

1 **Minutes of the work session of the Planning Commission of Henrico County held**
2 **in the County Manager's Conference Room, County Administration Building in the**
3 **Government Center at Parham and Hungary Springs Roads, beginning at 6:00 p.m.**
4 **Thursday, October 10, 2019.**
5
6

7 **Members Present:** Mr. Gregory R. Baka, Chairman (Tuckahoe)
8 Mr. C. W. Archer, C.P.C., Vice Chairman (Fairfield)
9 Mr. William M. Mackey, Jr. (Varina)
10 Mrs. Melissa Thornton (Three Chopt)
11 Mr. Robert H. Witte, Jr. (Brookland)
12 Mr. R. Joseph Emerson, Jr., AICP, Director of Planning
13 Secretary
14

15 **Members Absent:** Mr. Frank J. Thornton (Fairfield)
16 Board of Supervisors' Representative
17

18 **Also Present:** Ms. Jean Moore, Assistant Director of Planning
19 Mr. James P. Strauss, PLA, Senior Principal Planner
20 Mrs. Lisa Blankinship, County Planner
21 Ms. Sylvia Ray, Recording Secretary
22
23

24 Mr. Baka called the work session to order, then turned the meeting over to the Secretary
25 of the Planning Commission, Mr. Joe Emerson, Director of Planning.

26 Mr. Emerson stated the purpose of the work session was to discuss the Bridlewood
27 Subdivision Future Land Use Study and Comprehensive Plan Amendment initiated by the
28 Board of Supervisors and prepared by staff. The Study was prompted by series of
29 rezonings within the Bridlewood subdivision.
30

31 Mrs. Blankinship provided the staff presentation, including an overview of the study and
32 its recommendations. Recorded in 1983, Bridlewood was comprised of 16 lots on 134
33 acres. The subdivision is zoned A-1 Agricultural District, except for a small portion of land
34 that is zoned C-1 Conservation District. It is designated as Suburban Residential 1
35 (recommended density between 1.0 and 2.4 units per acre) on the 2026 Comprehensive
36 Plan's Future Land Use Map.
37

38 Over the last 20 years portions of Bridlewood have been rezoned to either become part
39 of existing subdivisions (Hampshire) or create new ones (Shady Grove Meadows/Shady
40 Grove Hills). On-going growth in the area has triggered the need to evaluate the Future
41 Land Use designation and identify development scenarios to determine potential impacts
42 to county services.
43

44 The Planning Department held a community meeting on April 25, 2019 at Twin Hickory
45 Library to obtain feedback from Bridlewood residents. Of the 16 property owners, 13 were
46 in attendance, 12 of whom participated in a simple survey. Eleven attendees indicated

47 support for amending the 2026 Future Land Use designation from Suburban Residential
48 1 to Rural Residential to maintain and preserve Bridlewood's rural character.

49
50 Staff recommended the Planning Commission schedule a public hearing to amend the
51 2026 Comprehensive Plan. The Commission determined a follow-up community meeting
52 would be beneficial to residents. Mr. Emerson indicated the department would coordinate
53 with Mrs. Thornton to identify an appropriate day, time and location to share staff's
54 recommendation.

55
56 The Commission recessed their meeting and reconvened in the Board Room for the
57 public hearing.

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1 **THE PLANNING COMMISSION RECONVENED AT 7:00 P.M. FOLLOWING A WORK**
2 **SESSION.**

3
4 **Minutes of the regular monthly meeting of the Planning Commission of Henrico**
5 **County held in the County Administration Building in the Government Center at**
6 **Parham and Hungary Spring Roads, beginning at 7:00 p.m. Thursday, October 10**
7 **12, 2019. Display Notice having been published in the *Richmond Times-Dispatch***
8 **on September 23, 2019 and September 30, 2019.**
9

10 **Members Present:** Mr. Gregory R. Baka, Chairman (Tuckahoe)
11 Mr. C. W. Archer, C.P.C., Vice Chairman (Fairfield)
12 Mr. William M. Mackey, Jr. (Varina)
13 Mrs. Melissa Thornton (Three Chopt)
14 Mr. Robert H. Witte, Jr. (Brookland)
15 Mr. R. Joseph Emerson, Jr., AICP, Director of Planning
16 Secretary
17

18 **Members Absent:** Mr. Frank J. Thornton (Fairfield)
19 Board of Supervisors' Representative
20

21 **Also Present:** Ms. Jean Moore, Assistant Director of Planning
22 Mr. James P. Strauss, PLA, Senior Principal Planner
23 Mr. Livingston Lewis, County Planner
24 Mrs. Lisa Blankinship, County Planner
25 Mr. Michael Morris, County Planner
26 Mr. John Cejka, Traffic Engineer, Public Works
27 Mr. William Moffett, CPTED Planner, Police
28 Ms. Sylvia Ray, Recording Secretary
29
30

31 **Mr. Baka -** Good evening, and welcome. We reconvene this meeting of
32 the Henrico County Planning Commission and call it to order. This is our Rezoning
33 Meeting for October 10th, 2019. At this time I would like to ask that you please take a
34 moment to silence your cellphones and please stand with the Commission for the Pledge
35 of Allegiance.
36

37 (Recitation of the Pledge of Allegiance.)
38

39 Do we have anyone in the audience tonight with the news media? Okay.
40

41 A majority of the Commissioners are present. We do have a quorum and we can conduct
42 business. So at this point I will turn the agenda over to Mr. Emerson, our secretary.
43

44 **Mr. Emerson -** Thank you, Mr. Chairman. The Commission did hold a work
45 session this evening at 6 p.m. in the Manager's Conference Room on the third floor. The
46 topic was the Bridlewood Subdivision Future Land Use Study and Comprehensive Plan

47 Amendment, and that was reviewed with the Commission and we will discuss it further
48 later in the agenda.

49
50 With that said, the Request for Withdrawals and Deferrals are the first item on your
51 agenda this evening, and they will be presented by Mr. Jim Strauss.

52
53 Mr. Strauss - Thank you, Mr. Secretary. We have two withdrawals this
54 evening and the first is in the Three Chopt District, on page 2 of your agenda. This is
55 REZ2018-00024, Eagle Construction of Va., LLC. They have proposed a zero lot line,
56 age-restricted development with detached homes. No action by the Commission is
57 required for this withdrawal.

58
59 ***(Deferred from the August 15, 2019 Meeting)***

60 **REZ2018-00024 Nathalie Croft for Eagle Construction of Va., LLC:**
61 Request to conditionally rezone from A-1 Agricultural District to R-5AC General
62 Residence District (Conditional) Parcels 735-773-7586 and 735-773-7060 containing
63 9.762 acres located on the west line of Pouncey Tract Road (State Route 271),
64 approximately 300' south of its intersection with Nuckols Road. The applicant proposes a
65 zero lot line, age restricted development with detached homes. The R-5A District allows
66 a maximum density of six (6) units per acre. The use will be controlled by zoning
67 ordinance regulations and proffered conditions. The 2026 Comprehensive Plan
68 recommends Rural Residential.

69
70 Mr. Strauss - The second withdrawal this evening is in the Brookland
71 District, page 3 of the agenda. It is REZ2017-00032, The McGurn Company. And again,
72 no action by the Commission is required for this withdrawal.

73
74 ***(Deferred from the August 15, 2019 Meeting)***

75 **REZ2017-00032 Arthur McGurn for The McGurn Company:** Request to
76 conditionally rezone from R-2 One-Family Residence District and [R-6C] General
77 Residence District (Conditional) to R-3C One-Family Residence District (Conditional)
78 Parcels 767-760-8701 and 768-760-1507 containing 4.305 acres located at the northeast
79 intersection of Hungary and Hungary Spring Roads. The applicant proposes a single-
80 family development. The R-3 District allows a minimum lot area of 11,000 square feet and
81 a maximum gross density of 3.96 units per acre. The use will be controlled by proffered
82 conditions and zoning ordinance regulations. The 2026 Comprehensive Plan
83 recommends Suburban Residential 2, density should not exceed 3.4 units per acre.

84
85 Mr. Strauss - Moving on to the deferrals, we have one request for deferral
86 this evening. It is in the Fairfield District. It is REZ2019-00025, page 1 of your agenda,
87 Stanley Martin Companies, LLC. And in this case, the applicant is requesting a deferral
88 to the November 14, 2019 meeting.

89
90 ***(Deferred from the September 12, 2019 Meeting)***

91 **REZ2019-00025 Andrew M. Condlin for Stanley Martin Companies, LLC:**
92 Request to conditionally rezone from A-1 Agricultural District and B-3 Business District to

93 R-6C General Residence District (Conditional) Parcels 784-759-7593, 784-760-9147,
94 784-760-9470, 785-759-0085, 785-759-8052, 785-760-0184, 785-760-2106, 785-760-
95 2751, 785-760-6689, 785-760-8637, 785-761-1615 and part of Parcel 784-760-1564
96 containing 64.79 acres located on the west line of Telegraph Road, approximately 150'
97 south of Georgia Avenue and the east line of Telegraph Road at its intersection with
98 Georgia Avenue. The applicant proposes a condominium and townhouse development.
99 The use will be controlled by zoning ordinance regulations and proffered conditions. The
100 2026 Comprehensive Plan recommends Office/Service, Government, and Planned
101 Industry. Part of the site is in the Enterprise Zone

102
103 Mr. Baka - Is there anyone present in opposition to the deferral of
104 REZ2019-00025, Andrew M. Condlin for Stanley Martin Companies, LLC?

105
106 I see no opposition.

107
108 Mr. Archer - Mr. Chairman, there being no opposition I move that
109 REZ2019-00025, Stanley Martin Companies, LLC, be deferred until the -- what's the
110 date? --

111
112 Mr. Strauss - November 14th.

113
114 Mr. Archer - -- November 14th meeting, as requested by the applicant.

115
116 Mr. Witte - Second.

117
118 Mr. Baka - We have a motion by Mr. Archer and a second by Mr. Witte.
119 All in favor say aye.

120
121 The Commission - Aye.

122
123 Mr. Baka - Opposed say no. The motion carries.

124
125 Mr. Emerson - Mr. Chairman, that completes the requests for withdrawals
126 and deferrals this evening. The next item on your agenda are the requests for expedited
127 items. There are none of those this evening. So now we move into your regular agenda,
128 to page 2, for two companion cases, and they are as follows. REZ2019-00018, Jeffrey
129 P. Geiger for Wells Fargo Bank.

130
131 **(Deferred from the September 12, 2019 Meeting)**

132 **REZ2019-00018 Jeffrey P. Geiger for Wells Fargo Bank, N.A.:** Request to
133 conditionally rezone from O-3C Office District (Conditional) to UMUC Urban Mixed-Use
134 District (Conditional) part of Parcels 746-762-8251 and 747-763-3334 containing 13.292
135 acres located on the east line of Sadler Road, approximately 550' south of Thorncroft
136 Drive. The applicant proposes an urban mixed-use development. The uses will be
137 controlled by zoning ordinance regulations and proffered conditions. The 2026

138 Comprehensive Plan recommends Urban Mixed-Use. The site is in the Innsbrook
139 Redevelopment Overlay District.

140
141 Mr. Emerson - And the companion case, PUP2019-00008, again Mr. Geiger
142 for Wells Fargo Bank, N.A.

143
144 **(Deferred from the September 12, 2019 Meeting)**
145 **PUP2019-00008 Jeffrey P. Geiger for Wells Fargo Bank, N.A.:** Request for
146 a Provisional Use Permit under Sections 24-32.1(a, d, i, k, n, p, s, t, v, w, z and aa), 24-
147 120 and 24-122.1 of Chapter 24 of the County Code to allow for outdoor vending;
148 carwash; single offices, clinics and labs for medical, dental and optical uses greater than
149 30,000 square feet of floor area; drive-through service window; parking garage with no
150 associated ground floor retail uses; commercial outdoor recreation facilities including
151 skating rinks, swimming pools or other standard facilities of this type of development;
152 buildings exceeding 60' in height; density of residential development exceeding 30
153 dwelling units per acre; open space within a development of less than 20 percent;
154 commercial or office square footage of less than 25 percent of the total building square
155 footage of the UMU District; number of for-lease multifamily dwelling units to exceed 30
156 percent of the total units of the UMU District; and a parking plan on part of Parcels 746-
157 762-8251 and 747-763-3334 located on the east line of Sadler Road, approximately 550'
158 south of Thorncroft Drive. The existing zoning is O-3C Office District (Conditional). The
159 UMUC zoning District is requested with REZ2019-00018. The 2026 Comprehensive Plan
160 recommends Urban Mixed-Use. The site is in the Innsbrook Redevelopment Overlay
161 District.

162
163 Mr. Emerson - The staff reports will be presented by Mr. Livingston Lewis,
164 and we will require or need separate motions on each action, and the time limits will need
165 to be waived on the acceptance of the proffers for the zoning case.

166
167 Mr. Baka - All right. Is there anyone present in opposition tonight to
168 REZ2019-00018, Jeffrey P. Geiger for Wells Fargo Bank, N.A., or PUP2019-00008,
169 Jeffrey P. Geiger for Wells Fargo Bank, N.A.? Anyone in opposition to these cases?

170
171 Okay. We do have some opposition. We will hear a staff presentation first and we will
172 have the opportunity to hear from you shortly. Good evening.

173
174 Mr. Lewis - Good evening, Mr. Chairman and members of the
175 Commission. As previously stated, the applicant wishes to rezone 13 acres at the
176 northern end of Wells Fargo's Innsbrook corporate campus from O-3C Office to UMUC
177 Urban Mixed Use. The parcel lies between Sadler Road and Dominion Boulevard with
178 Dominion Place office condominiums to the north, the Wells Fargo office building to the
179 south, single family homes to the west, and several other offices to the east, including
180 Dominion Virginia Power.

181
182 The subject site is zoned O-3C, based on the approval of three rezoning cases dating
183 from 1986 through 1999, each of which envisioned the property as part of the continued

184 buildout of the larger Innsbrook Office Park. The 2026 Plan recommends the site for
185 urban mixed use, the same designation applied to all of Innsbrook as part of the county's
186 adoption of the Innsbrook Area Study in 2010. The property is also part of the Innsbrook
187 Redevelopment Overlay District, approved in 2016, as part of a zoning code amendment
188 to further encourage mixed use infill projects.

189
190 As conceptually illustrated on this unproffered layout, the applicant proposes three
191 buildings with up to 700 apartments, including studio and live-work units; 28,000 square
192 feet of retail space and residential amenities; two parking decks, and 966 parking spaces
193 in structures and surface lots. The development would be accessed at two points on
194 Dominion Boulevard, one being the existing Dominion Place access drive, this one right
195 here. And the plan also shows a 35-foot-wide landscape buffer on Sadler Road, in this
196 location, and that would screen the views from adjacent properties.

197
198 This unproffered exhibit showing the westward-facing perspective from Dominion
199 Boulevard illustrates the potential exterior appearance of the two-story retail building C in
200 the foreground, five-story mixed-use building A, in the middle, and part of the five-story
201 mixed-use building B in the distance toward Sadler Road.

202
203 While the conceptual renderings and site layout are helpful in understanding the
204 applicant's potential vision, the Innsbrook UMU Design Guidelines, or UDG for short, have
205 been proffered and would serve as the master plan for the project's final form. This
206 document provides the general requirements related to architectural design standards,
207 building setback and frontage parameters, interconnected road networks, pedestrian
208 accommodations, streetscapes, lighting, signage, and landscaping and open space,
209 among other topics.

210
211 In addition to the UDG document, other proffered commitments include a maximum
212 residential density of 700 units, which is equivalent to 52.7 units per acre; a minimum of
213 9,900 square feet of office and retail; a list of prohibited uses; provision of a swimming
214 pool; sidewalks along internal streets and Dominion Boulevard frontage, linking to a newly
215 proffered extension of the asphalt path adjacent to the existing Wells Fargo entrance, as
216 described in detail on the handout distributed this evening.

217
218 Continuing with the list of proffers, there would also be no access to Sadler Road; exterior
219 architectural treatment for any parking structure façade facing Sadler Road; no
220 commercial uses except accessory parking within 150 feet of the western property line;
221 limits on outdoor music and exterior construction; and protection of the Dominion Place
222 access road, again, this existing access right here, by installing a temporary construction
223 fence along the edge of the pavement, prohibiting permanent construction use of the road
224 and prohibiting parking along the access road.

225
226 Along with the proffers, the development would also be regulated by the companion
227 Provisional Use Permit application, PUP2019-00008, which requires approval of the
228 rezoning case prior to being considered. The PUP application requests the modification
229 of various default UMU standards and thresholds, specifically including an outdoor

230 vending area; adding a car wash inside each parking deck; single medical-dental-optical
231 offices or labs with no maximum size; drive-through windows; parking garages with no
232 associated ground floor retail uses; having commercial outdoor recreation facilities;
233 buildings above 60 feet in height; residential density over 30 units per acre; open space
234 of less than 20 percent within the development; commercial or office square footage of
235 less than 25 percent of the development's total building square footage; number of for-
236 lease, multifamily dwelling units exceeding 30 percent of the total residential units; and
237 parking reductions based on an alternate parking plan, revised as shown in tonight's
238 second handout.

239
240 Several other PUP conditions typically seen with other recent UMU requests have also
241 been included. These deal with communications equipment, heliports, billiard parlor
242 operations, and crime prevention. The proposed list of provisional use modifications
243 would be similar to those previously approved with other UMU developments throughout
244 the county.

245
246 Overall, the type and intensity of the proposed development would be consistent with the
247 2026 Plan, and in keeping with other recently approved UMU projects in the Innsbrook
248 study area. The request would provide residential and commercial options to complement
249 and support surrounding office uses through Innsbrook's evolution as a modern
250 employment center, and with the proffered assurances, recommended PUP conditions,
251 extensive design standards, and proposed site enhancements it would also be compatible
252 with the single-family properties along Sadler Road, if constructed as indicated on the
253 layout.

254
255 In addition to achieving land use compatibility with its surroundings, the request must also
256 be fully understood as to its potential impacts on public facilities and services, namely
257 utilities, schools, and roads. As stated in the staff report comments provided by Utilities
258 and Schools, those agencies believe the proposed development can be accommodated
259 within existing service capacities.

260
261 Regarding the surrounding road network, particularly Dominion Boulevard, the staff report
262 mentions traffic volume and safety concerns have been raised by some of the
263 stakeholders interested in this request. To provide additional time to evaluate this issue
264 and finish a full review of the applicant's revised traffic impact analysis, these cases were
265 deferred from last month's hearing. Since then, the Department of Public Works has
266 completed an additional study of Dominion Boulevard, resulting in follow-up discussions
267 with the applicant about potential short- and long-term solutions.

268
269 Confirmation was received this morning that the county will install a temporary traffic
270 signal at the Dominion Boulevard and Innslake Drive intersection in 2020, after the
271 Dominion Boulevard turn lane improvements at West Broad Street are completed. Any
272 additional improvements would require further evaluation in the future. With the new
273 signal and turn lanes, the Department of Public Works is now able to provide a positive
274 recommendation for the request.

275

276 With these positive agency comments, consistency with the 2026 Plan, anticipated
277 compatibility with adjacent properties, and extensive proffered assurances, staff supports
278 this request and its companion provisional use permit application. As previously stated,
279 time limits would need to be waived to accept the recently revised proffers.

280
281 And that concludes my presentation. I am happy to answer any questions.

282
283 Mr. Baka - Any questions from members of the Commission for Mr.
284 Lewis?

285
286 Mrs. Thornton - It might not be for you. It might be for Traffic, so I might wait
287 on that until we hear what they have to say, and then we will hear from -- I just have a
288 quick question about the traffic.

289
290 Mr. Baka - I have one question about pedestrian access. On this concept
291 plan we see if someone were to walk from the apartments to Wells Fargo bank building,
292 could they go directly across or do they have to come all the way down to -- east to
293 Dominion Boulevard and then go back, back towards the building?

294
295 Mr. Lewis - As far as I understand, this concept plan, it creates a barrier,
296 not necessarily a physical barrier, other than the fact that there is no path or sidewalk
297 between the two properties. So my understanding would be that you would come down
298 to Dominion Boulevard and walk down the newly proffered asphalt path, which is in this
299 location right here, and then into the Wells Fargo site.

300
301 Mr. Witte - I've got a question. How many two- and three-bedroom
302 apartments are going to be in there? Do we know?

303
304 Mr. Lewis - We do.

305
306 Mr. Witte - Because I have been looking and I must have missed it.

307
308 Mr. Lewis - It's in small print on the right-hand side here. So at the bottom
309 of your screen, total unit count, 700 units breaks down into 310 studio -- so essentially --
310 can you see that.

311
312 Mr. Witte - Yeah. I can't read it on mine.

313
314 Mr. Lewis - I know. It is small. So 310 studio, 189 one-bedroom, 184 two-
315 bedroom, 10 three-bedroom, and 7 live/work units.

316
317 Mr. Witte - Okay. That being said, since there are 700 units, right --

318
319 Mr. Lewis - Yes, sir.

320
321 Mr. Witte - -- total bedrooms is 904.

322
323 Mr. Lewis - Yes.
324
325 Mr. Witte - And the spaces required for parking is 886 maximum at 9:00
326 at night?
327
328 Mr. Lewis - Yes. So you're referring to the -- well, let me zoom out again.
329
330 Mrs. Thornton - I think it's 966.
331
332 Mr. Lewis - You're referring to this chart?
333
334 Mr. Witte - Yes.
335
336 Mr. Lewis - So the applicant may be able to explain this in a little bit more
337 detail, but essentially what this does is account for the fact that all uses do not require
338 100 percent of their parking allotment 24 hours per day, because people go from home
339 to work and to the grocery store and back and forth.
340
341 Mr. Witte - I understand, but we've got -- 9 p.m. we've got almost
342 capacity, and then at 6 a.m. we're at 832. So somewhere between 9 p.m. we lose a lot
343 of people, 50-something, 50 spots. That doesn't work for me. I don't know how they
344 came up with this. Maybe they can explain it.
345
346 Mr. Lewis - Yes. They used formulas based on --
347
348 Mr. Witte - It says based on the walk or parking study of Innsbrook dated
349 in 2012.
350
351 Mr. Lewis - That's right, with the Highwoods UMU development.
352
353 Mr. Witte - Okay.
354
355 Mr. Lewis - So those allotments for different times of day are based on
356 this chart, and the applicant may be able to go into a little bit more detail on how they
357 came up with some of those calculations.
358
359 Mr. Witte - Okay. Thank you.
360
361 Mr. Baka - Other questions? Thank you. Mrs. Thornton, how would you
362 like to proceed at this time?
363
364 Mrs. Thornton - I want to hear from the opposition, please.
365
366 Mr. Baka - Okay. Mr. Emerson, would you please read our rules for the
367 public hearings?

368

369 Mr. Emerson - Yes, sir, Mr. Chairman. The Commission does have
370 guidelines for the public hearings. They are as follows. The applicant is allowed 10
371 minutes to present the request. Time may be reserved for responses to testimony. The
372 opposition is allowed a cumulative 10 minutes to present its concerns, meaning
373 everybody that wants to speak in opposition to the case needs to fit into those 10 minutes.
374 Commission questions don't count into those time limits, and the Commission does have,
375 within its discretion, to waive the time limits for either party. And all comments must be
376 directly related to the case under consideration.

377
378 Mr. Baka - Okay. Whoever would like to speak first, will you please come
379 forward? Is there anyone else? I saw four people over here. Is there anyone else in
380 opposition?

381
382 Good evening. Welcome. We have to have all comments addressed from the
383 microphone, so we are being recorded.

384
385 Mr. Barker - I just had a question. Is the applicant going to present?

386
387 Mrs. Thornton - After you.

388
389 Mr. Barker - Afterwards. And can we reserve any time if there are new
390 things that are brought up, in response to these questions?

391
392 Mr. Baka - Typically we have an opportunity for that, opposition to speak
393 now in 10 minutes, and that would be up to Mrs. Thornton.

394
395 Mr. Barker - Thank you.

396
397 Mr. Hudgins - Ladies and gentlemen of the Commission, I appreciate the
398 opportunity to address concerns for this project. My name is David Hudgins. I am with
399 Old Dominion Electric Cooperative. We are the affected property owner that's catty-
400 corner to this. In the last six months we have gone from a 30-year owner of the property,
401 one of the original buildings in Innsbrook, to the position we are seeing here today, with
402 over 1,000 units within 100 feet of our building. So it has been a radical change from
403 where we have traditionally been here in Henrico County.

404
405 I understand the applicant's desire of the live-work-play concept. It is a trend that is
406 moving across the country, so to speak, in a business park. I mean, this particular case,
407 I've got three concerns, not so much in opposition per se, as opposing the whole thing,
408 but I think it could be made better.

409
410 I want to direct your attention to, on page 3 of the rezoning, the first thing I would bring up
411 is the fully designed streetscape features to encourage pedestrian-oriented activity and a
412 clear sense of place, but one of the proffers is that -- and this is right out of the chute --
413 they want a 50 percent reduction in green space. And that -- you know, we were not held

414 to that standard when we bought our property. I think that is atrocious for what Innsbrook
415 has traditionally been, and that is a fully park-like setting and that Sidney Gunst, when
416 they sold us the land 30 years ago, emphasized is that this park-like setting is going to be
417 maintained. So this is the first opportunity where we have a major development, with
418 major -- you know, a lot of people in it, and the very first thing that they want is to lower
419 the green space by 50 percent to only 10 percent coverage.

420

421 The second point I want to make, you know, right along, is the parking question. That
422 study was done back in 2012, under the concept of being an office park. If they are
423 moving to this concept of mixed-use, I don't know if that parking study is valid for the
424 concept of everybody is going to live, work, and play inside the park, so those cars are
425 not going to be moving. And they are going to be biking to work, walking to work, and my
426 concern, as the CEO, is, well, where are they going to park if there is overflow? If they
427 have any festivals, et cetera, people are going to be coming into the park to take
428 advantage of it. Where are they going to park? They are going to be parking in the
429 parking lot. So that is something that I would like to be considered. I think it can be
430 addressed.

431

432 The other big thing that I want to congratulate the applicant on, and that is the realization
433 that we need a stoplight. At a minimum, it is not the total answer. The total answer is a
434 roundabout, because where my building is, at the entrance, you can see, you know, we
435 are five cars stacked from Innslake to Dominion. So when the light turns, the cars are
436 going to line up -- because nobody goes -- most people do not take a left on Dominion
437 there. Everybody takes a -- comes out of the park and takes a left at the light, because
438 of the way the traffic is. So it's going to stack up past our parking lot and you're going to
439 have 120 employees that are not going to be able to get out of the lot, just because of the
440 -- you know, because -- I'm showing this because VDOT could not take into account the
441 curve, things like curves, like this. So they move it closer to the intersection. So the
442 roundabout is the way to go, so to speak, to prevent that stacking that is going to occur
443 behind the light.

444

445 But I'll take a light today versus nothing that we have. One of our employees was in an
446 accident on Monday. They had a severe accident on Broad and Dominion yesterday, a
447 car. I mean -- and I really like the fact that they responded with a traffic light. I didn't
448 expect that. And that's all the comments I have. I think those would make the project
449 better, especially when we have 1,000 units coming online. Thank you.

450

451 Mr. Baka - Any questions? Any questions of Mr. Hudgins?

452

453 Mr. Witte - Can you put the -- mark where your property is on this?

454

455 Mrs. Thornton - Right here.

456

457 Mr. Hudgins - See the building --

458

459 Mr. Witte - Mr. Lewis will help you.

460
461 Mrs. Thornton - Just point on the --
462
463 Mr. Hudgins - That building right there.
464
465 Mr. Witte - Right there. Okay. Thank you.
466
467 Mrs. Thornton - Is your employee okay?
468
469 Mr. Hudgins - Sore, but --
470
471 Mrs. Thornton - Turning left from Broad onto Dominion?
472
473 Mr. Hudgins - No. He was on Innslake trying to get out on --
474
475 Mrs. Thornton - Oh, on Innslake.
476
477 Mr. Hudgins - Right. He was on Innslake, trying to get out on Dominion.
478
479 Mrs. Thornton - That's bad.
480
481 Mr. Hudgins - It's just bad. And because they're there, probably averaging
482 once a month we have an accident there, some fender-bender or whatever. Luckily
483 nobody has been killed. But everybody assumes those cars that are coming down
484 Dominion are doing 40. The average speed is 59, according to the Henrico police. They
485 put a motorcycle team right there, the last time we complained about it. They were there,
486 wrote I don't know how many tickets. That was good for about a week and the speeds
487 went back the way it is. So yeah.
488
489 Mr. Baka - Any other questions? Thank you, sir.
490
491 Mr. Hudgins - Thank you.
492
493 Mr. Baka - Who else would like to speak? Please come forward.
494
495 Mr. Parker - Thank you.
496
497 Mr. Witte - Do you want to let them know how much time they have?
498
499 Mr. Barker - My name is Keith Barker. I am a business owner, a county
500 resident, and I own 4908 Dominion Boulevard, Suite K. Mr. James has been really
501 helpful. He's got a PDF here somewhere that I prepared. I just wanted to point out a
502 couple of things. I think that's the one. Open that up and I'll just tell you some of my
503 concerns.
504

505 Now what you see before you is, just to get you oriented, over here is Dominion Place
506 condominiums. This a road that comes to Dominion Place condominiums. Presently you
507 go to the right. We will have one, two, three intersections -- this will be a double
508 intersection -- within 20 feet of each other. You're going to have retail space and parking
509 decks that pour onto here. You're going to be taking a right and there will be two or three
510 cars there, be waiting to take a right. All these folks are going to be back here. Somebody
511 asked about parking and I want to talk to you about that.

512
513 You will notice this opens up over where my mouse is to our parking lot, and this is a
514 barrier. So Wells Fargo intends not to have anybody use their parking lot, because it's
515 going to be a burden. If you have that many cars that are at those apartment complexes
516 and you have, I think we said 904 bedrooms, at that rate there's going to be probably two
517 people a bedroom, 1,800, with 900 parking spaces they will be parking in our lot. Now
518 Wells Fargo is guarding against that. They will make sure nobody parks in their lot,
519 because they've got a 30-foot barrier right through here. So that's problem number one.

520
521 You will also notice this is the -- Dominion Energy is located right here. And so this is
522 their driveway, and it takes a sudden curve, and that's a sharp curve right there. So this
523 is a dangerous intersection. We have a lot of people anxious to get out and it's hard to
524 get out at that intersection, and you're going to even have more, and you're going to have
525 this traffic coming around that curve -- both problems that have to be considered.

526
527 Now this is the Townes Site Engineering study that the developer submitted to the
528 Planning Commission. This is the entrance number one, this is the number two, and this
529 is number three. I'm going to talk about that in the next slide. This is a close-up of one,
530 so that's right here. This is the existing Dominion Boulevard. This is Dominion Place
531 condo drive, as you come out. So this is Dominion Place Condos boulevard, where it
532 intersects with Dominion Boulevard. So we have people coming out and taking a right,
533 and this is a 35-foot dimension here, so you've got about 20 feet there, maybe a car length
534 and a half.

535
536 These people are anxious to get out, as are these people to get out, as it backs up down
537 this road, and then we've got a sharp curve. And I thought of putting a tricycle right there.
538 That usually slows people down more than a motorcycle cop, because it makes you think
539 it could be dangerous.

540
541 But the point is you put so many pounds of potatoes in a sack that is only designed to
542 hold five pounds, once you get to six, seven pounds you're going to start seeing accidents.
543 You're going to start seeing pedestrian problems.

544
545 Mr. Baka - Sir, if I may -- if I may just interject here. We have about 10
546 minutes for the collective opposition, about another minute or so.

547
548 Mr. Barker - Those are the three traffic jams we're talking about. This is
549 the -- this is where the traffic will be coming into our parking lot, conveniently in three
550 places. Wells Fargo has the barrier there to make sure that they don't go in there, and

551 they have a parking lot. So if it's bad for Wells Fargo it's obviously bad for the owners,
552 and they recognize that. You can see another aerial view. There are no parking lots that
553 are contiguous -- excuse me -- no sidewalks. So there's Old Dominion Electric Co-op.
554 The yellow dotted line is a sidewalk, and it ends right there. So they're saying they're
555 going to put some sidewalks all along the Wells property. That's there, and they're going
556 to extend it. But then you stop, and you can see from here, this is the new multistory
557 building. There are no sidewalks there. You have to cross the street to catch this
558 sidewalk, and you have to go back across the street to get -- no sidewalk on either side.

559
560 Anybody that's ever walked that will tell you it's dangerous, number one. Number two,
561 people don't live, work, and play there. Importantly, this is not West Broad Village, and
562 this is not Libbie Place. It is not designed with sidewalks to begin with. Dominion Power
563 can close their road at any time. So this is where overlaying something, and then the
564 density, which my friend from Dominion Energy talked about, is just way too much for this
565 project. We're not against any project. We are against this project. Too many exceptions
566 and not sufficient traffic.

567
568 Mr. Baka - Okay. Any questions of the Commission for Mr. Barker?

569
570 Mrs. Thornton - No, just hear from the --

571
572 Mr. Baka - Okay. Thank you, Mr. Barker. Would you like to hear from --
573 Mrs. Thornton, would you like to hear from others?

574
575 Mrs. Thornton - Mm-hmm.

576
577 Mr. Baka - Okay.

578
579 Mr. Andrews - So we don't overstep the time, my name is Jay Andrews. I
580 work for Virginia Hospital and Healthcare Association, and we own the building at 4200
581 Innslake Drive, and I won't go through my presentation I had, but the big issue we've got
582 is we are right across from the WAM project that you all approved last year, that's in the
583 process of being started, which is 350 units. They have done about half of the units, are
584 about halfway completed, and they just started, this week now, the land clearing, took all
585 the trees down for the second phase of that. We've already got a traffic issue. There's
586 going to be a severe traffic issue when you have 350 units adding to this. Now you want
587 to add 700 more units. Until this traffic situation is taken care of, no additional units should
588 be put in here.

589
590 The other issue is the sidewalks and the crossing at Dominion Boulevard. There's no
591 plans in there for people to cross Dominion Boulevard. It's a safety hazard, that he spoke
592 about, and that needs to be planned, either through a roundabout, through a traffic signal
593 that allows walking. It's got to be addressed. We appreciate them putting in a traffic
594 signal in temporarily, but it's got to be addressed or somebody is going to get killed. And
595 I'm afraid nothing is going to happen until somebody gets killed, and that's going to
596 happen. I'm happy to answer any questions.

597
598 Mr. Baka - Any questions for Mr. Andrews?
599
600 Mr. Witte - What are your suggestions to alleviate the traffic?
601
602 Mr. Andrews - Well, you've got to do a roundabout and you've got to widen
603 Dominion Boulevard, to get people out of Innsbrook, and I don't think you're going to be
604 able to handle 1,000 units going in there. It's just not made for that, with the number of
605 egresses that you've got coming in here. It's a real problem. And especially at lunchtime
606 and in the evening between 4:30 and 6:00, it's a real problem. It's got to be addressed,
607 because you're talking about reverse traffic flow. The problem is these people are going
608 to be coming in at the same time other people are leaving, so you're going to have a
609 double problem.
610
611 Mr. Witte - But you think a roundabout is going to solve that problem?
612
613 Mr. Andrews - I'm not sure it's going to solve the problem, but I understand
614 you've got to increase the tax base, you've got to have a place for people. I understand
615 that. But we need to take care of the infrastructure before we allow this to happen.
616
617 Mrs. Thornton - Let's listen to Traffic later and maybe they can answer some
618 of those questions about how to get the traffic out of Innsbrook and how to get it in a little
619 bit safer.
620
621 Mr. Andrews - I'm open to ideas.
622
623 Mrs. Thornton - And then if we had that traffic signal, the sidewalk will extend
624 all the way to the Innslake, or right there? You know how there's a path right there, on
625 your side?
626
627 Mr. Andrews - This path right here?
628
629 Mrs. Thornton - Yes, and it stops right before Innslake. This path that they just
630 proffered will go all the way to that on the opposite end, on Wells Fargo's side. So if
631 there's a signal, then you can make it safely, maybe we could talk about the crosswalk --
632
633 Mr. Andrews - As long as there's a crosswalk or something --
634
635 Mrs. Thornton - Right. Right.
636
637 Mr. Andrews - -- so people can get from the Marriot over or from our side
638 over to that auto park area, and where the new bistro is there, because people walk there
639 all the time and it's a safety hazard. Someone is going to get hit.
640

641 Mr. Baka - Thank you, Mr. Andrews. Is there anyone else? Mrs.
642 Thornton, would you like to hear from anyone else? So at this point we need to extend
643 our time for the opposition.

644
645 Mr. Nelson - I will be brief.

646
647 Mr. Baka - Good evening, sir.

648
649 Mr. Nelson - John Nelson. I work at Dominion Place condominium next to
650 Keith Barker. I love Innsbrook. It's a great place to live, work, and play. It's like a
651 playground. This kind of density is sort of like putting a beehive on that playground. I
652 want you to try to think of it that way. I just hope that as you go forward you think about
653 the very real concerns that the residents and property owners have there, and protect
654 them from the beehive. That's all I want to say. Thank you very much.

655
656 Mr. Baka - Any questions for Mr. Nelson? Thank you. Would anyone
657 else like to come forward and speak on this matter tonight? Okay. Seeing none, how
658 would you like to proceed?

659
660 Mrs. Thornton - Hear from the applicant.

661
662 Mr. Baka - We will hear from the applicant first.

663
664 Mr. Geiger - Good evening, Chairman Baka, members of the Commission.
665 My name is Jeff Geiger with Hirschler. I am here on behalf of the applicant, Robinson
666 Development Group.

667
668 About a decade ago, the leadership at Innsbrook came to the county and started a
669 partnership with the county to create a vision for what Innsbrook needs to be in the future
670 in order for it to remain relevant, for employers, businesses, property investors, and the
671 county, a vision that lays the foundation for the next phase of office development within
672 Innsbrook. This vision is the creation of a vibrant community, a 24/7 destination, that
673 retains and attracts top-flight talent and businesses, and will continue to expand Henrico's
674 commercial economy and revenue.

675
676 To implement this vision, the Innsbrook leadership developed the Innsbrook Urban Mixed
677 Use Design Guidelines. The county studied the Innsbrook area and incorporated
678 principles into its comprehensive plan, and added an overlay to the zoning district. This
679 set the stage for reinvestment into Innsbrook in order to make sure that Innsbrook remains
680 the preeminent place to locate a business. The rezoning request before you implements
681 this vision and is in compliance with the design guidelines, the comprehensive plan, and
682 the overlay.

683
684 The layout in this slide, as staff has explained, is the layout for the project. As you can
685 see, it implements the grid-connected street design that is required by the design
686 guidelines. You can see Dominion Boulevard running to the south here, or the bottom

687 side of the slide. Just for orientation, it continues down to Broad over here. Along
688 Dominion Boulevard would be a new commercial building, 13,000 square feet, that we
689 are targeting for businesses that will provide commercial services and experiential retail
690 opportunities such as restaurants, a brewery would be amazing, in order to target the
691 demand that exists within Innsbrook via the employees that are there. The other two
692 buildings in the project wrap the structured parking in the middle of each of the buildings.
693 Including structured parking allows for more efficient use of land, and wrapping the
694 buildings around the structured parking provides the aesthetic appeal that the design
695 guidelines seek.

696
697 Within each building, we will have open-space courtyards where we will have community
698 amenities and activities, including a pool. These units will have nine-foot ceilings,
699 oversized windows, high-end finishes, and high-end amenities. Today's market is
700 seeking those high-end amenities, such as a rooftop amenity, a pet spa, a fitness room
701 that has a virtual trainer. The target market for these units will be young professionals,
702 empty-nesters, and the corporate apartment market.

703
704 As staff showed you the elevations for the project, I'd like to point your attention to the
705 intentional place-making and pedestrian-focused design that the project will have. We
706 are incorporating an urban park at the front end, near the commercial building, and the
707 large sidewalks throughout. Again, for orientation, this is Dominion Boulevard and these
708 cars heading to the left are going towards Broad. The other elevation staff showed you,
709 from the southern end of the project looking in, again, a large outdoor seating area where
710 we can continue to activate the street.

711
712 Staff reviewed the proffered conditions for you. Just to highlight two aspects of them,
713 again, no connection to Sadler Road and the conditions that are included to encourage
714 residential uses and design along Sadler Road. We had a community meeting. We
715 received some good questions, input, from the president of the condominium owners'
716 association, our adjacent neighbor, and we worked to better illustrate and show how the
717 existing shared access road, the access road here, would remain in place, in the same
718 manner that it exists today, with the shared connectivity and that grid network that is called
719 for under the design guidelines.

720
721 We appreciate the Innsbrook Architectural Review Committee working with us on this
722 design and not requiring that on-street parking along that section of the project in order
723 to be responsive.

724
725 There were also concerns raised about maintaining their sign in the current location -- the
726 illustration shows that -- and then as staff noted, we will be including a four-foot high
727 temporary orange construction fence along both sides of the access road in order to
728 ensure that no construction activity interferes with the access of the owners, their tenants,
729 and their customers. The existing entrance for the shared access road will not be used
730 as a construction entrance.

731

732 Pedestrian activity is an important aspect of this project. We were -- as has been
733 mentioned, we have added a proffer to extend the pedestrian path along Dominion
734 Boulevard from its current existence, and as Commissioner Thornton mentioned, the path
735 continues down. It does have a connection across Dominion at the ODEC property, and
736 you can go east or west along that path. Part of the WAM or the Innslake project that you
737 approved last year, there will be sidewalks for that project as well.

738
739 The other proffered conditions in the case, as summarized by staff, are consistent with
740 the other proffered conditions you have recommended approval for in the other UMU
741 rezoning cases within Innsbrook.

742
743 Some questions were asked about the parking study. If I could get back to staff's
744 presentation, the parking study is based on a time-based model. It is about using parking
745 on a shared basis, ensuring that the spaces -- ensuring that we don't over-park, ensuring
746 that we have efficient use of those parking spaces by both the residents and the
747 commercial.

748
749 Livingston, where is your presentation?

750
751 Mr. Baka - I just want to add a comment that the response to questions
752 is not considered to be within the time frame. I know we spent about 13 or 14 minutes
753 with the opposition. So if you are proceeding into a section now, we've been about 8
754 minutes in, responses to questions don't count in that time frame, so we are going to hold
755 to 8 minutes. But keep proceeding with your comments, if you would. Thank you.

756
757 Mr. Geiger - Thank you, Mr. Chairman. This is a time-based model that's
758 showing demand, what parking spaces are going to be demanded. Within the conclusion
759 of the model, a model that was developed specifically for urban mixed-use projects in
760 Innsbrook. It was approved with the Markel-Highwoods rezoning request, and used again
761 with the Innslake project, the total spaces being provided within the project are 966, and
762 then the total parking demand, based on the time model, is 927. And so we have surplus
763 of 39 spaces.

764
765 We appreciate the county's willingness to address the existing conditions on Dominion
766 Boulevard, separate from this rezoning request. We believe that this effort is the
767 continued effort on the part of the county to support the opportunity for additional office
768 development and reinvestment within Innsbrook.

769
770 On behalf of the applicant, I request that this Commission recommend approval of the
771 rezoning request before you and the requested PUP before you, subject to the proffered
772 conditions in the rezoning staff report and the recommended conditions in the PUP staff
773 report. I would be glad to answer any questions from the Commission.

774
775 Mr. Baka - Any questions of Mr. Geiger?

776

777 Mrs. Thornton - I do. Okay, back to that first slide you had, where Dominion
778 already exists back in the back, and the connectivity. Is there a sidewalk right along there,
779 for them to walk down, because you mentioned there's going to be a restaurant, outdoor,
780 and you're talking about connectivity, pedestrian access. Is there a -- I don't see it on
781 that, but I might not be seeing it.

782
783 Mr. Geiger - Between Dominion Place and Dominion Boulevard -- is that
784 what you are asking?

785
786 Mrs. Thornton - Yes.

787
788 Mr. Geiger - We have a proffer that requires sidewalks along both the
789 frontage of Dominion Boulevard and internal to the project.

790
791 Mrs. Thornton - Yes, so internal? I was just asking, is it going to go from the
792 commercial to the back.

793
794 Mr. Geiger - Yep.

795
796 Mrs. Thornton - Okay. Along the existing driveway?

797
798 Mr. Geiger - No. That's going to remain as it is. So they would have -- at
799 their request, they have asked that to remain the way it is.

800
801 Mrs. Thornton - So how would they access -- where is the sidewalk actually
802 going to be?

803
804 Mr. Geiger - They could come here and then walk through the
805 development. But if they would like us to put that sidewalk in, we would be happy to.
806 That's not -- that -- we have been asked not to disturb the way that that appearance is.

807
808 Mrs. Thornton - Correct, for parking.

809
810 Mr. Geiger - If they would like it, we are happy to do it. No problem.

811
812 Mrs. Thornton - Well, we'll hear what they have to say. My other thing is the
813 3,000-square-foot building at the front.

814
815 Mr. Geiger - 13?

816
817 Mrs. Thornton - Or 13? Yeah. Is that enough parking for that -- what you are
818 allotting to be, that strip of parking right there? Because otherwise, they are going to have
819 to go in someone's space, technically, around, to get to the parking deck.

820
821 Mr. Geiger - Correct. So this parking is here for convenience parking.
822 Again, with a pedestrian-focused environment we anticipate a change in behavior that

823 are used to going into these parking decks, finding ready and available parking spaces
824 within the decks, and then have the opportunity to come out and be on that pedestrian-
825 activated project, on the pedestrian-activated sidewalks, and walking around.

826
827 Another important part of this project is the -- we believe that the demand, the users for
828 that commercial space will be the employees throughout Innsbrook. They will have the
829 opportunity to walk there instead of driving their cars.

830
831 Mrs. Thornton - I understand. But you just mentioned something about a
832 brewery. I can tell you they are going to want to park, and they are not going to want to
833 walk back to Deck A to -- if you're trying to get people to come to this restaurant, or
834 whatever is at the beginning of your plan, I'm asking is that enough parking in this general
835 area? How many spaces do you think that is allotted for?

836
837 Mr. Geiger - I would probably guess somewhere in the 50 range, unless
838 Burrell tells me it's something different. The -- again, I hear you and I understand your
839 point. I can only share my experience. If I'm going to Hardywood in West Creek, I'm
840 excited to park across the street and walk there, in the overflow parking. If I'm going
841 downtown and I want to go to a restaurant, I'm finding a parking space in a deck and I'm
842 walking. It's -- this is the type of environment where we are setting up for ourselves. It's
843 a different way of thinking and approaching the activity and use of the project. And we
844 will have that -- if I know I can go into the parking deck and find quick parking, then I'm
845 going to go where I can find that parking space the fastest, and then I've got an inviting
846 place to walk. I want to be out. I had a great dinner there. It would be great to walk off
847 a few of those calories on my way back to the parking lot.

848
849 Mrs. Thornton - Okay. So the person, comes home from work, and like West
850 Broad Village, do you have designation? Like do they have a designated spot when they
851 come home, or is this a free-for-all?

852
853 Mr. Geiger - We haven't gotten to that level of detail. I think we will work
854 on the programming for the parking within there. I would anticipate that there would be,
855 you know, some level of reserved spaces, but your most efficient parking structure works
856 when it is unreserved, and it's a first-come, first-served throughout. Because if you
857 reserve, the space sits empty and isn't used on a shared basis, and our goal here is to
858 have shared parking throughout the project.

859
860 Mrs. Thornton - Correct. During the day.

861
862 Mr. Geiger - Mm-hmm.

863
864 Mrs. Thornton - I know I have more, if you all want to go, and I'm going to look
865 back at my notes.

866
867 Mr. Baka - I was just going to dovetail on one comment Mrs. Thornton
868 said. The parking spaces at the other Innsbrook buildings across the street, on-surface

869 parking, are actually closer in walking distance than the decks in the back, coming down
870 a couple of flights of stairs in the deck. So how would you suggest you would either
871 encourage people to park in the decks or prevent them from parking across the street
872 and running across the street to get to this retail or restaurant?
873

874 Mr. Geiger - We would communicate it well, way-finding signs, and that
875 type of items. Again, you know, it's the project coming here and then, you know, it's a
876 distinct project, and, you know, the consumers would be directed into the project in that
877 fashion.
878

879 Mr. Baka - And one other question, if I could. Why are the spaces
880 angled? If you turn in on a right and you go right, and you can only get in one way, if
881 there's no spaces on your right-hand side you'd have to make a sharp left turn to get into
882 those spaces. Is that intended to show angled parking?
883

884 Mr. Geiger - It is intended -- it is intended to show angled parking, and --
885 but the studies are out there showing is that angled parking is actually the most safe way
886 to park, to do on-street parking on the street.
887

888 Mr. Baka - The jury is out.
889

890 Mrs. Thornton - Yeah. I don't -- I think I'd get a little mad if I had to pull in and
891 there was no parking, and then I have to go all the way around and come back.
892

893 Mr. Baka - Okay. And one other quick question on parking, if I may, then
894 Mr. Witte. If someone wants to pick up an Uber or a Lyft, or even like FedEx drop-offs,
895 where -- is there any type of pull-off area? Let's suppose all that angled parking is taken.
896 Is there any kind of pull-off area where, you know, a UPS truck or FedEx truck could just
897 park, and they'd really be holding up cars? Any thoughts given to maybe having just a
898 little depot for a pull-off area?
899

900 Mr. Geiger - We can look at that, but I think, you know, we would primarily
901 use, particularly for the service, would be access through the parking decks.
902

903 Mr. Baka - Okay.
904

905 Mr. Geiger - And then the drop-offs, you know, could be along the
906 roundabouts that they're showing and some of the other areas at the front of the buildings.
907

908 Mr. Baka - But my experience with overnight delivery package
909 companies, I know, Chris, there's a million and one companies, the observation is they
910 will tend to park, leave the hazard lights on, flashing, get out of the truck, take one or
911 multiple packages in a building, run out, and by that time, by the time you get back to the
912 truck there are a couple of cars backed up, trying to get around it.
913

914 Mr. Geiger - Yeah. I think it's our job to educate them to understand where
915 they come in, and Robinson is an experienced multifamily developer who could come in
916 and help them understand, you know, where that drop-off is, so that the -- so from a
917 resident's experience, they don't want their tenants -- they don't want their commercial
918 tenants having that experience. So from an operational perspective they would make
919 sure they knew where the most efficient places are to drop off.

920
921 Mr. Witte - You realize that these package delivery companies, they don't
922 turn off their vehicles. I mean, they grab whatever, run in. If there's not a delivery space
923 nearby, they're not going to leave their vehicle. They're going to pull up right in front and
924 block everybody in. I mean, that's just the way -- that's a fact of life. If you don't provide
925 someplace close for them, and with 700 units and people buying online, you're going to
926 see a lot of them.

927
928 Mr. Geiger - Right. And one of the concierge services that a lot of these
929 new multifamily projects is providing is that delivery acceptance for their tenants. So there
930 is a mechanism, as an operational perspective, for them to understand, to come in and
931 use the availability of the space within the deck to have that drop-off, so that the staff that
932 are on site know that it's coming in and accept it and hold it for them.

933
934 Mr. Witte - Okay. So there's going to be -- the facility is providing a place
935 for package drop-off. Is that what you're telling me?

936
937 Mr. Geiger - Yeah, on the inside. They wouldn't drop it door to door. These
938 are all internal, air-conditioned.

939
940 Mr. Witte - Now, let's get to the parking deck. How many floors is it?

941
942 Mr. Geiger - I think we're thinking four? Five.

943
944 Mr. Witte - Five. Okay. Seven hundred units -- I've been through this
945 before -- 700 units, at the bottom line is. On weekends, 3 to 5 percent of occupants will
946 have guests that aren't in your facility. Now you say you've got 39 extra spaces, but if
947 just 3 percent have a guest that brings a vehicle, and if they have three guests, that's 63
948 extra spots, so that puts you in the hole. Now, on the other hand, if 5 percent, that's 105
949 spaces, which puts you way in the hole.

950
951 Now you've got to expect these young professionals are going to have parties -- call it
952 what you want, friends, parties, whatever.

953
954 Mr. Geiger - If it's a party we would hope they would take care of it.

955
956 Mr. Witte - And I'm talking Friday and Saturday nights. I'm not talking
957 during the week, with business and all that other stuff. So having a plan to accommodate
958 all these extra units, if those surrounding properties put up signs and have vehicles towed
959 that are parking in their property.

960
961 Mr. Geiger - Within the -- again, the data that underlines the Walker model
962 -- they look at these at the different uses, and the usage demand that is generated at
963 different times.
964
965 Mr. Witte - I understand.
966
967 Mr. Geiger - I understand. You bring up a good point. I think the applicant
968 has heard that and we would be glad to go back and look at, you know, what other
969 additional parking spaces we can incorporate into the plan
970
971 Mr. Witte - I think that would be wise, because if I was an adjacent
972 property owner I would sure have signs put up saying "towed at owner's expense,"
973 "private parking," which is going to cause a disaster.
974
975 Mr. Geiger - And, you know, that's the environment. You know, within the
976 view of this urban lifestyle that the next workforce is looking for, that will provide -- as long
977 as we have this foundation within Innsbrook to keep it relevant, that experience that we
978 experience downtown, when you're looking for a parking space, and you see those
979 parking lots and they say, hey, you're going to be towed at owner's expense, we're used
980 to just going ahead and finding that parking deck, going in and parking in that parking
981 deck and walking.
982
983 But I hear your point. I think the applicant has heard your point. We will be glad to go
984 back and look at that.
985
986 Mr. Witte - The difference downtown is when people are going there --
987
988 Mrs. Thornton - They know.
989
990 Mr. Witte - -- it's after hours, and there's nobody staying in these
991 buildings, so there's tons of extra spaces. I understand that. But you've got people like
992 me. I'm going to ride by there, and if there's not a parking place close I'm going to another
993 facility to get whatever food, drink, service I was going to provide.
994
995 Mr. Geiger - As the applicant who is investing the dollars, it is incumbent
996 on the applicant to make sure they have enough parking in order to have a successful
997 project, so we would be glad to look at it.
998
999 Mr. Witte - I appreciate that.
1000
1001 Mrs. Thornton - So you're saying both decks are five stories?
1002
1003 Mr. Geiger - Both decks are five stories.
1004

1005 Mr. Witte - I think it should have been unique and put a 14-story parking
1006 deck overlooking the whole complex.

1007
1008 Mrs. Thornton - Why not?
1009

1010 Mr. Baka - So you're saying 966 parking spaces are provided in the
1011 concept plan, and you're looking at whether or not that number would be considered to
1012 be sufficient. I guess one question I have is would the parking be phased? So, for
1013 example, you're showing three buildings. Does that suggest three different phases, and
1014 if so, how do we -- here's a question for the staff or the applicant -- how do we ensure that
1015 there's a proportionality, of once the first phase is built that an adequate third or even,
1016 you know, 30 percent or 40 percent of the parking spaces are in for that first phase, and
1017 then move to the second phase?

1018
1019 So let me ask you that. Would you be phasing the buildings in their construction?
1020

1021 Mr. Geiger - It will be phased. This is a project that would take over eight
1022 years. Kind of our outside horizon is eight years. The phasing will occur in two phases.
1023 The first phase will consist of the commercial building and the building in the middle.

1024
1025 Mr. Baka - The building in the middle?
1026

1027 Mr. Geiger - Here. Sorry. What we call Building A.

1028
1029 Mr. Baka - Okay.
1030

1031 Mr. Geiger - And then we're basically -- the development would take back
1032 to there, and then the second timeline horizon on the first phase is kind of a three to five
1033 to full stabilization. And then the second phase would be the back building, that's up
1034 closer to Sadler Road, and construction and full stabilization for that is five to eight years.
1035 And, you know, the parking decks would come online with each of the buildings.

1036
1037 Mr. Baka - So is that a question for staff? If they propose a certain
1038 number of apartment units to have a CO, would there need to be required parking on-
1039 place on that POD before CO could be granted?
1040

1041 Mr. Emerson - Yes, sir. They would have to show adequate parking in order
1042 to get the approval of Plan of Development.

1043
1044 Mr. Baka - Thanks.
1045

1046 Mrs. Thornton - I had one more question I wanted to address. The gentleman
1047 right there had said about green space.
1048

1049 Mr. Baka - Oh yeah, Mr. Hudgins.
1050

1051 Mrs. Thornton - Mr. Hudgins.
1052
1053 Mr. Baka - Yeah, I wanted to ask that too.
1054
1055 Mrs. Thornton - About green space. And he had mentioned you were taking
1056 away 50 percent. From what I've gathered, I didn't think it was that much.
1057
1058 Mr. Geiger - No, it's not. Again, we are --
1059
1060 Mrs. Thornton - It's 20 percent.
1061
1062 Mr. Geiger - -- we have incorporated 20 percent, and then -- but our green
1063 spaces, as you can see on here, is incorporated into different areas throughout the
1064 project. It's not concentrated within one area. Our open space, that green space, you
1065 can see, again, preserving the appearance that they have along their access road, that
1066 urban park, again, an activated street around. And then the important part is the
1067 courtyards in the middle, within the project, and then back around on the sides.
1068
1069 From an urban mixed use -- from the vision that the county and the Innsbrook leadership
1070 has been working on, we are trying to get away from that suburban -- that look, that open
1071 -- that open parking field that is in front of a project.
1072
1073 Where do you have the aerial? So again, you know, as Mr. Hudgins brought up, you
1074 know, he's got that parking lot in the front, back to his building, and his open space is
1075 tucked right back in there. And I would view that from our design we've got a significant
1076 amount -- significantly more amount of open space incorporated throughout the project,
1077 not concentrated just in one spot.
1078
1079 Mrs. Thornton - Okay. So you're not doing 50 percent reduction?
1080
1081 Mr. Geiger - Right.
1082
1083 Mrs. Thornton - I just wanted to make sure that --
1084
1085 Mr. Baka - Isn't it -- I thought it was 20 percent required and you're
1086 providing 10 percent. Isn't that correct that it's a 50 percent reduction?
1087
1088 Mr. Geiger - It's a 50 percent reduction from 20 to 10, but, you know, it's a
1089 -- this open space -- that's a minimum, and our open space is above that 10 percent. It's
1090 not a -- if I misunderstood the question, we are not -- we are not reducing it from 50
1091 percent open space down. It is a 20 percent requirement, and we are just asking for a
1092 minimum of 10 percent. But again, the illustration here shows more open space than
1093 that.
1094
1095 Mr. Baka - So about what percentage open space are you showing?
1096

1097 Mr. Geiger - I would say we're close to 20. And this may not be right on 20
1098 but it's close to 20.
1099
1100 Mrs. Thornton - So you didn't need to ask for the minimum 10 percent?
1101
1102 Mr. Geiger - We designed -- we asked -- we put that request in, and then
1103 we worked on the plan again. They asked for some more -- what basically was parking
1104 along their access road has now become additional open space, pushing us back.
1105
1106 Mrs. Thornton - So that would give you a little bit more.
1107
1108 Mr. Baka - Okay. Other questions from members of the Commission?
1109
1110 Mr. Witte - I would like to hear from Traffic Engineering.
1111
1112 Mr. Baka - Okay. Thank you. Thank you, Mr. Geiger.
1113
1114 Mr. Geiger - Thank you.
1115
1116 Mrs. Thornton - Thank you.
1117
1118 Mr. Baka - We do have -- the applicant has spoken for eight minutes, so,
1119 Mrs. Thornton, would you like to hear from Traffic, and do you want other people
1120 representing the applicant to speak, or other people, proponents?
1121
1122 Mrs. Thornton - Yeah.
1123
1124 Mr. Baka - Would you like that first?
1125
1126 Mrs. Thornton - Yes. I'd like the Traffic, so then we can --
1127
1128 Mr. Baka - Okay. Please come forward. Others will have a chance to
1129 speak soon. Good evening, sir. Welcome.
1130
1131 Mr. Cejka - How may I assist you?
1132
1133 Mrs. Thornton - Oh. Do you want to go first?
1134
1135 Mr. Witte - How are you going to alleviate the traffic problem on Dominion
1136 Boulevard?
1137
1138 Mr. Cejka - Traffic will always be there. We are going to try our best to
1139 alleviate the congestion with the installation of a temporary traffic signal.
1140
1141 Mr. Witte - You say temporary.
1142

1143 Mr. Baka - What does temporary mean?
1144
1145 Mr. Cejka - Temporary means it's going to be in place while we are getting
1146 funding to do a roundabout, to install a roundabout at a future date.
1147
1148 Mr. Baka - Who provides that funding?
1149
1150 Mr. Cejka - I believe our Transportation Division is going to try to get
1151 revenue-sharing funding or Smart Scale funding.
1152
1153 Mrs. Thornton - And there's enough space for the roundabout?
1154
1155 Mr. Cejka - Yes, ma'am.
1156
1157 Mrs. Thornton - A large roundabout?
1158
1159 Mr. Baka - Is that through MPO, or the Plan RVA group?
1160
1161 Mr. Cejka - I'm not an expert at that. I don't want to speak on that.
1162
1163 Mr. Emerson - No. That will either be an independent request for revenue-
1164 sharing funds or it will come through the county's programs.
1165
1166 Mrs. Thornton - Okay. Can you please explain to us what is going to take
1167 place in 2020, with Broad and Dominion?
1168
1169 Mr. Cejka - Yes. Actually, within the next two or three weeks we are going
1170 to go out to bid for advertisement to get a contractor in to install a second southbound
1171 right-turn lane at Broad Street, so there would be two right-turn lanes and then a shared
1172 left lane.
1173
1174 Mrs. Thornton - From Dominion.
1175
1176 Mr. Cejka - From Dominion onto Broad. Correct. That will -- based on
1177 the modeling and the projections, that is going to relieve a lot of the congestion, the delays
1178 on Dominion Boulevard. Once that is complete, we will put in a temporary traffic signal
1179 at Innslake and Dominion, with pedestrian accommodations to cross the street.
1180
1181 Mrs. Thornton - Okay. So like he was saying it would back up -- I know. You
1182 all are smart and you will time it where it won't back up. Correct?
1183
1184 Mr. Cejka - We will try our best.
1185
1186 Mrs. Thornton - Because it's not that far from Broad to Innslake.
1187

1188 Mr. Cejka - His concern is backing up on Innslake, blocking his access.
1189 Right now it does back up from Broad Street to Innslake.
1190
1191 Mrs. Thornton - Yes.
1192
1193 Mr. Cejka - Yes, it does.
1194
1195 Mrs. Thornton - So what I'm saying is -- oh, so you're saying the dual right will
1196 help people to get onto 64 -- get onto Broad to move on.
1197
1198 Mr. Cejka - Yes, ma'am.
1199
1200 Mrs. Thornton - Okay. So what about in the morning, from Broad, turning onto
1201 Dominion?
1202
1203 Mr. Cejka - That is a different project that VDOT will undertake to extend
1204 the left-turn lane on eastbound Broad Street.
1205
1206 Mrs. Thornton - So they will be extending, not doing a double?
1207
1208 Mr. Cejka - Correct.
1209
1210 Mrs. Thornton - Like they did --
1211
1212 Mr. Cejka - Single lane. They're just going to extend it, I believe it's
1213 another 100, 150 feet.
1214
1215 Mrs. Thornton - And when do you think that will take place?
1216
1217 Mr. Cejka - That I don't have an answer for.
1218
1219 Mrs. Thornton - Putting you on the spot.
1220
1221 Mr. Cejka - I don't have an answer for that. I'm sorry.
1222
1223 Mrs. Thornton - Okay. Because that one you can sit five lights before you get
1224 into Innsbrook. It's quite frustrating at 12:00.
1225
1226 Mr. Cejka - Yes. I know it's a big weaving problem, too, for the folks
1227 coming off of 64, trying to get over there.
1228
1229 Mrs. Thornton - Yes. So that's just a mess. So at 5:00, when we've got maybe
1230 500 people coming in instead of the 700, because they lived in Innsbrook, it's going to be
1231 a lot.
1232

1233 Mr. Cejka - Yes. We'll still have the congestion. We're just hoping to
1234 minimize the delays somewhat, yes.
1235
1236 Mrs. Thornton - So the extension for the left-turn lane, we don't know when
1237 that will start?
1238
1239 Mr. Cejka - No. VDOT has to apply for funding for that as well -- put that
1240 in their plan. It's a VDOT project, not a county project. I don't have a date for that.
1241
1242 Mrs. Thornton - Okay.
1243
1244 Mr. Witte - Mr. Lewis, can you pull up the overhead that -- completed
1245 project?
1246
1247 Mr. Lewis - Which one would you like, Mr. Witte?
1248
1249 Mr. Witte - That shows all the entrances and exits, and parking.
1250
1251 Mr. Lewis - Oh, the conceptual plan.
1252
1253 Mr. Witte - There you go.
1254
1255 Mr. Lewis - This one?
1256
1257 Mr. Witte - Okay. Now that doesn't show where the roundabout is going
1258 to be, does it?
1259
1260 Mr. Emerson - No, it does not.
1261
1262 Mrs. Thornton - No. Aerial? Right there. Right there.
1263
1264 Mr. Witte - Right there. All right. And we're not doing anything up
1265 towards Virginia Power, Dominion Energy?
1266
1267 Mr. Cejka - That's right.
1268
1269 Mr. Witte - Okay. So I guess -- I know Mr. Hudgins suggested a
1270 roundabout. I know those things work, but I know if you've got a really -- you've got an
1271 anxious driver it can cause heartbreak.
1272
1273 Mr. Cejka - That's true. One thing about the roundabout is we would have
1274 to reduce the number of travel lanes on Dominion, because you couldn't have the two
1275 lanes going into the roundabout.
1276
1277 Mrs. Thornton - Oh.
1278

1279 Mr. Cejka - That's the problem.
1280
1281 Mr. Baka - You can, in some instances, as long as there's a turning lane.
1282 I've seen them in other areas, where you have the interior lane go through and the other
1283 lane go to the right.
1284
1285 Mr. Cejka - If there's enough space.
1286
1287 Mr. Mackey - Yeah, because, I mean, like over there, at White Oak mall
1288 they've got two lanes.
1289
1290 Mr. Baka - One observation is my experience with roundabouts or traffic
1291 circles, you know, whatever you want to call them, is the wider the radius tends to be, the
1292 better or safer. I mean, there are some older ones up north, in northern states, older ones
1293 that are sometimes a little smaller radius and they're harder to navigate through, where I
1294 have to accelerate quickly and get in there, and there's another car in there. But to what
1295 extent, I don't know, if the engineers can ever design something here that is -- my
1296 comment would be I think as wide a radius as possible, I think that would be helpful for
1297 flow. Engineers might overrule me, but that's just my two cents worth.
1298
1299 Mrs. Thornton - So you're saying a temporary -- you know, where you put the
1300 light in. What if they did a study and the light works better? Can we --
1301
1302 Mr. Cejka - We can always, you know, look at all the options.
1303
1304 Mrs. Thornton - I mean, if you're going to take all of that traffic down to one?
1305
1306 Mr. Baka - Should be able to do two.
1307
1308 Mr. Cejka - We'll investigate all the options to make the best
1309 improvements out there for traffic.
1310
1311 Mrs. Thornton - Okay.
1312
1313 Mr. Cejka - Because once the apartments are completed down in the
1314 southeast corner, there's going to be more traffic there, so we will do some more traffic
1315 counts. We have to adjust the signal timings. Then if there's anything else that goes in,
1316 you know, we'll continually do traffic counts, traffic studies, to determine what's the best
1317 improvements for the street.
1318
1319 Mrs. Thornton - I can tell you another one. Sorry. When you turn off of Broad
1320 onto Dominion, and you want to go to the Firestone, there's like these two yellow lines
1321 that go like this, and everybody thinks that's a turning lane. And then they get in that little
1322 and then they back everybody up, and then people like whip around. Is there something
1323 that -- when you do that you'll see. I mean, it's just --

1324

1325 Mr. Cejka - Yeah. We're going to put a small left-turn lane into the
1326 Firestone.
1327
1328 Mrs. Thornton - Oh, you are.
1329
1330 Mr. Cejka - Yes.
1331
1332 Mrs. Thornton - Okay. Good, because that right there is quite dangerous.
1333
1334 Mr. Cejka - We will try our best to make it safer.
1335
1336 Mrs. Thornton - Okay.
1337
1338 Mr. Baka - Other questions of Mr. Cejka? Thank you, sir.
1339
1340 Mr. Cejka - You're welcome.
1341
1342 Mr. Baka - The applicant has spoken for about eight minutes. Are there
1343 other folks in support of the case who would like to also speak, in addition to the applicant?
1344 Anyone else? Okay. Thank you. Other questions for the Commission?
1345
1346 Mr. Witte - I'd like to just make a comment. I think this project is moving
1347 in the right direction. Common sense tells me that parking is going to be a nightmare, for
1348 the occupants of the apartments. I'm not intimately familiar with the -- what is that, the
1349 Walker study or something? -- but just common sense tells me there's not going to be
1350 many people going to walk and it's going to be an issue. But other than that, I don't know
1351 what the answer is, but I have a feeling the parking decks are -- just letting them slug it
1352 out. But I think, all in all, I think it's a really good, attractive project. So I'm just giving my
1353 two cents worth.
1354
1355 Mrs. Thornton - I would agree with you. I think the overall use of the land is
1356 going in that way. I want to make sure that they're protected with their parking, and people
1357 that, if you do do a brewery, it's not overflowing across the street and they're running
1358 across the street to your parking, or even in the Dominion Place, up at the top. You have
1359 plenty of open spaces right now. Not everybody is occupied. And I've been up there and
1360 I feel like there's plenty of parking, and that's what will happen is they will start flowing
1361 over. I think that is our biggest concern, is that we need to address making sure there is
1362 enough. There's never enough parking.
1363
1364 And I'm thinking, you know, two people drive, that live in a, you know, in an apartment.
1365 So I think that's the thing, and just making sure that we do keep the green space. I think
1366 that's important. And then I wasn't sure if, Mr. Barker, if you all do like the idea of a
1367 sidewalk going from your --
1368
1369 Mr. Barker - Well, there's a myth about this. This is a right-of-way that we
1370 have dedicated. When they said they wouldn't park in our right-of-way, they never had

1371 the legal ability to do that. Number two, the owners have never met with the Dominion
1372 Place owners. So I've never talked to the architect. I've called him. I've called their
1373 lawyer. So has Mr. Nelson. So has Dr. Brokaw. There's been no communication with
1374 us.

1375
1376 But here's the point to remember. Parking is a problem because Wells Fargo who asked
1377 for this rezoning, is building a barrier. It won't be their problem. So they're going to get
1378 the benefit from the sale, the increase of this price, and we're going to get the burden.
1379 And that's really critical to understand. When we get to that intersection they're talking
1380 about, that roundabout right there, that's a lake. That's a retention lake. Those lakes are
1381 for a reason, because of drainage. When you take that down to a one-lane roundabout
1382 you've created a terrific nightmare.

1383
1384 And that doesn't address Sadler Road. These wrecks -- because people are coming back
1385 here to CarMax, and they're turning left all the time. There's one wreck after another, and
1386 Ms. Strobe, she works up here at Dominion Power. I met her a couple of Wednesday
1387 nights ago. I was on the way to Wednesday night dinner at church. And a left-hand turn
1388 on Sadler -- this guy was making a left-hand turn and she was coming toward Broad, and
1389 he just knocked the heck out of her. We witness these accidents all the time, and we're
1390 putting a terrific amount of cars -- we're putting, 8, 9, 10 pounds of potatoes in a bag that's
1391 designed to carry 5, both from the parking standpoint, that Wells won't take, and both on
1392 the roads that we're trying to solve.

1393
1394 So now that we're getting a couple of extension lanes on Broad Street, that doesn't help
1395 the ingress end. It's not going to help, because we're solving the problem that exists, and
1396 now we're creating a new one. So it's not that it's a bad project. It's a badly designed
1397 project that could be scaled down. And I don't blame the owner, Wells Fargo, for trying
1398 to make a lot of money on this. I mean, let's face it, you ask for the sky, the moon, and
1399 the stars when you come to the Planning Commission. If you get the sky, that's great. If
1400 you get the sky and a couple of stars, that's good too. But this has got way too many
1401 exceptions. I think my friend from Dominion Energy counted 10 exceptions to the plan
1402 that they knew existed in the guidelines. It's too much.

1403
1404 Mr. Baka - Thank you Mr. Barker. Thank you for coming. Any other
1405 questions?

1406
1407 Mr. Archer - Mr. Chairman, real quick. I'm sorry. Can somebody address
1408 the gentleman's concern about the fact that Wells Fargo is disallowing the parking, and
1409 how could that be alleviated? I shouldn't have said "disallowing." They are not
1410 participating in it, from what Mr. Barker said. Is that a fact?

1411
1412 Mr. Geiger - We do not show connections through, vehicular connections
1413 through the two properties. We are reorienting some of their parking for them. But from
1414 our perspective, I wanted to just explain how the decks are going to operate. Each floor
1415 of the deck will have an entrance into the building, and so those residents that are on the
1416 top floor of the building, you know, they will be incentivized to drive all the way to the top

1417 and park so they can walk right into the hallway that will take them to their units. So the
1418 residences will be pulled up into the parking structure, and on that first level the parking
1419 spaces are available on that first level, to the point that I think, Mrs. Thornton, you were
1420 asking if that first level is going to be available for that commercial. It will be available for
1421 that commercial because those residences will be coming up. Again, not on a reserved
1422 basis, so others could come up as well.

1423
1424 Mr. Baka - You said -- can I ask a question to Mr. Geiger? You said a few
1425 minutes ago there would be no vehicular connection from the proposed apartments to the
1426 Wells Fargo parking lot. I guess I revisit my question that we started off the night with is,
1427 have there been -- let me rephrase that question, which would be has there been any
1428 consideration to have a pedestrian access through that area to Wells Fargo, if there were
1429 people that wanted to walk down to any of these three or four buildings you see here,
1430 rather than taking all that up to the Dominion Boulevard right-of-way?

1431
1432 Mr. Geiger - We would be interested in having those discussions with
1433 them, and working with them on those pedestrian connections. Again, we want their
1434 residents -- we want their employees, their over 2,000 employees to be our tenants, our
1435 customers within the project, and anything we can do to facilitate that pedestrian
1436 connection we'd be glad to do.

1437
1438 Mr. Baka - Okay.

1439
1440 Mr. Witte - That was one of the things I was going to bring up. Since
1441 parking is tight anyway, where are all the employees going to park?

1442
1443 Mr. Geiger - Within the structure. Within the parking structure. Again, I
1444 know -- I understand your comments on the parking model, but there is a -- there are
1445 parking experts, there are parking consultants out there -- Walker is one of the best -- and
1446 they have that model that we run the parking through, that takes into account what the
1447 demand is for the employees, what the demand is for the customer, what the parking
1448 needs are for the customer and the employees.

1449
1450 Mr. Witte - Mm-hmm.

1451
1452 Mr. Baka - I guess what happens when you get to the end of the project,
1453 it's developed, and there's 966 parking spaces. Suppose you say, "I wish we would have
1454 built 10 more, or 20 more parking spaces."

1455
1456 Mr. Witte - Or 100 more.

1457
1458 Mr. Baka - I'll start with 10 or 20, or 20 or 30. Is there any accommodation
1459 for a possible area of additional parking spaces? The problem with that scenario is you're
1460 cutting into any type of green space. That's a corollary.

1461

1462 Mr. Geiger - Again, we can -- as I mentioned before, we've heard the
1463 comments and we can go back and look at that the plan.
1464
1465 Mr. Witte - I think it would be beneficial to everybody involved if Wells
1466 Fargo would agree to let people park over there, and just have a pedestrian walkway, two
1467 spots, two different locations for a walkway.
1468
1469 Mr. Geiger - We can --
1470
1471 Mr. Witte - And that way they wouldn't encroach on the other businesses,
1472 or get towed and cause problems.
1473
1474 Mr. Geiger - I understand.
1475
1476 Mr. Witte - Just a suggestion.
1477
1478 Mr. Geiger - Yep. I appreciate the suggestion.
1479
1480 Mr. Baka - Mostly many of those spaces after hours might be unoccupied
1481 after, say, 6:00 at night. At least I hope they're not working that late, right? And you
1482 want them to be at the restaurant by then.
1483
1484 Mrs. Thornton - You don't have any more?
1485
1486 Mr. Baka - No. No further questions from the Commission that I'm aware
1487 of.
1488
1489 Mrs. Thornton - Okay. Before we proceed further tonight, thank you all for all
1490 your comments, and enlightening, and the traffic. Proceeding this forward, I'm going to
1491 recommend approval to the Board on the condition of the access to Wells Fargo -- we
1492 need to take a look at that prior to meeting with the Board of Supervisors; the back
1493 roundabout on the other layout, to give access to that area on the left, to Wells Fargo. I
1494 would like that addressed prior to the Board of Supervisors meeting, and the back corner
1495 on the left, where the roundabout is, to the parking lot, to Wells Fargo. Okay?
1496
1497 Mr. Chairman, I move to waive the time limits on the proffers received October 9th for
1498 REZ2019-00018.
1499
1500 Mr. Mackey - Second.
1501
1502 Mr. Baka - We have a motion by Mrs. Thornton and a second by Mr.
1503 Mackey to waive the time limits necessary. All in favor say aye.
1504
1505 The Commission - Aye.
1506
1507 Mr. Baka - Opposed say no. The motion carries.

1508
1509 Mrs. Thornton - Mr. Chairman, I move that REZ2019-00018, Jeffrey P. Geiger
1510 for Wells Fargo Bank, N.A., be recommended for approval with the proffers number 1
1511 through 19, dated October 9, 2019.
1512
1513 Mr. Witte - Second.
1514
1515 Mr. Baka - We have a motion by Mrs. Thornton and a second by Mr. Witte
1516 to recommend approval for the rezoning. All in favor say aye.
1517
1518 The Commission - Aye.
1519
1520 Mr. Baka - Opposed say no. The motion carries.
1521
1522 **REASON -** Acting on a motion by Mrs. Thornton, seconded by Mr. Witte,
1523 the Planning Commission voted 5-0 (one abstention) to recommend the Board of
1524 Supervisors grant the request because it conforms to the UMU recommendation of the
1525 2026 Comprehensive Plan and the proffered conditions will provide appropriate quality
1526 assurances not otherwise available.
1527
1528 Mrs. Thornton - Mr. Chairman, I move that REZ2019-00018, Jeffrey P. Geiger
1529 from Wells Fargo Bank, N.A., be recommended for approval with revised conditions 1
1530 through 15, dated October 3, 2019.
1531
1532 Mr. Mackey - Second.
1533
1534 Mr. Baka - A question on the motion. You said that this was for the re
1535 zoning? Wasn't the previous motion for the rezoning?
1536
1537 Mrs. Thornton - Oh, did I say that?
1538
1539 Mr. Baka - My apologies.
1540
1541 Mrs. Thornton - I'm sorry. Yeah, I'm sorry. I move that PUP2019-00008,
1542 Jeffrey P. Geiger for Wells Fargo Bank, N.A., be recommended for approval with the
1543 revised conditions 1 through 15, dated October 3, 2019.
1544
1545 Mr. Mackey - Second.
1546
1547 Mr. Baka - Thank you. We have a motion by Mrs. Thornton and a second
1548 by Mr. Mackey to recommend approval of the Provisional Use Permit for the various uses.
1549 All in favor say aye.
1550
1551 The Committee - Aye.
1552
1553 Mr. Baka - Opposed say no. The motion carries.

1554
1555 **REASON -** Acting on a motion by Mrs. Thornton, seconded by Mr.
1556 Mackey, the Planning Commission voted 5-0 (one abstention) to recommend the Board
1557 of Supervisors **grant** the request because it is reasonable in light of the surrounding uses
1558 and existing zoning on the property.

1559
1560 Mr. Emerson - Mr. Chairman, we now move on to the next case of the
1561 evening, also on page 2 of your agenda. It is REZ2019-00030, Andrew M. Condlin for
1562 Bacova, LLC.

1563
1564 **REZ2019-00030 Andrew M. Condlin for Bacova, LLC:** Request to
1565 conditionally rezone from A-1 Agricultural District and R-3C One-Family Residence
1566 District (Conditional) to R-5AC General Residence District (Conditional) Parcels 737-766-
1567 9299, 737-767-9448, and 738-766-1287 containing 12.201 acres located on the north line
1568 of Liesfeld Farm Drive at its intersection with Mason Glen Drive. The applicant proposes
1569 a zero-lot line single family development. The R-5A District allows a minimum lot area of
1570 5,625 square feet and a maximum gross density of 6 units per acre. The use will be
1571 controlled by zoning ordinance regulations and proffered conditions. The 2026
1572 Comprehensive Plan recommends Suburban Mixed-Use, density should not exceed 4
1573 units per acre.

1574
1575 Mr. Emerson - The staff report will be presented by Mr. Mike Morris.

1576
1577 Mr. Baka - Is there anyone present in opposition tonight to REZ2019-
1578 00030, Andrew M. Condlin for Bacova, LLC?

1579
1580 Mr. Witte - I think everybody left.

1581
1582 Mr. Baka - Well, there are a few folks. All right, thank you. Good evening,
1583 Mr. Morris. How are you?

1584
1585 Mr. Morris - Doing well.

1586
1587 Mr. Baka - Good. Welcome.

1588
1589 Mr. Morris - Thank you, Mr. Chairman, members of the Commission.

1590
1591 As stated, the applicant is requesting to rezone 12.201 acres from A-1 Agricultural District
1592 and R-3C One-Family Residence District to R-5AC General Residence District. The
1593 subject property is located on the north line of Liesfeld Farm Drive at its intersection with
1594 Mason Glen Drive, and extends north to Kain Drive. This project will be a continuation of
1595 the overall Bacova development. Adjacent properties to the north, east, and west are
1596 zoned A-1 and consist of large-acreage residential and vacant parcels. The Bacova
1597 Recreation Center, also zoned A-1, sits to the southwest of the subject property here.
1598 Short Pump Manor at Bacova zoned R-5AC, is located to the east, with the Enclave at

1599 Bacova and Liesfeld Farm at Bacova subdivisions zoned R-3C, located to the south,
1600 across Liesfeld Farm Drive.

1601
1602 The applicant has submitted a revised concept plan, shown here. The proffered concept
1603 plan now shows one point of access at Liesfeld Farm Drive, with a cul-de-sac at the
1604 northern terminus of Woodson Hills Way. You just received revised proffers, dated
1605 October 8, 2019, and time limits do not need to be waived. These revisions were made
1606 in response to staff comments and concerns raised by residents and county officials at a
1607 meeting held by the applicant on October 7, 2019.

1608
1609 Major differences with these revised proffers are as follows: A berm will be placed in the
1610 buffer along Liesfeld Farm Drive, right here; a 10-foot buffer will be planted along the rear
1611 property lines of Lots 1 through 4 in Block A; sidewalks will be provided on one side of all
1612 public roads within the subject property; a minimum of one tree will be provided in the
1613 front or side yard of each property; and Saturday construction hours are now 8 a.m. to 8
1614 p.m.

1615
1616 Also handed out this evening are new elevations, a few of which are shown here. The
1617 2026 Comprehensive Plan recommends Suburban Mixed Use with a gross density not to
1618 exceed 4 units per acre. Characteristics of this designation include curvilinear street
1619 pattern, moderate-density residential areas, office and commercial uses and area
1620 dedicated to open space/recreation with the intent of encouraging cohesive development
1621 of land under a master plan.

1622
1623 While this request does not meet the non-residential component of the designation, it is
1624 consistent with other aspects of the future land use classification. As proposed, the
1625 request would generally continue the pattern of development found in the overall Bacova
1626 development. Additionally, revised proffers have addressed concerns raised by staff,
1627 county officials, and residents. For these reasons, staff supports this request.

1628
1629 This concludes my presentation and I am happy to answer any questions you may have.

1630
1631 Mr. Baka - Any questions of Mr. Morris? Okay. Thank you, sir.

1632
1633 Mr. Morris - Thank you.

1634
1635 Mr. Baka - How would you care to proceed?

1636
1637 Mrs. Thornton - I'm going to have Andy come on up here since he's already
1638 halfway here.

1639
1640 Mr. Witte - It looked like he was going to be disappointed.

1641
1642 Mr. Condlin - Mr. Chairman and members of the Commission, my name is
1643 Andy Condlin, here to answer any questions.

1644

1645 Mrs. Thornton - Well, I first just want to say thank you for the updated
1646 elevations. That is much better looking than the other night.
1647

1648 Mr. Condlin - I don't think much better is enough, given how bad they looked
1649 before, so I appreciate that.
1650

1651 Mrs. Thornton - Yes. So even I heard comments up here that they looked very
1652 nice, and that's very nice.
1653

1654 Mr. Condlin - I did not take the pictures but they are beautiful. They did a
1655 really nice job.
1656

1657 Mrs. Thornton - Yes. So I had one question. If we go back to that slide with
1658 the lots, the reserved areas -- so there is a lot of wetlands. Point out the reserved areas.
1659

1660 Mr. Condlin - There's a reserved area here, there's reserved here.
1661

1662 Mrs. Thornton - What can be built on?
1663

1664 Mr. Condlin - Well, so the idea -- nothing, because we are limited to 32 lots,
1665 subject to the concept plan and the idea being that as these properties may get developed
1666 they may pick up this area and connect to here. So that reserved area -- in my proffer I
1667 say 32 lots, but not including any lots that are part of the reserved area.
1668

1669 Mrs. Thornton - Right.
1670

1671 Mr. Condlin - So we might add those. Of course, they're either going to
1672 have to access here, and be subject to the 50-lot rule if they put in another cul-de-sac
1673 here, ultimately connect to Kain Road, which Kain Road would have to be included if they
1674 do it this way. This reserved area, for example, would be for these properties, which
1675 would not connect anywhere to the cul-de-sac but just become part of the overall
1676 development of these properties, if they ever get developed in the future.
1677

1678 Mrs. Thornton - Yes. Right. I just wanted to clarify for anybody that, you know,
1679 was looking at it and seeing like a big reserved space. I got to hear it the other night, but
1680 just in case.
1681

1682 Mr. Condlin - Yeah. So I'd imagine that's going to be common area. The
1683 main thing with this is this is part of the overall Bacova, which is, you know, a 200-plus
1684 acre development with the recreation facility, which is literally next door, which is already
1685 built and up and running for the whole development. So this has always been planned
1686 as part of that.
1687

1688 Mrs. Thornton - Yes.
1689

1690 Mr. Baka - If I may, at the end of that cul-de-sac, on the right side of the
1691 cul-de-sac, where there are no lots, it looks like it is common area where it wouldn't
1692 necessarily be developed upon. Would it make any sense to perhaps put a dashed line
1693 through there, to suggest a future road connection could occur, just to notify the
1694 residents?
1695

1696 Mr. Condlin - They don't know whether it's going to happen, depending on
1697 who develops this. If it's the same developer or not, they could certainly develop and add
1698 another road connection there. But, really, the key thing is whether Kain Road would be
1699 improved at some point to allow for access, because as we learned quickly, Kain Road is
1700 not up to par and no further residential density will be on Kain Road until it's fully improved.
1701

1702 Mrs. Thornton - Or improved in front of the building.
1703

1704 Mr. Condlin - We are improving Kain Road where we are, and we are
1705 dividing and dedicating sidewalk, even though we don't connect to the road. We are
1706 improving -- widening Kain Road at that point. So it may happen in the future, for future
1707 development.
1708

1709 Mrs. Thornton - Okay. I have no further questions.
1710

1711 Mr. Baka - Okay. Any other questions?
1712

1713 Mr. Witte - Have you done your parking study?
1714

1715 Mrs. Thornton - There is one parking spot per house.
1716

1717 Mr. Condlin - We are requesting no exceptions to parking or open spaces.
1718 Don't make me laugh. I should say that's on the record, I know.
1719

1720 Mrs. Thornton - Right. We do.
1721

1722 Mr. Condlin - You do. That's right.
1723

1724 Mr. Baka - Thank you, Mr. Condlin. Any other comments from the
1725 Commission? Are we ready for a motion?
1726

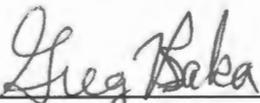
1727 Mrs. Thornton - Mr. Chairman, I move that REZ2019-00030, Andrew M.
1728 Condlin for Bacova, LLC, be recommended for approval with proffers number 1 through
1729 23, dated October 8, 2019.
1730

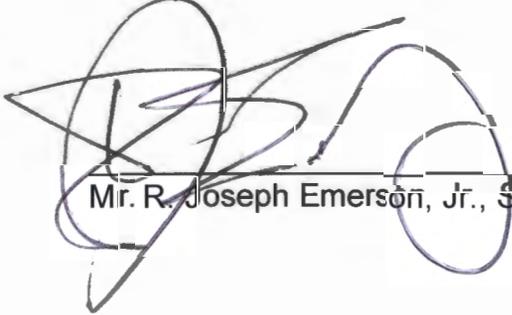
1731 Mr. Witte - Second.
1732

1733 Mr. Baka - We have a motion by Mrs. Thornton and a second by Mr.
1734 Witte. All in favor say aye.
1735

1736 The Commission - Aye.
1737
1738 Mr. Baka - Opposed say no. The motion carries.
1739
1740 **REASON -** Acting on a motion by Mrs. Thornton, seconded by Mr. Witte,
1741 the Planning Commission voted 5-0 (one abstention) to recommend the Board of
1742 Supervisors grant the request because it reflects the 2026 Comprehensive Plan and
1743 future use and zoning of the area, and reflects the type of residential growth in the area.
1744
1745 Mr. Emerson - Mr. Chairman, the next item on your agenda this evening is a
1746 discussion item, and it refers back to the work session earlier regarding the Bridlewood
1747 Comprehensive Plan amendment. The staff was suggesting that the Commission may
1748 want to consider a November 14th public hearing. However, the Commission work
1749 session did decide, at the behest of the Three Chopt Commissioner, and the Commission
1750 concurred with her, that the community would need a community meeting to consider the
1751 recommendation to planning staff. So staff will work with Mrs. Thornton and come up
1752 with the dates where we can conduct that community meeting. And then after that occurs
1753 then we will come back to the Commission for a public hearing date.
1754
1755 Mr. Baka - Very good.
1756
1757 Mr. Emerson - The next item on your agenda would be the consideration of
1758 the approval of your minutes from the Planning Commission meeting from September 12,
1759 2019. There is an errata sheet, and, of course, we will incorporate those changes into
1760 the minutes, once they are approved. And if you have any other changes we will be
1761 happy to entertain those as well.
1762
1763 Mr. Baka - Is there a motion on the minutes?
1764
1765 Mr. Witte - I move they be approved with the addition of the errata sheet.
1766
1767 Mr. Baka - Second.
1768
1769 We have a motion by Mr. Witte and a second by Mr. Baka. All in favor say aye.
1770
1771 The Commission - Aye.
1772
1773 Mr. Baka - Opposed say no. The motion carries.
1774
1775 Mr. Emerson - Mr. Chairman, I have nothing further for the Commission this
1776 evening.
1777
1778 Mr. Baka - Any other questions from members of the Commission?
1779
1780 Mr. Archer - I would just like to say that doing the minutes there were some
1781 remarks that I made that was listed as unintelligible.

1782
1783 (Laughter.)
1784
1785 Mr. Archer - You know, or unintelligent.
1786
1787 Mr. Emerson - I think it's unintelligible. I think you are very intelligent.
1788
1789 Mr. Baka - Well, we will all articulate as best we can.
1790
1791 All right. If not, a motion to adjourn would be in order at this time.
1792
1793 Mr. Archer - So moved.
1794
1795 Mr. Witte - Second.
1796
1797 Mr. Baka - A motion by Mr. Archer and a second by Mr. Witte to adjourn.
1798 All in favor say aye.
1799
1800 The Committee - Aye.
1801
1802 Mr. Baka - The meeting is adjourned.

1803
1804
1805
1806
1807 
1808 _____
1809 Mr. Gregory R. Baka, Chairman

1810
1811
1812
1813 
1814 _____
1815 Mr. R. Joseph Emerson, Jr., Secretary
1816