

Special Use Permit Narrative
Regents School of Charlottesville
Relocation to Reservoir Road

PROJECT PROPOSAL

Introduction

The Regents School of Charlottesville (the "Applicant") is the contract purchaser for Tax Map Parcels 07600-00-00-01700 and 07500-00-00-06600 (the "Property"), which are currently owned by the University of Virginia Foundation.

Tax Map Parcel Number	Acreage	Zoning	Comprehensive Plan
07600-00-00-01700	16.06	R-1 Residential	Neighborhood Density Residential
07500-00-00-06600	3.3740	R-1 Residential	Neighborhood Density Residential

Total Acres: 19.434

The Applicant requests the approval of a special use permit for a private school with a maximum enrollment of four hundred sixty-eight (468) students and an initial enrollment of up to two-hundred eighty (280) students until improvements are made to the Route 29/Fontaine interchange, to be located on the Property, highlighted in Figure 1 below.



Reservoir Road is off of Fontaine Avenue Extended, which crosses the 250-bypass and connects to the Fontaine Research Park. See Figure 2 on the next page for an aerial image of the Property and surrounding area.



Figure 2

Description of Proposal - Public Need or Benefit

The School is a non-profit classical secondary school established in 2010, with just seven (7) students located at the Jefferson Park Baptist Church (JPBC). It quickly grew to sixty (60) students in the subsequent two years, and therefore moved to an additional location along Ivy Road. The School has been very successful, continually growing each year, with a current enrollment of one hundred and fifty-eight (158), operating out of both the Ivy Road and JPBC locations. The Applicant now desires to consolidate the two school locations, utilizing the large size of the Property.

The School proposes two academic buildings, for upper and lower grade levels, with at least 13 classrooms in total and a combined enrollment of up to four hundred sixty-eight (468). In addition, the School requests three additional buildings to be used as a gymnasium, theater and administrative office building. The School also proposes several athletic fields and playground areas.

The maximum enrollment figure was determined in anticipation of the School's continued success and expansion from its current enrollment of 158 in the coming years and to avoid the need to amend the requested special use permit as such expansion occurs. The proposed academic buildings will be able to accommodate at least 13 classrooms in total. If a maximum of 36 students are in each classroom, the maximum total enrollment figure would equal 468 (13 classrooms multiplied by 36 students). While the School expects classroom sizes to be much smaller than 36 for some time, the maximum enrollment figure requested by this application was determined by calculating the maximum capacity of the proposed academic buildings.

As more students continue to enroll in the School, it is able to increasingly alleviate stress on the surrounding public-school systems. Therefore, the public significantly benefits from the proposed relocation and expansion of the School.

The School has a proven track record of successfully managing its traffic flow, investing in a large bus, training a commercially licensed driver and cultivating a culture of compliance with instituted traffic patterns. When the School requested an amendment to its special use permit for its Ivy Road location in 2017, a Board member

stated, "The School has been responsible and responsive...[and] has demonstrated its commitment to meeting County expectations."

CONSISTENCY WITH THE COMPREHENSIVE PLAN

The Property is designated as Neighborhood Density Residential in the Comprehensive Plan. Secondary uses allowed within Neighborhood Density Residential areas include "places of worship, public and private schools, early childhood education centers (day care centers and preschools), public uses and public institutional uses)." The School would be considered a permitted secondary use and the Property is surrounded by similar secondary uses, including the University of Montessori School and Trinity Presbyterian Church.

IMPACTS ON PUBLIC FACILITIES AND PUBLIC INFRASTRUCTURE

The applicant proposes an initial enrollment 280 students with a 7:45 a.m. school start time. The Route29/Fontaine interchange has pre-existing peak hour delays and is projected to continue to have delays in the future if no infrastructural improvements are made. A 7:45 a.m. start time ensures the school traffic has passed through the interchange prior to start of the AM peak hour traffic and therefore removes the traffic impact generated from the school from the peak hour traffic. At present, an estimated 32 trips through the Route29/Fontaine SB intersection in the AM peak hour are generated from Regents School parents driving from areas north of town along Route 29 to the School's Jefferson Park Avenue location and from parents dropping off children at both the Jefferson Park Avenue and Ivy Road locations who travel through the intersection between dropping off children at their respective schools. If the property were to be developed by-right, with approximately 23 dwellings, additional trips from these homes would likely be added to the peak hour in addition to the trips generated by Regents School traffic if the school is to remain in its existing two locations. By allowing the school to operate on the Reservoir Road property with a 7:45 a.m. start time, not only would the existing Regents School trips be removed from the peak hour, but also the potential trips generated from the development of single family homes on the property would not be added to the peak hour traffic.

It is projected that in the year 2028, the Route 29/Fontaine interchange will function at a Level of Service B during the 7:15-7:45 a.m. drop off time for 280 Regents School students. In the year 2028 no-build peak hour, the overall intersection will function at a LOS D with a 30.1 second delay. The traffic impact of the school with a 7:45 a.m. start time does not cause delays as significant as the background traffic projected in the year 2028.

If infrastructural improvements are made to Route 29/Fontaine interchange, the applicant proposes the submission of a traffic study to allow for school enrollment numbers in excess of 280 students or to alter the start time to be within the peak hour.

Regents School has significant autonomy over its traffic impact by setting a designated start time, limiting the number of parking spaces allocated to student drivers, and encouraging bus ridership. Additionally, a school use only has an impact on traffic for a portion of the year, approximately two-thirds, as school is not in session year-round. If the property were to be developed by-right or to its Comprehensive Plan residential development potential, development on the property would generate traffic impacts year-round.

Regents School proposes improvements along Reservoir Road that would significantly improve the adequacy and safety of Reservoir Road for all drivers. Improvements to both horizontal and vertical curves will increase sight distance along the road and areas of the property designated for right-of-way dedication will allow for various improvements along the front of the school site.

IMPACTS ON ENVIRONMENTAL FEATURES

The Comprehensive Plan identifies two land use designations on this site: neighborhood density residential and greenspace. The proposed development and land disturbing activity on this site is entirely limited to the

area within the area designated as neighborhood density residential and therefore is consistent with the County's and the community's development expectations for the site. An exhibit showing the limits of disturbance of the proposed development overlain on the Comprehensive Plan Land Use Map is included with this submittal to show the land disturbance is within the developable land use designation and the areas to remain undisturbed are within the greenspace area. Additionally, the limits of disturbance includes the area which will contain all proposed disturbance on the site, including footers for retaining walls.

If the property were developed to its by-right density of approximately 23 dwellings the grading on the site may be similar, if not more extensive. Furthermore, if the property were developed to a residential density of three to six dwelling units per acre on average as recommended by the Comprehensive Plan more extensive grading is likely occur on the site, especially if the development were a townhome development requiring extensive pad preparation. We contend this proposal achieves an appropriate balance between the development area goals of the Comprehensive Plan and preservation of the natural elements on site. Of the total site acreage, approximately 31% of the total site area will remain undisturbed.

PROFFERS PROPOSED TO ADDRESS IMPACTS

The Applicant requests a special use permit and therefore proffers are not applicable.

DEVELOPMENT
COMMUNITY
LIFE
DESIGNED

July 1, 2019

Mr. Tim Padalino
Department of Community Development
401 McIntire Road
Charlottesville, VA 22902

RE: SP-2018-00011 (Regents School – Reservoir Road) Resubmit II | Cover Letter

Dear Tim,

The materials included with this letter are for the resubmittal of SP2018-11, a project known as Regents School. As we have discussed, and as shown on the Supplemental Traffic Study memo by EPR dated June 14, 2019, if the school enrollment is limited to 280 students initially, and the start of the school is 7:45 am, the 2028 build conditions (with the school at 280 students with a 7:45 start time) are an improvement over the 2028 no build conditions (no Regents School at the Reservoir Road site) in terms of the following:

- Overall level of service (LOS) of the Route 29 / Fontaine Avenue intersection (LOS B compared to LOS D)
- Overall intersection delay (12 seconds compared to 30.1 seconds)
- Route 29 southbound ramp delay (27.7 seconds compared to 45.4 seconds)
- Route 29 southbound ramp que length (350 feet compared to 500 feet).

Based on this information, and on the meeting held with representatives of Regents School with Kevin McDermott and Adam Moore of VDOT, we suggest a condition of approval as follows:

“Except as otherwise provided herein, initial student enrollment shall be limited to 280 students, and the start time of the school shall be 7:45 am, until the completion of improvements to the Route 29/Fontaine Avenue intersection. Notwithstanding the foregoing, student enrollment may exceed 280 students, and/or the school start time may be shifted to a time later than 7:45 am if the Applicant demonstrates to the reasonable satisfaction of VDOT and the Director of Community Development (or his/her designee) that the functional operations of the Route 29/Fontaine Avenue intersection will continue to be adequate to accommodate the additional trips associated with the proposed increase in school enrollment and/or later school start time. In no event may the student enrollment exceed 468 students without an amendment to this Special Use Permit.”

Please note several additional traffic studies are included with this resubmittal for your reference as well as additional cross sections to aid in your evaluation of the potential visibility of structures on the site from the entrance corridor.

If you require any additional information to complete your review of this special use request, please let me know at your earliest convenience.