



County of Albemarle
COMMUNITY DEVELOPMENT DEPARTMENT

401 McIntire Road, North Wing
Charlottesville, VA 22902-4579
Telephone: 434-296-5832
WWW.ALBEMARLE.ORG

April 12, 2020

Justin Shimp
912 E High St,
Charlottesville, VA 22902

RE: SDP2020-00052 Regents School Request for Increased Enrollment and compliance with Condition 3 of SP2018-00011

Dear Mr. Shimp:

This letter is an official determination that your request to increase enrollment at Regents School of Charlottesville on Reservoir Road, relative to SP2018-00011 ('SP') and SDP2020-00052 ('SDP'), from an enrollment of 280 to an enrollment of 322 students has satisfied Condition 3 of the Special Use Permit and has been approved. This letter is provided for the record for both our files and yours.

On September 18, 2019, the Albemarle County Board of Supervisors approved this special use permit to allow Regents School to operate on Tax Map Parcel Numbers 07500-00-00-06600 and 07600-00-00-01700 in the Samuel Miller District. The SP includes a condition which allows an increase from the approved enrollment of 280 up to a maximum of 468 students and a change in the start time of the school from 7:45 A.M. to a time later provided that the applicant could demonstrate certain thresholds related to transportation impacts would not be exceeded. This is detailed in Condition 3 of the SP.

The submitted request for an increase in enrollment, most recently dated November 17, 2020, provided the required information to demonstrate that the increase in enrollment to 322 would not increase the transportation impact thresholds described in Condition 3. County Transportation Planning Staff and VDOT reviewed this request and the associated Traffic Impact Analysis. It is determined the request meets the criteria called for in Condition 3 to allow the increase in enrollment to 322 students.

Anyone aggrieved by this determination may appeal it within thirty (30) days of this notice, in accordance with *Virginia Code* § 15.2-2311. If a timely appeal is not filed, this determination becomes final and unappealable.

An appeal may be taken only by filing an appeal application with the Zoning Administrator and the Board of Zoning Appeals, in accordance with § 34.3 of the Zoning Ordinance, along with a fee of \$240 plus the actual cost of advertising the appeal for a public hearing.

Applications for Appeal of the Zoning Administrator's Determination are available at the Community Development Department located at 401 McIntire Road, Charlottesville, Virginia 22902, or online [here for Zoning Administrator Determination or Appeal](#). This form applies to the appeal of a decision of the Zoning Administrator or any other administrative officer pertaining to the Zoning Ordinance.

Regulations pertaining to the filing of an appeal to the Board of Zoning Appeals are located in Chapter 18, Section 34.3 of the Albemarle County Code. They may be reviewed online at <https://www.albemarle.org/government/community-development/advisory-boards/board-of-zoning-appeals>

Should you have any questions or comments, please contact Kevin McDermott at (434) 296-5832 ext. 3414.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jodie Filardo".

Jodie Filardo
Community Development Director
Designee to the Zoning Administrator

Attachments:

- SP2018-00011 Approval – County 2019-09-18
<https://lfweb.albemarle.org/weblink/search.aspx?dbid=3&searchcommand=%7b%5bCDD-Planning%5d:%5bApplicationNumber%5d=%22SP201800011%22%7d>
- Regents School Request for Increased Enrollment Staff Analysis



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MEMORANDUM

To: Jodie Filardo, Community Development Department Director

From: Kevin McDermott, Planning Manager

Date: 3-26-2021

Re: Regents School Request for Increased Enrollment

The following is staff's analysis related to the Regents School Request for Increased Enrollment most recently revised on November 17, 2020. This request was submitted to address Condition #3, approved with SP2018-11 "The Regents School of Charlottesville," and allows for operational changes at the Regents School if certain transportation impacts do not exceed thresholds defined in that Condition. Specifically, Regents School is seeking to increase the enrollment limit from 280 students to 322 students by submitting a Traffic Impact Assessment (TIA) which demonstrates adherence to the traffic impact thresholds outlined in the Condition.

The Thresholds defined in that Condition are as follows:

- a. The proposed operational changes would not result in any movements with a delay greater than 50 seconds; and
- b. The proposed operational changes would not result in any movements with a delay greater than 35 seconds, unless it will have a delay greater than 35 seconds in the future no-build, provided that if the future no-build shows a delay greater than 35 seconds the future build cannot increase by more than 10 seconds; and
- c. The proposed operational changes would not result in any movements increasing by more than 15 seconds between the future build and no build conditions; and
- d. Operations at the US 29 Bypass interchange at Fontaine Avenue Extended may not result in it being placed on the Virginia Department of Transportation (VDOT) Top 100 Potential for Safety Improvement (PSI) locations for intersections or segments.

Additionally, the Condition allows the applicant to use the data already contained in the initial TIA submitted for this Special Use Permit from October 12, 2018 to analyze the impacts of the increase in student enrollment as long as the request is submitted prior to August 2021. As a result, the applicant was able to limit the scope of the assessment to the most problematic intersection, the SB 29 Bypass off-ramp/Fontaine Avenue intersection and was able to use the trip generation methodology calculated for that initial TIA for all trips below 280. Staff did require the applicant to use the ITE Trip Generation Rates for all students above 280.

The TIA was initially submitted in March of 2020 and revised a number of times to address comments from Albemarle County and VDOT. The most recent updates to this TIA are included in the request from November 17, 2020. The findings show that at an enrollment of 322 the analyzed intersection meets all thresholds defined in the Condition. Specifically:

- a. The longest delay would be 34.9 seconds.
- b. Therefore "b." is not applicable since no delay is greater than 35 seconds.
- c. The greatest delay increase is 7.2 seconds.

- d. The US 29 Bypass interchange at Fontaine Avenue is not currently (2018 release is the most current) on the VDOT Top 100 Potential for Safety Improvement (PSI) locations for either segments or intersections.

VDOT has also reviewed this TIA and has determined the analysis and findings to be valid. Therefore staff recommends approval of this request.

Attachments:

- A. Regents School Request and Traffic Impact Analysis (November 17,2020)
- B. VDOT Comment Letter (December 29, 2020)

SHIMP ENGINEERING, P.C.

Design Focused Engineering

Jodie Filardo, Director of Community Development
County of Albemarle
Department of Community Development
401 McIntire Road, North Wing
Charlottesville, Virginia 22902

Cc: Adam Moore, VDOT Adam.Moore@vdot.virginia.gov
Kevin McDermott, Transportation Planner kmcdermott@albemarle.org
Megan Nedostup, Principal Planner mnedostup@albemarle.org

March 2, 2020
Revised June 22, 2020
Revised November 17, 2020

RE: REGENTS SCHOOL REQUEST FOR INCREASED ENROLLMENT

Dear Ms. Filardo,

Condition #3 approved with SP2018-11 “The Regents School of Charlottesville,” allows for operational changes at the Regents School site on tax map parcels 07600-00-00-01700 and 07500-00-00-06600 contingent upon the submittal of a formal request that includes a Traffic Impact Assessment (TIA) which demonstrates adherence to certain traffic impact thresholds. In accordance with Condition #3, this is a formal request for operational changes to increase student enrollment from 280 students to 322 students at the Regents School of Charlottesville at their proposed Reservoir Road location. As required by Condition #3, traffic study information is included with this request; there are various Traffic Impact Assessments (TIA’s) that demonstrate adherence to the parameters put forth in Condition #3 by evaluating the anticipated impact of the school on the Fontaine Avenue interchange. These Traffic Impact Assessments were completed by Engineering and Planning Resources (EPR) in accordance with the traffic impact scope required by VDOT during the review of SP2018-11. The December 19, 2019 TIA, last revised April 14, 2020, demonstrates that at an enrollment of 328 students with a 7:45 a.m. start time, the proposed operational change at the Regents School, would not result in any movements with delays in excess of the thresholds outlined in Condition #3 for the Rt29/Fontaine SB intersection.

Although the EPR traffic study demonstrates that the thresholds outlined in the approved special use permit conditions will not be exceeded with an enrollment of 328 students, both VDOT and transportation planning have expressed a desire for the evaluation to be completed using ITE trip generation numbers instead of the trip generation per the “Actually Expected Trip Making Potential” that EPR used to evaluate the traffic impact in the traffic studies that were completed in conjunction with the special use permit and that were completed in conjunction with the operational changes request. We have modified our enrollment request from a maximum enrollment of 328 to 322 to reflect the maximum enrollment that would be allowed using ITE trip generation estimates. Impacts from the proposed school on the Rt29/Fontaine NB intersection were previously evaluated in the October 12, 2018 Traffic Assessment. This assessment evaluated the impacts of the school with an enrollment of 460 students at a start time that was during the AM regular peak hour of traffic. Since this enrollment request is for 322 students, 138 students less than what was evaluated in the October 12, 2018 Traffic Assessment, and the school has operational limitations on their start time per the conditions of approval, which limit the school to opening no later than 7:45 a.m. to avoid traffic conflicts with the projected background AM peak hour traffic, any traffic impacts on the Rt29/Fontaine NB intersection from 322 students with a 7:45 a.m. start time will be minor and not in conflict with the conditions of approval. As allowed by Condition #3 (e), the Traffic Impact Assessment dated October 12, 2018 and associated supplemental TIA’s submitted with

SP201800011 are being used as the baseline traffic data for this supplement. The TIA dated December 19, 2019 and last revised April 14, 2020 and the October 12, 2018 TIA demonstrate the following, as specifically outlined in Condition #3:

- a. The proposed operational changes would not result in any movements with a delay greater than 50 seconds; and
- b. The proposed operational changes would not result in any movements with a delay greater than 35 seconds, unless it will have a delay greater than 35 seconds in the future no-build, provided that if the future no-build shows a delay greater than 35 seconds the future build cannot increase by more than 10 seconds; and
- c. The proposed operational changes would not result in any movements increasing by more than 15 seconds between the future build and no build conditions; and
- d. Operations at the US 29 Bypass interchange at Fontaine Avenue Extended may not result in it being placed on the VDOT Top 100 Potential for Safety Improvement (PSI) locations for intersections or segments.

October 12, 2018 TIA, Rt29/Fontaine NB Intersection

The October 12, 2018 TIA evaluated the impact of 230 and 460 students during the peak hour. Even at an enrollment of 460 students and a start time during the peak hour of background traffic, the projected traffic impacts are minimal on the Rt29/Fontaine NB Intersection and do not conflict with the thresholds outlined for operational changes in Condition #3. The “no build condition” which is for no school construction in the 2018 TIA, compared to the proposed “build condition” for 230 students with a start time during the peak hour is provided below from the October 12, 2018 TIA:

No Build Year 2028

October 12, 2018 | Regents School Site Traffic Assessment

Enrollment: none; Start time: during peak hour traffic

2. AM Year 2028 no build conditions

		Year 2028 No Build AM						
1. Rte 29/Fontaine SB	Movement/Approach	Fontaine EB		Fontaine WB		Rte 29 SB		Overall
		EBT/R		WBL/T		SBL/R		
	Movement LOS/Delay	A/1.5		A/2.3		E/45.4		D
	Approach LOS/Delay	A/1.5		A/2.3		E/45.4		30.1
	Movement Queue	4		57		> 500		
2. Rte 29/Fontaine NB	Movement/Approach	Fontaine EB		Fontaine WB		Rte 29 NB		Overall
		EBL	EBT	WBT	WBR	NBL	NBR	
	Movement LOS/Delay	A/3.1	A/1.0	A/0.4	A/3.6	B/11.7	A/9.5	A
	Approach LOS/Delay	A/1.2		A/2.4		A/9.6		5.7
	Movement Queue	31	0	0	72	58	0	

Build Year 2028

October 12, 2018 | Regents School Site Traffic Assessment

Enrollment: 230; Start time: during peak hour traffic

3. AM Year 2028 build conditions (230 students)

		Year 2028 Build AM						
1. Rte 29/Fontaine SB	Movement/Approach	Fontaine EB		Fontaine WB		Rte 29 SB		Overall
		EBT/R		WBL/T		SBL/R		
	Movement LOS/Delay	A/1.7		A/2.7		F/115.7		F
	Approach LOS/Delay	A/1.7		A/2.7		F/115.7		64.5
	Movement Queue	8		73		> 500		
2. Rte 29/Fontaine NB	Movement/Approach	Fontaine EB		Fontaine WB		Rte 29 NB		Overall
		EBL	EBT	WBT	WBR	NBL	NBR	
	Movement LOS/Delay	A/3.4	A/1.0	A/0.6	A/3.9	B/13.2	A/9.5	A
	Approach LOS/Delay	A/1.2		A/2.6		A/9.8		5.9
	Movement Queue	42	0	0	111	76	0	

The greatest delay at the Rt 29/Fontaine NB intersection between the no build and build condition in 2028 is the Rt 29 NB NBL movement which have a delay increase of 1.5 seconds.

In the October 12, 2018 study, EPR evaluated the impact of 460 students on the Rt 29/Fontaine NB intersection during the AM peak hour of traffic.

Build Year 2038

October 12, 2018 | Regents School Site Traffic Assessment

Enrollment: 460; Start time: during peak hour traffic

8. AM Year 2038 build conditions (460 students)

		Year 2038 Build AM						
1. Rte 29/Fontaine SB	Movement/Approach	Fontaine EB		Fontaine WB		Rte 29 SB		Overall
		EBT/R		WBL/T		SBL/R		
	Movement LOS/Delay	A/1.8		A/3.5		F/175.7		F
	Approach LOS/Delay	A/1.8		A/3.5		F/175.7		69.7
	Movement Queue	13		102		> 500		
2. Rte 29/Fontaine NB	Movement/Approach	Fontaine EB		Fontaine WB		Rte 29 NB		Overall
		EBL	EBT	WBT	WBR	NBL	NBR	
	Movement LOS/Delay	A/3.6	A/0.9	A/0.8	A/4.8	C/17.6	B/13.0	A
	Approach LOS/Delay	A/1.3		A/3.1		B/13.4		8.3
	Movement Queue	42	0	6	200	110	0	

At an enrollment of 460 students, the anticipated impacts on the Rt 29/Fontaine NB intersection are expected to be minimal. Again, the movement that would experience the longest delays is the NBL movement which would experience a delay increase of 4.4 seconds from the 2028 build condition with 230 students. When compared to no build conditions, which in the case of the October 12, 2018 study, was a no construction scenario, the delay increase for the NBL movement between the no build scenario and the build condition of 460 students during the AM peak hour was 5.9 seconds. The delay from an

enrollment of 460 students during the peak hour which has heavier background traffic than the 7:15-7:45 a.m. drop-off time for 138 additional students is less than the delay thresholds outlined in Condition #3. The delays at the Rt29/Fontaine NB intersection for an enrollment of 322 with a 7:45 a.m. start time will be less than the delays for an enrollment of 460 students with a start time during the peak hour because the enrollment number is less and the background traffic is less.

Here's a summary explanation of how the data provided from the October 12, 2018 TIA demonstrates compliance with the following conditions:

- a. *The proposed operational changes would not result in any movements with a delay greater than 50 seconds; and*

Even with an enrollment of 460 students at a start time during the peak hour there are no movements in the Rt 29/Fontaine NB intersection with a delay greater than 50 seconds. This operational request change is for 322 students with a start time no later than 7:45 a.m. and therefore, the impacts on this intersection with fewer students during a less busy time will be less than the impacts of an enrollment of 460 students with a 7:45 a.m. start time.

“8. AM Year 2038 build conditions (460 students)”

	Movement/Approach	Fontaine EB		Fontaine WB		Rte 29 NB		Overall
		EBL	EBT	WBT	WBR	NBL	NBR	
2. Rte 29/Fontaine NB	Movement LOS/Delay	A/3.6	A/0.9	A/0.8	A/4.8	C/17.6	B/13.0	A
	Approach LOS/Delay	A/1.3		A/3.1		B/13.4		8.3
	Movement Queue	42	0	6	200	110	0	

- b. *The proposed operational changes would not result in any movements with a delay greater than 35 seconds, unless it will have a delay greater than 35 seconds in the future no-build, provided that if the future no-build shows a delay greater than 35 seconds the future build cannot increase by more than 10 seconds; and*

With an enrollment of 460 students at a start time during the peak hour there are no movements in the Rt29/Fontaine NB intersection with a delay greater than 35 seconds. Again, this request is for 322 students which will result in fewer trips and less delays than 460 students.

	Movement/Approach	Fontaine EB		Fontaine WB		Rte 29 NB		Overall
		EBL	EBT	WBT	WBR	NBL	NBR	
2. Rte 29/Fontaine NB	Movement LOS/Delay	A/3.6	A/0.9	A/0.8	A/4.8	C/17.6	B/13.0	A
	Approach LOS/Delay	A/1.3		A/3.1		B/13.4		8.3
	Movement Queue	42	0	6	200	110	0	

- c. *The proposed operational changes would not result in any movements increasing by more than 15 seconds between the future build and no build conditions; and*

As aforementioned the greatest delay is the NBL movement which incurs a 5.9 second delay between the no build and the 460 student enrollment build condition during the peak hour. The delay in the NBL movement between an enrollment of 230 students and 460 students is 4.4 seconds.

- d. *Operations at the US 29 Bypass interchange at Fontaine Avenue Extended may not result in it being placed on the VDOT Top 100 Potential for Safety Improvement (PSI) locations for intersections or segments.*

The US29 Bypass interchange at Fontaine Avenue Extended is not currently on the VDOT Top 100 Potential for Safety Improvement (PSI) locations for intersections or segments.

March 6, 2019 and December 19, 2019 revised April 14, 2020 TIAs Rt29/Fontaine SB Intersection

The traffic impact assessment and supplements completed during the review of SP2018-11 showed the movement most impacted by the construction of the school would be the southbound left (SBL) movement at the Rt29/Fontaine SB intersection. EPR completed an additional traffic assessment dated December 19, 2019 and last revised April 14, 2020 to evaluate this critical movement if the school were to operate with 328 students with a start time of 7:45 a.m. For the purposes of the conditions of approval, an enrollment of 280 students with a 7:45 a.m. start time is considered the “no-build” condition. The no build condition was evaluated in a June 14, 2019 supplemental traffic assessment and is provided below under the title “No Build Year 2028.” The build condition is for 328 students with a 7:45 a.m. start time is provided below under the title “Build Year 2028” and was evaluated with the TIA supplement dated December 19, 2019 last revised April 14, 2020.

As aforementioned, this operational changes request has been modified to request a total enrollment of 322 students to reflect an adjustment made to the EPR trip generation numbers to be consistent with ITE trip generation numbers and so although, the most recent EPR study finds that an enrollment of 328 students would not exceed the thresholds approved with the special use permit condition, the enrollment was adjusted to account for ITE trip generation estimates.

No Build Year 2028

June 14, 2019 | Regents School Site Traffic Assessment

Enrollment: 280; Start time: 7:45 a.m.

Table 2 2028 Build Conditions between 7:15-7:45 AM

1. Rte 29/Fontaine SB	Movement/Approach	Year 2028 Build AM			Overall
		Fontaine EB	Fontaine WB	Rte 29 SB	
		EBT/R	WBL/T	SBL/R	
	Movement LOS/Delay	A/1.7	A/3.2	D/27.7	B
	Approach LOS/Delay	A/1.7	A/3.2	D/27.7	12.0
	Movement Queue	11	87	350	

Build Year 2028

December 19, 2019 revised April 14, 2020 | Regents School Site Traffic Assessment

Enrollment: 328; Start time: 7:45 a.m.

Table 4 2028 Build Conditions between 7:15-7:45 AM (328 Students)

1. Rte 29/Fontaine SB	Movement/Approach	Year 2028 Build AM			Overall
		Fontaine EB	Fontaine WB	Rte 29 SB	
		EBT/R	WBL/T	SBL/R	
	Movement LOS/Delay	A/1.8	A/3.3	D/34.9	B
	Approach LOS/Delay	A/1.8	A/3.3	D/34.9	14.8
	Movement Queue	10	91	375	

These traffic assessments demonstrate adherence to the thresholds outlined in Condition #3 for an enrollment of 328 and a start time of 7:45 a.m.

Here's a summary explanation of how the data provided from the December 19, 2019 last revised April 14, 2020 TIA supplement demonstrates compliance with the following conditions:

- a. *The proposed operational changes would not result in any movements with a delay greater than 50 seconds; and*

An enrollment of 328 students with a start time no later than 7:45 a.m. will not result in any movements with a delay greater than 50 seconds.

Table 4 2028 Build Conditions between 7:15-7:45 AM (328 Students)

1. Rte 29/Fontaine SB	Movement/Approach	Year 2028 Build AM			Overall
		Fontaine EB	Fontaine WB	Rte 29 SB	
		EBT/R	WBL/T	SBL/R	
	Movement LOS/Delay	A/1.8	A/3.3	D/34.9	B
	Approach LOS/Delay	A/1.8	A/3.3	D/34.9	14.8
	Movement Queue	10	91	375	

- b. *The proposed operational changes would not result in any movements with a delay greater than 35 seconds, unless it will have a delay greater than 35 seconds in the future no-build, provided that if the future no-build shows a delay greater than 35 seconds the future build cannot increase by more than 10 seconds; and*

There are no delays greater than 35 seconds.

Table 4 2028 Build Conditions between 7:15-7:45 AM (328 Students)

1. Rte 29/Fontaine SB	Movement/Approach	Year 2028 Build AM			Overall
		Fontaine EB	Fontaine WB	Rte 29 SB	
		EBT/R	WBL/T	SBL/R	
	Movement LOS/Delay	A/1.8	A/3.3	D/34.9	B
	Approach LOS/Delay	A/1.8	A/3.3	D/34.9	14.8
	Movement Queue	10	91	375	

- c. *The proposed operational changes would not result in any movements increasing by more than 15 seconds between the future build and no build conditions; and*

The proposed operational changes will not result in any movements increasing by more than 15 seconds. The greatest delay increase is 7.2 seconds for the SBL movement from 27.7 seconds to 34.9 seconds.

Table 2 2028 Build Conditions between 7:15-7:45 AM

1. Rte 29/Fontaine SB	Movement/Approach	Year 2028 Build AM			Overall
		Fontaine EB	Fontaine WB	Rte 29 SB	
		EBT/R	WBL/T	SBL/R	
	Movement LOS/Delay	A/1.7	A/3.2	D/27.7	B
	Approach LOS/Delay	A/1.7	A/3.2	D/27.7	12.0
	Movement Queue	11	87	350	

Table 4 2028 Build Conditions between 7:15-7:45 AM (328 Students)

1. Rte 29/Fontaine SB	Movement/Approach	Year 2028 Build AM			Overall
		Fontaine EB	Fontaine WB	Rte 29 SB	
		EBT/R	WBL/T	SBL/R	
	Movement LOS/Delay	A/1.8	A/3.3	D/34.9	B
	Approach LOS/Delay	A/1.8	A/3.3	D/34.9	14.8
	Movement Queue	10	91	375	

- d. *Operations at the US 29 Bypass interchange at Fontaine Avenue Extended may not result in it being placed on the VDOT Top 100 Potential for Safety Improvement (PSI) locations for intersections or segments.*

The US29 Bypass interchange at Fontaine Avenue Extended is not currently on the VDOT Top 100 Potential for Safety Improvement (PSI) locations for intersections or segments.

The October 12, 2018 Assessment and December 19, 2019 last revised April 14, 2020 Supplement are specifically referenced in this request because they evaluated the Fontaine Interchange. All traffic assessments and supplements completed during the review of and subsequent to the approval of SP2018-11 are provided with this letter for your reference. A brief outline of the content included in the assessment and supplements is provided below:

October 12, 2018 Traffic Impact Assessment: Initial traffic assessment completed in response to VDOT and County comments, includes trip generation methodology and counts

March 6, 2019 Traffic Supplement: Supplement provided to evaluate the impact of 230 students with a start time of 7:45 a.m. on the SBL movement

June 4, 2019 Traffic Supplement: Supplement provided to evaluate the impact of 280 students with a start time of 7:45 a.m. on the SBL movement. (280 students should have been evaluated in the previous studies; there was a transcription error which resulted in 230 students being evaluated for the build year 2028 in the initial two studies)

July 1, 2019 Traffic Supplement: By-right development comparison provided at the request of VDOT

July 5, 2019 Traffic Supplement: Analyzed enrollment thresholds for 320-480 students with a school day start time of 7:45 a.m. (This supplement was not accepted by the County because it was completed after a submittal deadline however it is included because the December 19, 2019 revised April 14, 2020 supplement references the July 5, 2019 assessment)

December 12, 2019 revised April 14, 2020 Supplement: Completed to evaluate impact of 328 students with a 7:45 a.m. start time on the SBL movement

November 17, 2020 Operational Changes Request Addendum: Completed to explain how the operational changes request was modified to adjust for ITE trip generation numbers

Thank you for your review of this request.

Best Regards,

Kelsey Schlein
Planner
Kelsey@shimp-engineering.com

ATTACHMENTS:
Traffic Impact Assessment dated October 12, 2018

Traffic Supplement dated March 6, 2019
Traffic Supplement dated June 14, 2019
Traffic Supplement dated July 1, 2019
Traffic Supplement dated July 5, 2019
Traffic Supplement dated December 12, 2019 Revised April 14, 2020



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

December 29, 2020

County of Albemarle
Department of Community Development
401 McIntire Road
Charlottesville, VA 22902
Attn: Megan Nedostup

Re: Regents School of Charlottesville – Final Site Plan
SP-2020-00010
Review #3

Dear Ms. Nedostup:

The Department of Transportation, Charlottesville Residency Transportation and Land Use Section, has reviewed the above referenced plan as submitted by Shimp Engineering, dated 21 January 2020, revised 28 December 2020, and find it to be generally acceptable.

Please provide two copies of the revised plan along with a comment response letter. If further information is desired, please contact Willis C. Bedsaul at 434-422-9866.

A VDOT Land Use Permit will be required prior to any work within the right-of-way. The owner/developer must contact the Charlottesville Residency Transportation and Land Use Section at (434) 422-9399 for information pertaining to this process.

If further information is desired, please contact me at 434-422-9782.

Sincerely,

Adam J. Moore, P.E.
ARE-Land Use
Charlottesville Residency