

## David Benish

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**From:** Pete Caramanis <pcaramanis@rc.law>  
**Sent:** Tuesday, August 20, 2019 1:32 PM  
**To:** David Benish; Nena Harrell  
**Cc:** Heather Stokes; Hunter; Amelia McCulley; Andy Herrick  
**Subject:** Re: HTC Area A1 Proffer Amendment -- BOS meeting

David,

I'm sorry we have not gotten you something sooner. I was hoping for some exhibits to be ready to show you from Ramey Kemp, but we will follow up with those. However, I will give you a narrative heads-up of some of the data we believe is relevant to the review of this application. This is all based on information from Carl Hultgren at Ramey Kemp ...

According to VDOT, the segment of Route 29 between Hollymead and Airport/Proffitt carried 36,000 cars per day in 2003. The original HTC plan was projected to generate 40,000 daily trips, with about 7,500 trips anticipated from Block A1. Therefore, the expectation in 2003 was that trips on 29 south of HTC would increase to about 56,000 trips per day and north of HTC to about 46,000 trips per day. A lot has changed since then and it must be considered.

First, the current HTC plan decreases anticipated traffic at full build out by 34%. Second, the actual traffic counts on that segment of Route 29 in 2018 (which obviously includes the existing build-out of HTC) is only 40,000 trips per day. Third, the expansion of Route 29 and the construction of Berkmar extension has *doubled* the north-south capacity since 2003.

Therefore, in 2003, the anticipated 7,500 trips Block A1 would have increased total volume on Route 29 from 36,000 cars to 43,500 cars. However, the capacity increase of Route 29 has increased from 35,000 cars to 52,000 cars over that same time period, which means that the impact is fully absorbed with plenty of additional capacity left over. In other words, there is no transportation impact left to address as relates to this transit proffer.

We have records from JAUNT which show very clearly that the Board's interest at the time was an effort to reduce traffic through the Rio Road interchange project, but tellingly, no mention was made of HTC, much less of Block A1 creating an impact that needed addressing, because there isn't one.

We'll see you at 3:00 to talk through this further. We think these very important changes to the project and to the north-south transportation system need to be taken into account in review of our application. Thanks.

Pete



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