would first like to hear what everyone says, because otherwise she wouldn't have taken their points into account.

Mr. Keller said it is just a question and it is fair to ask. He said they would get through the evening sooner if they all give staff an answer to the questions that were posed.

Ms. Firehock said she wants to hear what everyone has to say so that it informs her deliberation. She said otherwise, she just has her predisposed notion without regard for what everyone else will say.

Ms. Spain noted that they have all heard the residents.

Ms. Firehock acknowledged this but expressed that she still wanted to hear the other commissioners' remarks.

Ms. Riley agreed with Ms. Spain's remarks and that she believes that, in this case, they should especially take the guidance of the master plan regarding waiting for new development until the infrastructure improvements have been made. She said that part of it is because the transportation planner has indicated in some of his comments that there is already a significant problem that has been spoken to well by the members of the public in attendance, and that he insinuated there might be a feasibility problem with the type of improvements that need to be made on the road. Ms. Riley said Mr. Benish has at least alluded to one possibility, which has a

problem with conservation easements on the east side of the road. She said there are structural issues involving implementing improvements and that while she appreciates that the applicant has potentially proffered some funds to deal with the impacts, she was not of the mindset that the money would do anything other than sit in an escrow account for many years, as she doesn't believe the improvements could be implemented.

Mr. Bivins said the question is, would new residents in a residential development be appropriate there. He said yes, this could be appropriate, but that there are many infrastructure issues there that would make him pull back. Mr. Bivins said that while he believes there are new residences that could be constructed there, the way that it is being proposed (and given the statement in the master plan and where the particular roads exist), he is struggling with how a puzzle of this size would fit in without creating a different level of failing. He said that while there should be residential there, he was not in a place of accepting what was being proposed to the Commission.

Mr. Keller agreed with the other commissioners' statements. He said that while residential there makes sense, the fact is that it's rural zoned (even if it is within the growth area, which warrants its own discussion). He acknowledged there are communities in the state and around the county that have made a political decision to spend their money up front on infrastructure and concentrate where development would occur, which makes it better for the development community in one way, as they are more directed where it will happen. Mr. Keller said the Commission understands what the fiscal challenges have been in catch-up for a rural county that is urbanizing the way it is. He said that in this particular case, to answer Question 1 from staff, it would be nice to have infrastructure more ready to take this on, and this is what had been heard overwhelming from residents in the area.

Ms. Firehock said that, having heard the other commissioners, she agrees that they should respect the master plan in terms of Question 1. She also requested that the county takes up some of those concerns that the traffic engineer noted, when he said there were things that were out of sync with what the master plan had conveyed regarding traffic. Ms. Firehock said the county wants to see growth occur in this area, and it is back on the county to update the traffic assumptions and to update the plan accordingly, because otherwise the analysis is confusing.

Ms. Spain said she would answer Question 1 as "yes," but rather than saying "*all* the recommended improvements," she would rephase the question to be, "Should *significant* improvements to transportation infrastructure be made?"

Ms. Riley said her answer to Question 1 is "yes."

Mr. Paladino read Question 2: *"What is the appropriate density for residential development at Breezy Hill?"*

Ms. Riley asked what the number of units allowed is under by-right.

Mr. Paladino said the current zoning is Rural Areas, which allows residential uses at a density of 0.5 dwelling units per acre. He said that with the total acreage of 84 acres, a theoretical maximum would be up to 42 dwelling units, but that this would depend on some fine grade analysis that hasn't been conducted. Mr. Paladino said it would be subject to many regulations and requirements beyond simply the allowed density in the current zone.

Ms. Spain asked if this wouldn't also be reduced to the 65 acres in the same way that the 84 acres are reduced to 65.

Mr. Paladino said no, that the parks and green systems recommendations are taken into account when the appropriateness of the development proposal is being evaluated in a legislative application setting, but that a by-right development would simply need to cite the units on a building site, meaning that with the many regulations, 42 would be a theoretical maximum, and more likely quite less than that.

Mr. Benish said he could not emphasize the complexity in figuring out the densities as they have to determine whether the single parcel was combined into multiple parcels, noting that each parcel of record of 1980 has by-right development rights, and there is a mathematical calculation after that. He said this is a ballpark number, but that they cannot say exactly what it is.

Mr. Bivins asked for the map to be presented again that showed the different densities on the property. He asked if Mr. Paladino could also give some indication as to where the boundaries are located vis-à-vis the Running Deer neighborhood.

Mr. Paladino presented the map and said that the master plan includes recommendations to have development occur in a gradient, with the greatest densities in the Village Center, which is to the northwest within the Village of Rivanna development area. He said this density is envisioned as gradually reducing moving east towards the boundary with the road areas and noted this was somewhat unique to this master plan and development area. Mr. Paladino said with this in mind, staff suggested that the appropriateness of different unit types on the western and northern portions of the subject property be considered, if it then transitions to single-family detached housing moving east towards the existing Running Deer community. He said this could satisfy a number of recommendations, but that staff hasn't suggested any dimensions or areas and is simply carrying forward the gradient idea for this particular property.

Mr. Benish added that the first question of density is regardless of the unit type. He said the unit type isn't to achieve additional density but is simply a market choice.

Mr. Bivins asked if within the 94 8-A parcel, it would be all low density.

Mr. Benish said yes.

Mr. Paladino said this is actually recommended for low density throughout, overall on average, but staff believes that it might be appropriate (if the applicant wanted to do different unit types) to locate these to the west and north, and would be less appropriate to do so closer to the existing single-family residential neighborhood because of the protection of the character of the neighborhood.

Mr. Keller noted that the challenge is that if it were to remain in rural, and depending on when the various lots are subdivided, there is the rural problem of the 2-acre lots for the first five outparcels large enough to do that, and the 21-acre minimum lot size after that. He said the 42 (which is half of 84) might even be half of that in terms of the actual by-right if this is not rezoned and it stays in the rural category. Mr. Keller said if it were to remain in the rural category, there is also the Rural Preservation Development (RPD), which focuses on clusters which could allow for open space that would, as Mr. Bivins mentioned, could allow the transition from higher density to lower density. He said the question is, if it stays rural, whether there is an opportunity to increase that number from a low number of development units to a higher one.

Mr. Benish said that the Rural Area zoning district (using the by-right zoning) has an option for a Special Use Permit to ask for more lots than what could be done with the by-right maximum under the 2-acre lot. He said it is a legislative act, much like a zoning. Mr. Benish said the RPD option gives the applicant more 2-acre lots but does not change the total number of lots. He said it is only by the Special Use Permit under the R-A zoning that the total number of lots can increase, which is a legislative act somewhere within the process and the only way that this can be done.

Mr. Keller said they have established that the number that the applicant is hoping for (in the 200 range), and the number that staff is proposing (in a comfort zone of 65) is actually less than what's stated in the R-A if it wasn't rezoned. He said in other words, it would be on the much smaller end than the 200 that was proposed.

Mr. Benish said that 65 would be much closer to what the by-right calculation would be on the parcel and that the 2 is much, much higher.

Mr. Don Franco with Roudabush Gale said that instead of looking at it as 0.5 units per acre, the math would actually be that the four parcels could get the five 2-acre lots, with five times four being twenty, and then 21 after that, totaling up to 84 units. He said it would actually be more like 22-24 units that would be, at the maximum, the by-right scenario. Mr. Franco said with the complications Mr. Benish referenced of how many of the rights have been used before, the number is closer to mid-20s than it is to mid-40s.

Mr. Benish clarified that a large parcel such as 8A in years past was actually multiple parcels, and that this is why zoning does a division right determination. He said there are occasions where there appears to be less development potential, but there is actually more. Mr. Benish said this is a complex process to pin down the exact numbers, and what Mr. Franco said is usually the case, but there are many exceptions where one large parcel that would be assumed to have five 2-acre lot division rights may actually have 10 or 15.

Mr. Keller said in terms of public education, he has gone through this purposely to get a sense of what the range in one area is, as opposed to a rezoning and counting this as part of the development area.

Ms. Riley asked for clarification about the conclusions made on this point. She said she heard Mr. Franco say that he believes the by-right is likely more than mid-20s range, but in comparison to rezoning to R-1, it might be more like 65 units. Ms. Riley asked if they kept it Rural and exercised their right for Special Use, they could ask for more units than by-right.

Mr. Benish said with the Rural Area zoning, there is a discussion-based legislative process similar to the process of Planning Commission review and Board action in which they can request additional lots. He said this is provided in the Rural Area district only for areas outside of the county's watershed areas. Mr. Benish said that while it is not frequently used, it is theoretically an option. He reiterated that it is a legislative act rather than an administrative one.

Ms. Spain expressed her opinion that the lowest density option is appropriate, and that the 200 (and perhaps even 65) seems much too high. She said the fewer units, the better.

Ms. Firehock agreed. She said that a lot of effort went into the master plan, and if the master plan is out of date, it needs to be revisited through the normal process rather than the Planning Commission second-guessing it. Ms. Firehock said that not all master plans are perfect, but that

a lot of work went in to make this determination on the density desired, and that people bought homes with that expectation.

Mr. Paladino read the third question, relating to unit types: *"Should a variety of housing types, such as townhomes and single-family attached, be provided within the development, or should only single-family detached dwellings be provided?"*

Ms. Firehock said she didn't have a strong opinion on this question. She said to her, townhomes would be much more out of character with the type of pattern that is seen in the area. Ms. Firehock said she would accept some single-family attached duplexes, as they are not quite as urban in form.

Ms. Spain said that since the tendency is to provide affordable housing off site rather than here, she would assume that there would be less of a demand or need for townhouses than if they were going to be affordable housing on site.

Ms. Riley said she thinks it would be okay to have some attached homes. She agreed with staff's recommendations of located attached homes in the northern, western portions closer to the density to the Village of Rivanna and that the areas abutting Running Deer would be single-family detached.

Mr. Keller said he was still interested in whether there is a way to cluster and gain significant open space in this to provide the rural feel that is currently there. He said the green scheme would connect with some of the open space of Glenmore and take it down to the Rivanna River Trail that will one day go all the way to Fluvanna. Mr. Keller said there would be interconnections this way. He said that though they have spoken about the density, rather than breaking this up into individual lot, there is potential for consolidating where the development occurs, if there is a thoughtful way to deal with the open space.

Ms. Riley agreed.

Mr. Bivins said that while he may not look at the detached pieces, he thinks it may be an opportunity for a smaller footprint for a single household or single house. He said Glenmore has large structures as well as golf cottages, which he thinks is a fair structure to have in a place such as this. Mr. Bivins said the development could model its neighbor and if the space opens up, there would be easier transition between the two communities. He said he wasn't necessarily for duplexes here, but he does think it will be an ideal place for houses with smaller footprints.

Mr. Paladino read the fourth question dealing with affordable housing policy: *"Could monetary contributions to off-site affordable housing initiatives within the county address the affordable housing policy?"*

Ms. Firehock harkened back to a question the Commission asked the county to answer as to understand what number of units they would set aside for affordable housing were realized, as there is a certain timeframe by which they are realized. She said this is putting money into a fund and that she doesn't have a clear picture of what happens to the money, or a clear understanding of the comparison of money put in versus money provided for down payment assistance, for her to have assurance that they have achieved the desired result. Ms. Firehock said generally, if the county's policy works the way it is supposed to, she doesn't have a problem with affordable housing being provided off-site, because the problem with affordable housing is that there is no way right now (except if it is zoned by land trust) to keep it affordable so that overtime, the

neighborhood's value would continue to climb and it would roll out of the affordable housing goals, if it was located in the subject area.

Ms. Spain echoed Ms. Firehock's remarks by noting that if affordable units are built, the Commission still has no sense of whether they are on the market or if they go to the families that need them. She said she is fine with the off-site contributions and wanted to echo the concern of accounting for how the money is spent.

Ms. Riley said she has the same concerns and expressed that the county should strive for more permanent affordable housing when it invests in units. She said the question here is whether or not they would allow contributions for an off-site location versus on the subject property. Ms. Riley said she does agree with staff's comments that it is best to locate these affordable housing units near public transit. She said from her own experience in the southern area of the county, they have cited a number of affordable units proffered in Avinity and Avon, but there is no public transit going out there, and that this is happening all over the county. Ms. Riley said in terms of their current policy, the county doesn't require this. She said that she believes that in principle, the county should be allowing people to choose a variety of locations they want to live in, and she personally thinks that affordable housing could be located here. Ms. Riley said the Commission cannot assume that someone can't afford a car and drive along Route 250, as backed up as the traffic can be. She said that she could live with the affordable housing going off site, but in principle, she thinks they should provide for a variety of locations for people seeking affordable housing.

Mr. Keller said that ideally, affordable housing should stay on site. He said this is a good example of discussing the mixing of socioeconomic groups into the same community. Mr. Keller said moving along Route 250 and going east, except for the land values, they would find many houses in the affordable range. He said that it seems as they are transitioning from more valuable houses in some parts of Glenmore that there should be opportunity for more affordable options in this location as well. Mr. Keller said the Commission will be called out for white, high-income privilege if they don't figure out how to deal with this in every community. He said it would be awhile, just as with the transportation improvements, before they have the mass transit that many would like to see that would allow people to be able to move from this area without a vehicle.

Mr. Bivins said he was struck by how wonderful the Running Deer neighborhood is and by the variety of houses that are there. He said when he visited there, he thought it was a great place because it was clear that the community had homes with higher assessment values as well as homes with different values. Mr. Bivins said the entire neighborhood was a wonderful space and noted that the neighborhood has wider streets than his does. He said he would like to see a mixture of houses there, and that he believes it is possible to have a community that sits and knits together with a whole range of shapes, sizes, and affordability within its boundaries, rather than those houses and people being someplace else in the county.

Ms. Riley said they were not asked this question, but the issue of whether or not an entrance should be located on Running Deer Drive is a question that she would like to weigh on, and perhaps other commissioners would.

Mr. Keller said he would.

Ms. Riley said she thinks it is odd that the boundary between the development area and rural area goes right down the middle of the road. She said she was unsure of how or why that happened. Ms. Riley said it's clear that the entire community (which is one house per 2 acres) is rural in

character. She added that much of the feedback from the public regarding the questions asked is suggesting lower density and less homes, and she thinks that most of what she had heard confirms her conclusions that there does not need to be interconnectivity with the rural area, and there does not need to be a road connecting whatever development may or may not happen with Running Deer.

Mr. Keller agreed, and went one step further in terms of the open space to say that he thinks in the future, there will be a younger group of residents coming in that may indeed want those interconnections in terms of walkability and pedestrian factors, and this affords an opportunity for that without the vehicular connections.

Mr. Bivins said he would take a different route, noting that he heard about the family whose husband was in an automobile accident and had to get him up to Pantops, and from the person who moved here from Northern Virginia to be able to get to Martha Jefferson Hospital. He said he personally lives on a road that has only one way out, and there has been a number of situations where the road has been blocked due to some disaster. Mr. Bivins suggested that in considering the one way out, perhaps there is an alternative route that meets their needs and allows the flexibility that would be helpful to them. He said there was a situation in which they needed to get someone off the road and could not. Mr. Bivins said while he lives on a wonderful, one-lane road, there are times where it would be very helpful to be able to get a person off the road.

Mr. Keller asked if he meant this would be something temporary.

Mr. Bivins said yes, that it would be something that would give someone the option to get someone off the road in an emergency situation.

Ms. Firehock said these could be designed with bollards that emergency vehicles have the ability to unlock, so they are never open unless there is an emergency.

Mr. Bivins said that they are hearing about Route 250 and how it can be inaccessible to emergency vehicles. He said given there isn't a light in the subject location, if there could be a place where it is more metered or another option nearby, perhaps using a bollard.

Ms. Spain asked whether the master plan addresses the issue of interconnectivity, and being written in 2010, if it perhaps wasn't the issue that it is now.

Mr. Odinov said the master plan did address the situation with regard to connectivity. He said it was seen that there was a hard barrier in the entire village, and the hard barrier was Carroll Creek. Mr. Odinov said that any development east of Carroll Creek would only have one exit, and that exit would be on Route 250. He said there were paths that were planned to go over Carroll Creek, but that it was all private property. Mr. Odinov said they considered the hard barrier or hard edge to be Carroll Creek because there was no connectivity between people living on the east side of Carroll Creek to the village.

Mr. Odinov said he had a question on the issue of affordable housing.

Mr. Keller noted that the public had had a chance for discussion, but that Mr. Odinov could continue his comments.

Mr. Odinov asked if it was true that when affordable housing is granted, there is a 50% bonus in density that is also granted, provided that 50% of the additional units built are affordable.

Mr. Keller replied that this was a complicated question that they would turn over to staff.

Mr. Benish replied that under the by-right zoning districts, there is a density bonus provision that is available, but this is not being requested under this rezoning request. He said that under this rezoning, in this point in time, the applicant is simply asking for this density and it does not come with any bonus provisions.

Mr. Keller asked if Mr. Benish could briefly explain how this would work in other types of developments.

Mr. Benish said in this zoning district where it is already applied on properties, there is a calculation that does allow for bonuses to be provided for various things, including open space, providing street trees, and other public improvements that are not otherwise required, and it does have a calculation for providing for open space. He said the density bonuses are not being requested by the applicant, so those wouldn't apply with this request, at least not at this point in time.

Mr. Paladino added that it is only 30% in those districts for the affordable housing.

Mr. Paladino asked if there were any concluding recommendations from the Commission.

Ms. Firehock said she wanted to concur with what had just been said about the access and entrance point.

Mr. Keller thanked everyone for attending.

Mr. Franco asked if he could ask one question relating to what was discussed. He said there has been much emphasis placed on the relationship of the project to the rural edge and rural communities, as well as to the rural feel. Mr. Franco said there have been many Neighborhood Model components that have not been deemed as appropriate. He asked if the Commission thinks rural roads would be more appropriate than the curb-and-gutter sidewalks on both sides in order to create a rural feel, and if this is something the applicant should consider.

Mr. Keller suggested hearing from staff first, as well as the ramifications of this becoming a VDOT-maintained road as opposed to private roads in the HOA.

Mr. Benish replied that the urban street system that staff looks for in the design of the development areas comes with a primary purpose of creating walkability and accessibility. He said if the development includes an internal pedestrian system that allows people to get around safely, a rural cross-section may be doable. Mr. Benish said there are also some advantages to storm water management with rural roads, but he thinks a rural design is possible there, and staff would be very interested in the character and quality of this in its use of street trees and canopies that create shading of the asphalt, as well as pedestrian connectivity.

Mr. Paladino said he would think the number of units would factor in as well.

Mr. Benish agreed and said it would be a function of how big the road would have to be to safely carry the traffic and be managed properly.

Mr. Keller asked if other commissioners cared to weigh in on Mr. Franco's question.

Ms. Firehock said she was a fan of less impervious surfaces, and if a road is designed so that if all else fails, [inaudible] so that storm water is treated on site and they avoid having to build large storm water facilities. She said the other problem is that since water quality credits can now be purchased off site, they are getting more water quality impacts at particular developments because they are paying for the water quality improvements off site. Ms. Firehock said that any time they can have less impervious surface and more localized treatment close to the source is ideal, adding that this is a rural character and not a downtown neighborhood.

Mr. Keller thanked everyone and announced there would be a 10-minute break.

Committee Reports

[Audio after break abruptly began in the middle of Ms. Firehock's comments]

Ms. Firehock said that it primarily dealt with a conflict with the way the ordinance is written that talks about how the development rights are calculated and reported for properties that were assessing for possibility of purchasing development rights. She said the origin of the issue was that the community was asking if the county really ever accurately assesses development rights. Ms. Firehock said she has only had one conversation discussing what goes into assessing developable units and that this is important because when discussing the method of purchasing the property, credit is given for how many development rights they avoided. She said the question is if the county is accurately assessing them in the first place. Ms. Firehock said there would be a review of some past purchases to see if the county gets it right, then ask the assessors for the ones that they have just concluded voting on. She said nothing has been changed legally and there hasn't been a change in ordinance, but that this would be evaluated. Ms. Firehock said in terms of the complexities of the development rights in terms of needing a site survey to know how much could really be gotten.

Ms. Spain said that Places 29 North had a tour of the NIFI project for Baker Butler School, which was impressive. She said that though she was away and not able to attend the tour, there were comments afterwards implying that it was successful. Ms. Spain said this, along with the Pantops NIFI project, are nearly complete. She asked if there were any other ones that are complete.

Mr. Benish said these were the ones that were completed, and he could let her know of others.

Ms. Spain said that Pantops CAC had a presentation by engineering for Special Use Permits to expand the Flow Mazda and VW display area on Route 20 north.

Ms. Riley said 5th and Avon CAC met on July 18 and that she was not in attendance. She said there was a community meeting held on the EEC Microwave Communications Monopole that is proposed at the county office building.

Ms. Riley said there was an update from the consultant on the Avon Street Extended corridor study, and that the next step in the corridor study is that an online survey has been posted for people who would like to provide additional input on the current design. She said the study should be finalized in September or October, and that this would mark the completion of one of the Planning Commission's NIFI projects.

Mr. Bivins said that on the subject of NIFI, the Albemarle High School/Jack Jouett/Grier project has been slated for the fall. He said that with this project, the CACs are actually putting funds in

Original Proffers ___X____
Amendment _____

PROFFER STATEMENT

ZMA No. _____

Tax Map and Parcel Number(s): 09400-00-00-001A0, 09400-00-00-00500, 09400-00-00-00600, 09400-00-00-00800, 09400-00-00-008A0, 09400-00-00-04800, 09400-00-00-048A0, and 09400-00-00-008C0 (portion)

Owner(s) of Record: BREEZY HILL AT KESWICK LLC; KIMCO LC; LUPOS LLC; and HAWKINS CLARENCE M OR BEATRICE B

Date of Proffer Signature: _____

84+/- acres to be rezoned from RA to R-4

Breezy Hill at Keswick LLC, Kimco LC, Lupos, LC, and Clarence M or Beatrice B Hawkins are the owners of (the "Owner" or "Owners") of Tax Map and Parcel Numbers 09400-00-00-001A0, 09400-00-00-00500, 09400-00-00-00600, 09400-00-00-00800, 09400-00-00-008A0, 09400-00-00-04800, 09400-00-00-048A0, and 09400-00-00-008C0 (portion) (the "Property") which is the subject of rezoning application ZMA No. _____, a project known as "Breezy Hill" (the "Project").

Pursuant to Section 33.3 of the Albemarle County Zoning Ordinance, the Owner hereby voluntarily proffers the conditions listed below which shall be applied to the Property if it is rezoned to the zoning district identified above. These conditions are proffered as a part of the requested rezoning and the Owner acknowledges that the conditions are reasonable.

1. **Proffered Plan**:

   Improvements to the Property shall be in general accord with the "Breezy Hill Rezoning General Development Plan" ("Plan") dated _____, which shows a conceptual layout for the development of the Property. Major Elements of the plan include:
   a) Primary vehicular connection point at 250;
   b) Emergency vehicle access point at Running Deer Drive;
   c) Future vehicular and/or pedestrian connection points to the west toward Carroll Creek;
   d) Road typologies
   e) Approximate delineations between blocks and housing typologies assigned to each block;
   f) Approximate trail, multi-use path, and pedestrian network locations and typologies;
   g) Approximate locations and sizes of Blocks, Open Space, buffer, and Conservation Areas;
   h) Density limit

2. **Transportation/Transit**:

   Intersection Improvements: Prior to issuance of the first (1st) Certificate of Occupancy the Owner shall design and install, with input and approval from VDOT, signal timing and coordination improvements to the Route 250 corridor that improve the flow of traffic on Route 250 at the intersections Route 729 (N. Milton Rd) and Route 22 (Louisa Rd). Signals shall be upgraded to the ASTPM platform using the existing signal equipment at each intersection, as well as new radio communications, controllers, and equipment as necessary to achieve optimal performance.

3. **Cash Proffer for Transportation and/or Schools**:

Prior to the issuance of the tenth (10^{th}) Certificate of Occupancy in Breezy Hill the Owner shall contribute Five Hundred Thousand Dollars ($500,000) to the County of Albemarle to be used for transportation, transit, or school capital projects that the County determines will directly benefit the residents of the Village of Rivanna.

4. **Affordable Housing**:

The Owner shall provide affordable housing equal to fifteen percent (15%) of the total residential units constructed on the Property as provided under Proffer 4a, 4b, or 4c:

a. Cash Proffer: In lieu of constructing affordable dwelling units "Affordable Units" for fifteen percent (15%) of the total number of Units, the Owner has the option to make a cash contribution to Albemarle County, Piedmont Housing Alliance, Habitat for Humanity, or another local non-profit affordable housing provider in the amount of Twenty One Thousand One Hundred Twenty Five Dollars ($21,125.00) (the "Affordable Housing Cash Proffer") for each such cash-in-lieu-of-construction unit prior to the issuance of a Certificate of Occupancy for that Unit. The Owners total cash contribution will be between $0 Dollars (if all proffered Affordable Units are constructed within the Project) and $507,000 (if zero Affordable Units are constructed within the Project.

b. For-sale Units: The Owner maintains the right to construct and sell all or a portion of the Affordable Units within the Property. The Owner shall convey the responsibility of initially constructing and selling the affordable units to any subsequent owner or developer of the Property (or any portion thereof), and such subsequent owner(s) and/or developer(s) shall succeed in the duties of the Owner under this Proffer 4, and the term "Owner" shall refer to such subsequent owner(s) and/or developer(s) as applicable.

i. Affordability; Credit Thresholds: For the purposes of this Proffer 4(b), "affordable housing" shall mean units affordable to households with incomes less than eighty percent (80%) of the area median income (as determined from time to time by the Albemarle County Office of Housing) such that housing costs consisting of principal, interest, real estate taxes, and homeowners insurance (PITI) do not exceed thirty percent (30%) of the gross household income.

ii. Sale of Affordable Units: All purchasers of the for-sale affordable units shall be approved by the Albemarle County Housing Office or its designee (the "Housing Office"). If the Owner has not identified a purchaser and received approval for sale of the Unit to such purchaser from the Housing Office, the Owner shall provide the Housing Office a period of 180 days to identify and approve an eligible purchaser for such affordable unit. The 180-day qualification period shall commence upon written notice from the Owner to the Housing Office of the approximate date the unit is expected to receive a Certificate of Occupancy from the County (the "Notice"). Such Notice shall be given no more than 180 days prior to the expected issuance of the Certificate of Occupancy. Nothing in this Proffer shall prohibit the Owner from identifying an eligible purchaser during the 180-day qualification period. If, during the 180-day qualification period, (i) the Housing Office fails to approve a qualified purchaser, or (ii) a qualified purchaser fails to execute a purchase contract for an Affordable Unit, then, in either case, the Owner shall have the right to sell the unit without any restriction on sales price or income of the purchaser, and such unit shall be counted toward the satisfaction of this Proffer 4(b). This Proffer 4(b) shall only apply to the first sale of each of the for-sale affordable units.

c. For Rent Units: The Owner maintains the right to construct and rent all or a portion of the Affordable Units within the Property. The Owner shall convey the responsibility of initially constructing and renting the affordable units to any subsequent owner or developer of the Property (or any portion thereof), and such subsequent owner(s) and/or developer(s) shall succeed in the duties of the Owner under this Proffer 4, and the term "Owner" shall refer to such subsequent owner(s) and/or developer(s) as applicable.

   i. Affordability; Credit Thresholds: For the purposes of this Proffer 4(c), "affordable housing" shall mean units affordable for rent by households with incomes less than eighty percent (80%) of the area median income (as determined from time to time by the Albemarle County Office of Housing) such that rent payments do not exceed thirty percent (30%) of the gross household income.

   ii. Rental of Affordable Units: All renters of the for-rent affordable units shall be approved by the Albemarle County Housing Office or its designee (the "Housing Office"). Maximum rental amounts to be charged shall be set such that they satisfy Proffer 4(c)(i), and shall be adjusted annually to account for changes in the area median income.

d. Tracking: Each subdivision plat and site plan for land within the Property shall designate lots or units, as applicable, that will, subject to the terms and conditions of this Proffer 4, satisfy the requirements of this Proffer 4. Such subdivision plat(s) or site plan(s) shall not be required to identify the method by which this Proffer 4 will be satisfied (i.e. 4(a), 4(b), or 4(c)). The aggregate number of such lots or units designated for affordable units within each subdivision plat or site plan shall constitute a minimum of fifteen percent (15%) of the lots or units in such subdivision plat or site plan. The Owner, at the Owner's option, may accelerate the provision of affordable units ahead of the minimum 15% minimum requirement and shall be entitled to receive credit on future subdivision plat(s) or site plan(s) for any such units provided beyond the 15% minimum requirement.

5. **Cost Index**: Beginning January 1, 2023, the amount of each cash contribution required by Proffer 3 shall be adjusted annually until paid, to reflect any increase or decrease for the proceeding calendar year in the Marshall and Swift Building Cost Index ("MSI"). The annual adjustment shall be made by multiplying the proffered cash contribution amount due for the preceding year by a fraction, the numerator of which shall be the MSI as of December 1 in the preceding calendar year, the denominator of which shall be the MSI as of December 1 in the year preceding the calendar year most recently ended (the "Annual Percentage Change"0. By way of example, the first annual adjustment shall be $21,125 x 2022 MSI/2021 MSI. Each annual adjustment shall be based on the amount of the proffered cash contribution due for the immediately preceding year based on the formula contained in this Proffer 5 (the amount derived from such formula shall be referred to hereinafter as the "Cash Contribution Due"). For any cash contribution that is being paid in increments, the incremental payments shall be correspondingly adjusted each year.

6. **Counterparts**: This Proffer Statement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

OWNERS

Owner signatures to be provided, after blanks are completed, after County Attorney review, and prior to Public Hearing by the Board of Supervisors.

_____
[INSERT NAME BY WHICH LAND IS OWNED]

[SIGNATURE IF LAND IS OWNED BY ONE OR MORE ENTITIES; EACH OWNER OF RECORD MUST SIGN THE PROFFERS]

OWNER

_____
By: **[INSERT OF PERSON SIGNING ON BEHALF OF ENTITY THAT OWNS THE LAND]**
Title: **[INSERT TITLE OF PERSON SIGNING ON BEHALF OF ENTITY]**
[INSERT NAME OF ENTITY BY WHICH LAND IS OWNED]