

A G E N D A

JAMES CITY COUNTY BOARD OF SUPERVISORS

READING FILE

June 22, 2010

FOR YOUR INFORMATION

1. Virginia Department of Transportation (VDOT) Interstate Study
2. Monticello Avenue in the Vicinity of Route 199/New Town

062210bosrf_age

MEMORANDUM

DATE: June 22, 2010

TO: The Board of Supervisors

FROM: Marcella Johnson, Intern – Development Management

SUBJECT: Virginia Department of Transportation (VDOT) Interstate Study

Overview

The General Assembly passed Senate Bill 537 and House Bill 856 which increases speed limit from 65 to 70 mph on certain highways. Virginia Department of Transportation (VDOT) will be conducting traffic engineering studies for portions of Interstate Routes: I-64, I-66, I-81, I-77, I-95, and I-295 effective July 1, 2010 to determine if raising the speed limit is appropriate. The Virginia Code Section § 46.2-870 will allow for a maximum allowable highway speed limit of 70 mph for interstate and other highways, with proper engineering study and the analysis of available and appropriate accident and law-enforcement data. The only interstate highways currently posted at 65 mph will be affected by the revised code and will be studied. There are three different phases of this study: Phase I contains 323 miles, Phase II includes 327 miles, and Phase III has 91 miles. Studies on Phase I and II are currently in progress.

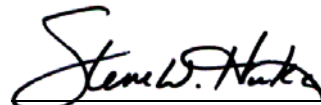
Information

Interstate 64 in James City County is included in the Phase II study (attached map and phase list). Even though these sections are being studied, it does not mean that it will automatically be recommended for a speed increase. The study will address the safety aspects of increasing the speed limit including congestion, interchange spacing, operating speeds, pavement conditions, pavement markings, roadside safety features, roadway geometries, traffic volumes, and vehicle mix. In addition to the previous items, the review will also include comments from law enforcement.

Should you need any additional information in addition to the attachment, please let me know.

Marcella Johnson

CONCUR:



Steven W. Hicks

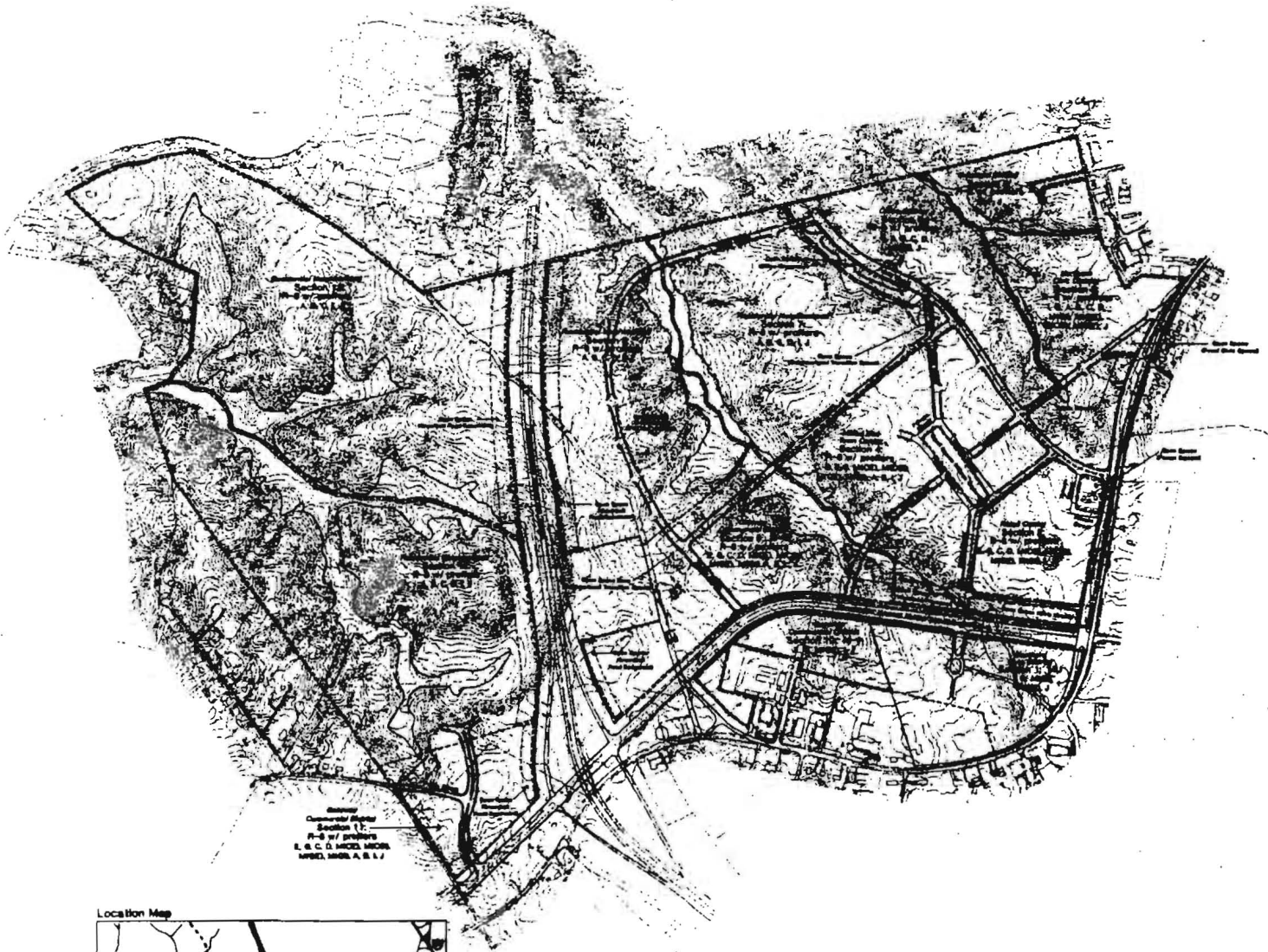
MJ/tlc
VdotStudy_mem

Attachments

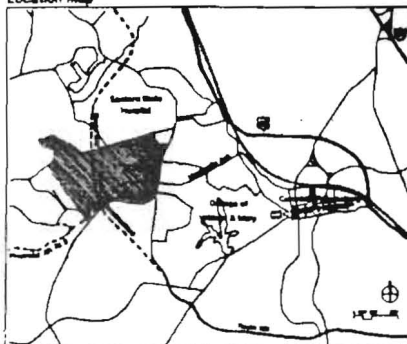
Development Types

- | | |
|---|----------------------------|
| A Single Family | F Villages and Woodlands |
| B Two/Three/Four Family | G Office |
| C Two Story Townhouses and Apartments | H Industrial |
| D Three Story Townhouses and Apartments | I Institutional and Public |
| E Commercial | J Common Open Space |
| | M Mixed Use Structures |

NOTE: Uses listed in numerical order of their appearance within each Master Plan Section and mixed use structures.

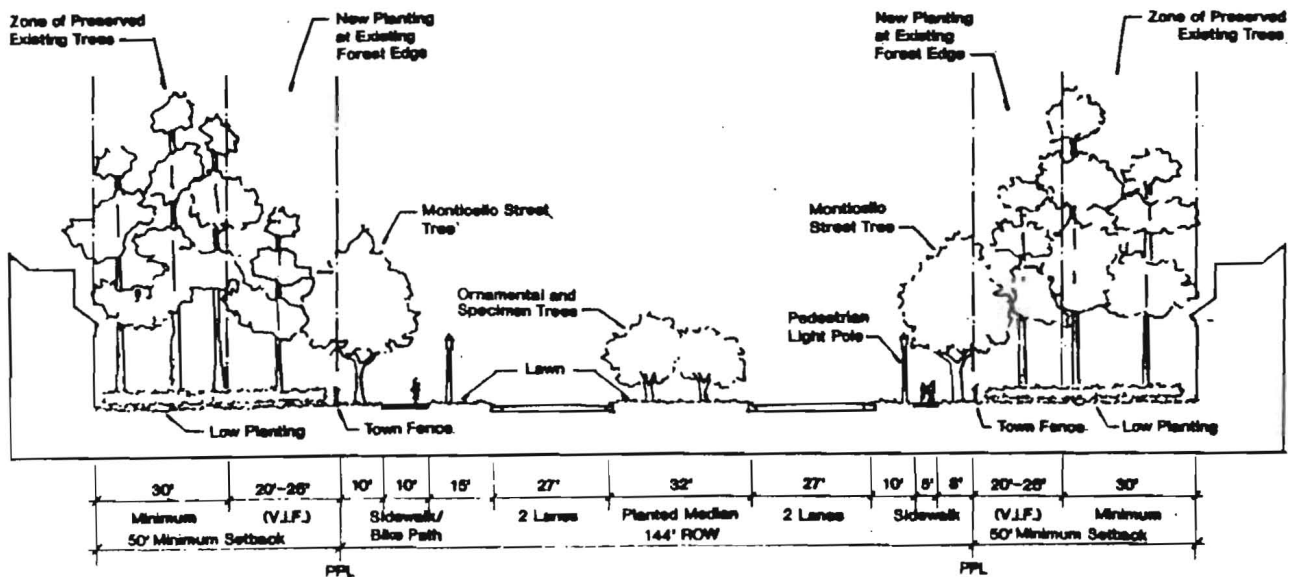
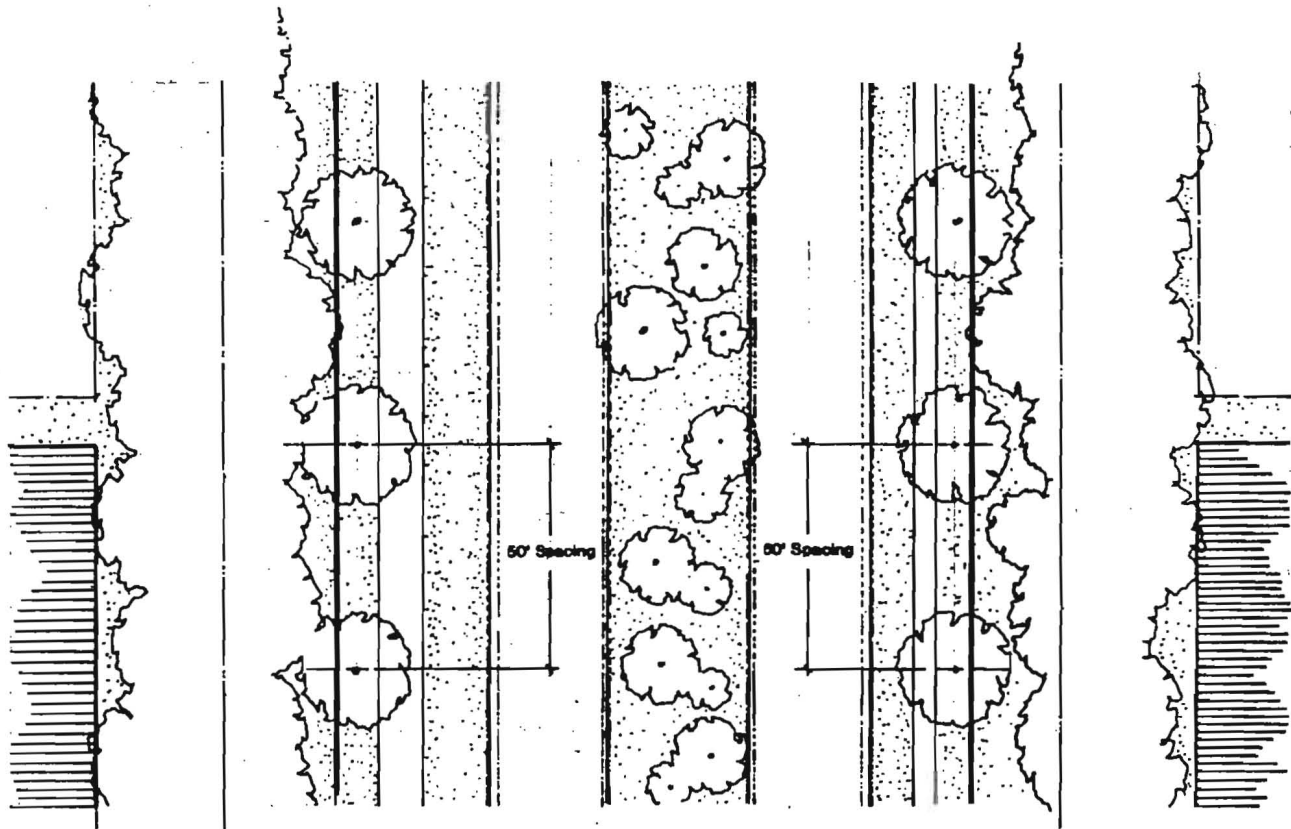


Location Map



Phase	ROUTE	LENGTH (miles)	BEGIN MILEPOST	END MILEPOST	START LOCATION DESCRIPTION	END LOCATION DESCRIPTION
1	IS00064	24.97	0.00	24.97	West Virginia State Line	WCL Clifton Forge
1	IS00064	32.26	24.97	57.23	WCL Clifton Forge	I-81 South Interchange
1	IS00064	10.13	87.14	97.27	I-81 North Interchange	ECL Waynesboro
1	IS00064	42.66	124.32	166.98	US 250 Richmond Rd	LOUISA - GOOCHLAND
1	IS00066	42.68	0.00	42.68	I-81 N	US 29 Gainesville
1	IS00077	21.00	0.00	21.00	North Carolina State Line	1.49 MI N Ramp From RT 620
1	IS00077	6.42	41.29	47.71	I-81 N. INT	0.27 Mi. South of Big Walker Mtn. Tunnel
1	IS00077	17.54	49.21	66.75	0.48 Mi. North of Big Walker Mtn. Tunnel	0.42 Mi. South of Rte. 52/598 Ramp
1	IS00081	28.00	44.00	72.00	0.69 MI N RAMP TO RT 11	0.58 MI N Ramp FROM RTS 52
1	IS00081	31.00	81.00	112.00	0.47 MI N RAMP FROM RTS 52 & 121	2.36 MI N RAMP FROM RT 177
1	IS00081	27.84	151.16	179.00	0.82 Mi. North of Rte. 220 Overpass	4.4 MI N BOTETOURT - ROCKBRIDGE COUNTY LINE
1	IS00095	28.48	97.97	126.45	SR 30 Kings Dominion Boulevard	US 1, US 17 Jefferson Davis Hwy
1	IS00295	8.54	0.00	8.54	I-64 (West)	US 1 Brook Rd
2	IS00064	14.32	110.00	124.32	2.42 MI E 02-637 Dick Woods Rd	US 250 Richmond Rd
2	IS00064	8.08	166.98	175.06	LOUISA - GOOCHLAND COUNTY LINE	SR 288
2	IS00064	28.77	204.62	233.39	NEW KENT COUNTY LINE/HENRICO COUNTY	JAMES CITY - YORK CL
2	IS00064	22.53	233.39	255.92	JAMES CITY - YORK CL	SR 143 Jefferson Ave
2	IS00066	3.94	42.68	46.62	US 29 Gainesville	0.50 Mi. West of Ramp to Route 234 Business
2	IS00077	12.46	21.00	33.46	1.49 MI N Ramp From RT 620	I-81 S. INT
2	IS00081	44.00	0.00	44.00	Tennessee State Line	0.69 MI N RAMP TO RT 11
2	IS00081	9.00	72.00	81.00	0.58 MI N Ramp FROM RTS 52 & 21	0.47 MI N RAMP FROM RTS 52 & 121
2	IS00081	15.00	112.00	127.00	2.36 MI N RAMP FROM RT 177	begin safety corridor at MM 127
2	IS00081	43.00	179.00	222.00	4.4 MI N BOTETOURT - ROCKBRIDGE COUNTY LINE	I-64 North Interchange
2	IS00081	20.33	222.00	242.33	I-64 North Interchange	1.01 Mi. South of Rte. 11 Underpass
2	IS00081	63.94	248.96	312.90	1.52 Mi. North of Rte. 33 WB Overpass	0.65 Mi. South of Route 17/50 Underpass
2	IS00081	8.76	316.16	324.92	0.67 Mi. North of Route 7	West Virginia State Line
2	IS00095	6.01	91.96	97.97	SR 54 Ashland	SR 30 Kings Dominion
2	IS00095	16.89	126.45	143.34	US 1, US 17 Jefferson Davis Hwy	Rt. 610 Garrisonville Rd
2	IS00295	9.64	16.27	25.91	US 360 Mechanicsville Tpke	LaFrance Road Overpass
3	IS00064	12.73	97.27	110.00	ECL Waynesboro	2.42 MI E 02-637 Dick Woods
3	IS00064	6.25	175.06	181.31	SR 288	0.36 Mi. West of Parham Road Overpass
3	IS00064	10.26	194.36	204.62	0.50 Mi. East of Nine Mile Road Underpass	NEW KENT COUNTY LINE/HENRICO COUNTY
3	IS00064R	8.17	0.00	8.17	Begin Reversible Lane At I-564	Temp End Reversible Lane
3	IS00095	9.32	82.64	91.96	0.75 Mi. South of Parham Road Overpass	SR 54 Ashland
3	IS00095	7.24	143.34	150.58	Rt. 610 Garrisonville Rd	Rt. 619 Joplin Rd
3	IS00095	5.02	150.58	155.60	Rt. 619 Joplin Rd	Rt. 610 Underpass
3	IS00095R	18.06	4.32	22.38	Start Reversible Lane South of SR 234 Dumfries Rd	Ramp Fr I-95 N Between SR 234 and 76-784 Dale Blvd
3	IS00295	7.73	8.54	16.27	US 1 Brook Rd	US 360 Mechanicsville Tpke
3	IS00395R	8.46	0.00	8.46	IS 95 Reversible Lanes	Reversible Lane Split North of
ALL	TOTAL	741.43	TOTAL Mileage (both travel directions)			

Phase 1	TOTAL	321.52	
Phase 2	Mileage	326.67	
Phase 3	(both travel	93.24	
ALL	directions)	741.43	



Monticello Comprehensive Plan and Section
Figure 5

MEMORANDUM

DATE: June 22, 2010

TO: The Board of Supervisors

FROM: Allen J. Murphy, Jr., Director of Planning/Assistant Development Manager

SUBJECT: Monticello Avenue in the Vicinity of Route 199/New Town

At the direction of the County Administrator, staff has provided background information on Monticello Avenue in the New Town area to supplement the package of information requested by the Chairman of the Board.

Design Competition

In a unique public-private partnership, the property owners and the County conducted an international design competition in 1995 to create a high-quality plan for New Town. The competition was structured following numerous public meetings and discussions among interested parties, including the owner, other land owners, residents, business leaders, elected officials, and agency representatives. The goal of the competition was to create a high quality, enduring model for growing American communities. The town plan was expected to encompass a more urban and humanistic approach to the design of buildings and public spaces, and to avoid conventional suburban development patterns.

With respect to Monticello Avenue Extended, Section 3.4 of the Town Plan Competition Program, Transportation and Circulation Issues and Guidelines, stated that Monticello Avenue from Ironbound Road to Route 199 was expected to have four lanes by 2010. Regarding width and character, Monticello Avenue Extended was predicted to carry a significant amount of traffic through the site. The Competition Program stated that "Monticello Avenue should, for the purposes of the competition, be drawn as a four lane road."

This statement reflected successful efforts from the County and the Casey family to get a larger initial investment in the design and construction of Monticello Avenue Extended. The Virginia Department of Transportation (VDOT) originally proposed Monticello Avenue Extended as a two-lane rural road. However, recognizing the long-term potential for a traditional village center at the crossroads of two new major road facilities, the County, the Casey family, adjoining landowners, and VDOT joined together and expended hundreds of thousands of dollars for improvements and upgrades to Monticello Avenue Extended to make it a four-lane road. The design of this roadway reflected the desire to accommodate traffic volumes within the context of a walkable, connected village center.

Construction of Route 199 and Monticello Avenue Extended by VDOT was underway in early 1997. Monticello Avenue was being constructed as a four-lane (two through lanes in each direction) divided highway from realigned News Road/Ironbound Road intersection west of Route 199 to approximately 800 feet west of Ironbound Road at existing Monticello Avenue east of Route 199. This 800-foot section west of Ironbound Road was to narrow down to one through lane in each direction on Monticello Avenue Extended to align with the existing two-lane section of Monticello Avenue at Ironbound Road. Subsequent investment by the County brought the intersection to its current design.

Master Plan and Initial Rezoning

On December 27, 1997, the Board of Supervisors approved a rezoning of 16 acres of land from M-1, Limited Business/Industrial, and R-8, Rural Residential, to MU, Mixed Use, and rezoned approximately 547 acres from

M-1 and R-8 to R-8 with proffers, located off the extension of Monticello Avenue between Ironbound Road and News Road (see attachment). Along with the initial rezoning, the Board approved the Design Guidelines and Master Plan for the New Town Mixed Use development. Please note that the 547 acres did not include areas under different ownership (such as the Richardson parcels) which had originally been master-planned as part of New Town, but where the property owners had chosen not to be included in the rezoning.

Section 5.1 of the 1997 New Town Design Guidelines references Monticello Avenue. The plan states that the road should “convey a sense of arrival and identity for New Town in a coherent and consistent manner. Continuous setbacks will allow for the preservation of the best existing trees and provide a park-like setting. Public infrastructure such as street and pedestrian lighting, bikeways, and sidewalks and a town fence or wall which defines the preserved areas of trees should be designed to convey the character of the new town. Guidelines for building placement and massing, parking, and access and the visual character or structures along the route will also contribute to the coherent character and identity of Monticello Avenue and the town itself.” The Guidelines refer to Figure 5 for plan and section information which shows Monticello Avenue as two lanes in each direction. Figure 5 has been included as an attachment to this memorandum.

The Master Plan prepared by Cooper, Robertson, and Partners, dated July 23, 1997 and revised December 8, 1997, set forth the general location of the major collector road system, proposed Master Plan areas, proposed use designations and densities, all of which were consistent with and embody the vision of the Master Plan. Proffers submitted with the application state that “the parties acknowledge and agree that the R-8 property will be rezoned and developed in phases over a number of years in a manner generally consistent with the R-8 Plan and that development of the entire property is necessary to realize the vision of the Competitive Plan.” The Proffers further state that “prior to the development of each successive phase, Owner shall apply to rezone that phase of the property to MU, with proffers and submit a master plan to the County at the time of rezoning.”

The Proffers stated that VDOT approved a Traffic Impact Study dated April 15, 1997, prepared by Dexter R. Williams, as supplemented by Memorandums and Technical Appendix, and dated July 2, 1997. The Traffic Study set forth the current Master Plan for necessary road and intersection improvements on and adjacent to the property based on current projections of the full build out of the property over a 20-year period. For each subsequent rezoning, the Owner was to submit proffers limiting development until such road and intersection improvements, if any, that the Traffic Study indicates were necessary to serve the approved development had been constructed or bonded. The Owner was to submit an updated traffic study necessary to achieve an overall Level of Service (LOS) C for each intersection and to achieve signalized intersection LOS C for each lane group as an isolated intersection or signalized intersection LOS D for each lane group as part of a coordinated traffic signal system.

The December 22, 1997, staff report included a section titled “Access and Traffic.” The report stated that “the Traffic Impact Summary executive summary and the overall master plan show multiple signalized intersections and unsignalized access points along both Ironbound Road and Monticello Avenue for New Town Sections 2 – 13. The design guidelines show additional potential access points to surrounding properties such as Eastern State Hospital and the New Quarter Industrial Park. All of these access points are listed in the proffers as intersections which must be included in future traffic studies. In order to determine the improvements needed for build-out of the entire New Town master plan area, Scenario 3 of the Traffic Impact Summary analyzes background traffic with Section 1 and Sections 2-13. The needed improvements are listed in Page 3 of the summary and are identified in the proffers as improvements which may be needed when the entire property is rezoned to MU. Updated traffic studies will be required when the R-8 sections are proposed for MU zoning. As required by proffer, the studies will identify road improvements necessary to achieve signalized LOS C for each intersection, and to achieve signalized intersection LOS C for each lane group as an isolated intersection or signalized intersection LOS D for each lane group as part of a coordinated traffic signal system. LOS D is adequate for certain lane movements in these instances to avoid the suburban style improvements that would be

needed to achieve a LOS C for the movements, such as triple left-turning lanes, and to provide for urban scale development. The Proffers for traffic improvements satisfy staff's and VDOT's concerns about maintaining an acceptable LOS and about orderly traffic study updates for future development."

The Executive Summary of the April 15, 1997, Traffic Impact Study included as an attachment to the December 22, 1997, staff report was reviewed and approved by VDOT. A number of external factors included in the study were in a state of flux and thus complicated the study. The 2015 Hampton Roads Regional Transportation Plan and forecast was used in the study to calculate background traffic, but was not available until late 1996. VDOT's design for the Monticello Avenue/Ironbound Road intersection was revised in March 1997 and the Route 199 interchange design was still a work in progress.

While VDOT did not recommend any changes in the peak hour forecast incorporated in the study, VDOT did request that three forecast scenarios be developed:

1. Scenario 1: 2015 peak hour traffic without the Casey property
2. Scenario 2: 2015 peak hour traffic with the Casey Property Section 1 (Courthouse Area)
3. Scenario 3: 2015 peak hour traffic with all Casey property

Scenario 3 included peak hour traffic for all New Town sections east and west of Route 199. The Casey East area also included property owned by Philip Richardson, Williamsburg Merchants, and Virginia Power. Scenario 3 would have required extensive road improvements including widening Monticello Avenue by adding a third through lane in each direction eastbound and westbound, second left-turn lanes eastbound at all Casey property access points, and a second southbound left-turn lane at Casey West access. The Traffic Impact Statement indicated that six lanes might possibly be necessary, but that traffic counts and reassessment of the traffic forecasts every five years or so would provide a much better basis for defining road improvements to accommodate realistic traffic demands.

Section 9 Rezoning

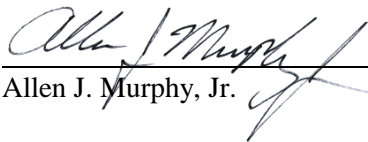
The last major traffic study conducted for a New Town rezoning was the study for Section 9 conducted by Dexter Williams in 2006 (this study also included Sections 7 and 8). The staff report includes comments from Kimley-Horn and Associates. These comments state that Monticello Avenue is currently a major arterial serving residents in the James City County and Williamsburg area of Virginia. The roadway is a four-lane divided facility with a grassy median and posted speed limit of 45 mph. Increased development within James City County and at New Town will result in the evolution of Monticello Avenue from a traditional suburban arterial roadway to a more urban arterial type of roadway while retaining its purpose of accommodating both local and intraregional travel. Monticello Avenue will remain a four-lane divided facility, but it is likely the posted speed limit will be reduced to 35 mph to support a more urban function (i.e., the interaction of vehicles, pedestrians, and bicyclists). Interconnected and coordinated traffic signals will accommodate progression of traffic along the corridor which is vital to the sustainment of acceptable traffic operations in the future. The presence of a landscaped median reduces conflicts and restricts turning movements to designated intersections. Additional crosswalks along the Monticello Avenue corridor will be strategically located at intersections that best accommodate pedestrian activities. The multi-use path will be retained along the corridor to promote pedestrian and bicyclist mobility. To promote traffic progression along the Monticello Avenue corridor, existing and future traffic signals will need to be interconnected and coordinated.

The results of the Section 9 study indicated that, with the proffered improvements, the seven intersections included under the 1997 proffers (Ironbound Road to WindsorMeade Way) would operate in accordance with

the original proffers. An overall LOS C was projected as was a LOS D for some lane groups for these seven intersections for all three scenarios in 2015; therefore the proposal met the standards of the original New Town proffers.

CONCLUSION:

When the Board adopted the initial New Town rezoning, construction of Monticello Avenue as a four-lane divided highway was already underway and this was reflected in staff report and case documents. The design of this roadway reflected the desire to accommodate traffic volumes within the context of a walkable, connected village center. The 1997 Executive Summary of the Traffic Impact Statement indicated that six lanes might possibly be necessary, but that traffic counts and reassessment of the traffic forecasts every five years or so would provide a much better basis for defining road improvements to accommodate realistic traffic demands. Subsequent New Town rezonings and their associated traffic impact studies prior to the Courthouse Commons proposal have indicated LOS C could be met with a four-lane divided highway configuration with methods such as proffered turn-lane improvements.


Allen J. Murphy, Jr.

CONCUR:


Steven W. Hicks

AJM/nb
MontAve_NT_mem

Attachments:

1. Master Plan
2. Figure 5, Monticello Comprehensive Plan and Cross Section

MEMORANDUM

DATE: June 22, 2010

TO: The Board of Supervisors

FROM: Christopher Johnson, Principal Planner

SUBJECT: Monticello Avenue in the Vicinity of Route 199/New Town

At the request of the Chairman of the Board of Supervisors, staff has compiled the following background information outlining the history of Monticello Avenue in the vicinity of Route 199/New Town to assist you in your review of the Courthouse Commons application (Case No. SUP-0014-2010).

1. Staff reports and resolutions for all New Town rezoning applications
2. Planning Commission and Board of Supervisors minutes for the original 1997 rezoning application (Case Nos. Z-4-91/MP-2-97)
3. Traffic Impact Study for the Casey Property prepared by Dexter Williams dated April 15, 1997
4. Technical Appendix for the Casey New Town Project – Executive Summary for Three 2015 Scenarios prepared by Dexter Williams dated July 2, 1997
5. New Town Design Guidelines prepared by Cooper Robertson dated July 23, 1997
6. Fiscal Impact Statement prepared by AES Consulting Engineers dated March 21, 1997

Christopher Johnson

CJ/gb
MonticelloAve_mem