



## Planning District Commission

Sustainable solutions to regional issues

### Regional Information Sharing Session

Draft Notes of May 31, 2007 Session

#### City of Charlottesville

David E. Brown  
Jason Pearson

#### Albemarle County

Sally H. Thomas  
David Wyant

#### Fluvanna County

Charles W. Allbaugh, CPA  
Grant Tate, Chair

#### Greene County

Jeri Allen  
Carl Schmitt

#### Louisa County

Fitzgerald Barnes  
Richard Havasy

#### Nelson County

Fred Boger  
Connie Brennan, Vice-Chair

#### Executive Director

Harrison B. Rue

#### **Elected Officials Present:**

Ken Boyd – Albemarle County  
Lindsay Dorrier – Albemarle County  
Sally Thomas – Albemarle County  
Charles Allbaugh – Fluvanna County  
Marvin Moss – Fluvanna County  
Jeri Allen – Greene County  
Allen Hale – Nelson County

#### **Planning Commissioners Present**

Marcia Joseph – Albemarle County  
Petie Craddock – Albemarle County  
Cal Morris – Albemarle County  
William Lucy - Charlottesville

#### **Other Representatives Present**

Carl Schmitt – TJPDC Commissioner,  
Greene  
Mike Harvey – TJPED  
Chuck Proctor, VDOT

#### **CAOs Present:**

Robert Tucker – Albemarle County  
Cabell Lawton – Fluvanna County  
Barry Clark – Greene County

#### **Planning Directors /Staff present:**

Wayne Cilimberg – Albemarle County  
Susan Stimart – Albemarle County  
Missy Celi – Charlottesville Intern  
Bryant Phillips – Fluvanna County  
Bart Svoboda – Greene County  
Darren Coffey – Louisa County  
Will Cockrell – Louisa County

#### **TJPDC Staff Present:**

Harrison Rue, Executive Director  
Billie Campbell, COO  
Rhonda Edmunds, Communications  
Director  
David Blount, Legislative Liaison  
Ann Whitham, Planner  
Cory Anderson, Planner

**Introductions:** Harrison Rue opened the meeting by introducing Ken Boyd, Chair of the Albemarle County Board of Supervisors, who was instrumental in initiating this regional information sharing session.

**Welcome:** Ken Boyd welcomed everyone to the session and noted that the idea for the session had originated in a Mayor and Chairs meeting. The Mayor and Chairs of all Boards of Supervisors meet quarterly to discuss issues and report on what the localities are doing. These meetings have been very beneficial in identifying shared issues and concerns. The group thought the same type of regional emphasis would be helpful for other elected officials and staff across the Planning District, with presentations and discussions focusing on land use and growth issues.

## **Growth Issues in the Thomas Jefferson Planning District**

**Regional Issues:** Harrison Rue presented a PowerPoint slide show focusing on growth issues in the region and detailing TJPDC's recent planning initiatives, including the Eastern Transportation Planning Initiative, the Sustainability Accords, the United Jefferson Area Mobility Plan (UnJAM Plan), the Transportation and Housing Alliance, and corridor plans.

**Nelson County:** Fred Boger, Nelson County Planning Director, noted that the Nelson County Board of Supervisors recognized growth pressures several years ago and realized that they had time to manage growth, occurring primarily in the Lovingson, Nellysford and Wintergreen areas. The Comprehensive Plan used place types defined by the Eastern Planning Initiative to identify growth areas and illustrate potential growth scenarios; the "Village Center" development model in Lovingson. The Board of Supervisors commissioned the Safety Study and Courthouse Study for Lovingson and a community plan for Nellysford, Wintergreen, and in Lovingson. The County has just completed new zoning and subdivision ordinances that go into effect June 1. The new ordinances address clustering and preservation areas and set limits on dividing lots - a significant improvement over the previous 2-acre minimum lot size.

**Louisa County:** Darren Coffey, Louisa County Planning Director, has been working for Louisa County for 2 years. The growth areas include Lake Anna, the Towns of Mineral and Louisa, the Gordonsville area, and Zion Crossroads. 26% of the land mass is in growth areas. The Town of Mineral has a Community Development Block Grant (CDBG) through the Department of Housing and Community Development (DHCD) for revitalization. There are opportunities to create walkable areas in the towns. Louisa has tried to keep neighboring counties' future land use plans in mind when developing their own comprehensive plan. Louisa County is participating in the NW Fluvanna/SW Louisa Corridor Study and is interested in creating a sense of place in the Zion Crossroads area. The scenario planning and transportation modeling have been useful. Working with Fluvanna and Albemarle Counties and the TJPDC has been helpful. The study is looking at a mixture of uses. Darren believes in the power of planning and sticking to the plan.

**Greene County:** Bart Svoboda, Greene County Planning and Zoning Director, reported that Greene County was experiencing a lot of growth pressures. A graph of new subdivisions showed a lull between 2003 and 2005, with an explosion of growth in 2006 and beyond. Approximately 700,000 of commercial space is being built along the Rt. 29 and Rt. 33 corridors, and about 500 apartment units. The County is small, but has an average of 106 people per square mile. The Town of Stanardsville currently has 300 residents, but this could grow to 1,200 if vacant parcels were developed. Greene is looking forward to participating in a corridor & scenario planning effort with VDOT and TJPDC, similar to the NW Fluvanna/Louisa study.

**Fluvanna County:** Bryant Phillips, Planner with Fluvanna County, presented maps of the growth areas, with make up 20% of the County. The County is divided into planning areas, with both Community Planning Areas and Residential Planning Areas. Community Planning Areas include Palmyra, Zion Crossroads and Lake Monticello. There are also Rural Residential Areas and Rural Preservation Areas defined in the Comprehensive Plan. The development activity reports show a decrease in permits within Lake Monticello over the past few years, with fairly level activity in areas outside the Lake. In 2001, 25% of growth was taking place in the rural areas; in 2006, 58% of growth was occurring in rural areas. A two-acre minimum lot size in the A-1 district means more subdivision and building permits are being issued in the rural area than the planning department would like to see. A-1 land uses include almost the entire county. Most major developments are in the community planning areas. A newly developed map shows unimproved parcels under and over 10 acres. The principal planning challenge is the potential impact of parcels over 20 acres. The recently passed transportation bill is expected to have a big impact, resulting in

increased density in growth areas, increased application of the principles of New Urbanism, and cash proffers or impact fees.

**Charlottesville:** Bill Lucy, Planning Commissioner and UVA Professor, presented on behalf of the City. He took a broader view of planning dynamics and trends, asking “To what extent can elected officials and planners impact development?” Over the past 30 years, Charlottesville has not grown in population and has gone down in socio-economic characteristics. There has been a relative loss of median income compared to Albemarle County, and is currently 70% of the County’s figure. Regionally and nationally there has been a trend toward larger homes, and there are not many large homes within the City. The Comprehensive Plan was last updated in 2001 and the zoning ordinance was revised in 2003. The City developed a plan for corridor redevelopment and currently has 3,000 units either built or in the pipeline. Most projects are small. Houses built to be “affordable” in the 10<sup>th</sup> and Page neighborhood are now selling for over \$300,000. Housing costs per square foot in the City used to be less than Albemarle County, but have not surpassed them. The City has tried to focus on places to work and use transit. There has not been any real change in the percentage of people driving to work alone, at 60% in both 1990 and 2000. The City has set a goal to reduce that figure to 50%, which he acknowledged was a very ambitious goal. He noted that development patterns occurred during a period of lower gas prices. Rising gas prices may cause rearranging of metropolitan areas.

**Albemarle County:** Wayne Cilimberg, Albemarle County Planning Director, addressed the dynamics that the County is trying to address through planning – the context in which planning takes place. Population growth in the county has been fairly steady over time, with an annual rate of 1½ to 2%. Most of the growth, about 70%, has resulted from in-migration. A growing percentage of the population is made up of single person families, largely young adults, and an aging population. The 1971 Comprehensive Plan was essentially a growth accommodation plan, anticipating a population of 185,000 by 1995. This growth was not realized. The 1996 Comprehensive Plan took a deliberate growth management approach, designated five development areas constituting 5% of the total county. The plan directed growth into the growth areas and discouraged rural growth. Even with this strategy, the county has seen a decrease in the number of farms and the amount of area made up of farms. Rural residential growth has been steady. A significant percentage of growth has been in the rural areas. The build-out analysis that the TJPDC conducted several years ago showed a population of about 190,000 people at build-out. The County adopted the neighborhood model in 2001 as part of a strategy to move away from sprawl and to achieve more efficient forms of New Urbanism development. The model includes a number of themes, including interconnectivity and a mix of uses. The County has undertaken a series of Master Plans, in Crozet, Pantops and Places<sup>29</sup>. Median income is rising. The County attracts wealthy people. Sales characterized as “affordable” make up about 1% of all housing sales. Houses are getting bigger and land values have doubled since 2000. Commuters from a wide area come to Albemarle County for employment. The County has adopted a housing policy of 15% of all new units being affordable to families at 80% of the county’s median income, or about a \$180,000 sales price. So far \$1 million has been proffered and about 500 affordable units have been constructed or are in the pipeline. The County believes it can better serve the region by preserving rural areas and concentrating growth.

### **Open Discussion**

- Sally Thomas noted that population projections can lead to mistakes. Projections by the Virginia Employment Commission (VEC) have been low, so the county uses the VEC projections plus 10%.
- Darren Coffey added that Louisa planner Will Cockrell did a build-out analysis in growth and rural areas to update the TJPDC analysis, to reflect changes in zoning. Marvin Moss suggested that TJPDC update the build-out plan to show what localities have done in the ten years of so since the analysis was done.
- Lindsay Dorrier noted that there is a need for more regional coordination and cooperation, since elected officials aren’t working together. Jeri Allen said that elected officials on the TJPDC

Commission do work together and learn what each locality is doing, but that is not regularly communicated by Commissioners back to each Board of Supervisors. Harrison Rue suggested that as the TJPDC updates the Long-Range Transportation Plan, that work more directly involves all local elected officials and planning commissions. In addition, TJPDC could provide regular information sheets about regional initiatives, to be provided by Commissioners to their County officials and staff. Lindsay added that the Planning District boundary is an artificial construct, and regional impact can come from localities outside the PDC. Localities need to ask the question “how does this impact the region?”

- Marvin Moss reported that appointments have been made to the Rivanna River Basin Commission, and meetings have begun for that group. There is a definite link between development and water quality.
- Bill Lucy noted that old neighborhoods are coming back. There are more empty nesters and more elderly in the region, although the number of elderly in the City has decreased between 1990 and 2000. There is a greater focus on transportation to operationalize the goal of reducing the number of single-occupancy vehicles by focusing on other modes of transportation. The connection of Water Street to 10<sup>th</sup> Street had a significant impact on jobs and housing, but did not fit the criteria for the Virginia Department of Transportation (VDOT), resulting in the project being completely paid for with local funds.
- Ken Boyd expressed a design for a model to show how development, such as Zion Crossroads or Village of Rivanna, would impact traffic. Sally Thomas noted that only 20% of trips are to work and that the type of trip may impact planning. Scattering employment may negatively impact traffic patterns. It would be helpful to have a transportation model for the entire region at the same level of detail that was done for the MPO in the UNJAM plan.
- Bill Lucy noted that as more housing is located closer to UVA that the areas where students used to live, such as along Rt. 29 from Barracks to Rio Road, have become lower-income areas for families.
- Marvin Moss noted that funding might be available from BRAC/DIA to plan for the relocation of employees and operations to the National Ground Intelligence Center (NGIC).

Harrison Rue thanked everyone for coming and participating and closed the session at 7:30 p.m.