

A G E N D A
JAMES CITY COUNTY BOARD OF SUPERVISORS
REGULAR MEETING
County Government Center Board Room
101 Mounts Bay Road, Williamsburg, VA 23185
May 12, 2015
6:30 PM

A. CALL TO ORDER

B. ROLL CALL

C. MOMENT OF SILENCE

D. PLEDGE OF ALLEGIANCE

1. Pledge Leader - Olivia Garrett, a student at Toano Middle and a resident of the Stonehouse District

E. PRESENTATIONS

1. Resolution of Appreciation - Busch Gardens Williamsburg
2. VDOT Quarterly Update

F. PUBLIC COMMENT - Until 7 p.m.

G. CONSENT CALENDAR

1. Minutes - February 24, 2015 Work Session and Regular Meeting, April 22, 2015 Budget Work Session
2. Historic Minutes Reconciliation
3. Resolution of Appreciation to Busch Gardens Williamsburg
4. Appointment of Local Fire Marshal
5. Dedication of Streets within New Town Block 8
6. Establishment of a Petty Cash Fund
7. Contract Award – Administration Of Group Medical/Dental Services
8. Branscome Inc. Caretaker Residence Utility Waiver
9. Authorization For Two Temporary Police Officer Overhire Positions

H. PUBLIC HEARING(S)

1. AFD 06-86-2-2014. Cranston's Pond AFD Addition - 3125 Chickahominy Road
2. AFD-01-02-01-2015. Carter's Grove, Colonial Williamsburg Foundation Withdrawal
3. Case No. Z-0009-2014 Stonehouse Traffic Proffer Amendment
4. Case No. Z-0001-2015. Toano Trace Proffer Amendment
5. Proposed FY 2016-2021 Secondary Six-Year Plan

I. BOARD CONSIDERATION(S)

J. BOARD REQUESTS AND DIRECTIVES

K. REPORTS OF THE COUNTY ADMINISTRATOR

1. County Administrator's Report

L. PUBLIC COMMENT

M. CLOSED SESSION

1. Consultation with legal counsel and staff members pertaining to actual or probable litigation pursuant to Section 2.2-3711 (A)(7) of the Code of Virginia

N. ADJOURNMENT

1. Adjourn until 4 p.m. on May 26, 2015 for the Work Session

ITEM SUMMARY

DATE: 5/12/2015

TO: The Board of Supervisors

FROM: Teresa J. Fellows, Secretary to the Board

SUBJECT: Pledge Leader

Olivia Garrett, a student at Toano Middle and a resident of the Stonehouse District will lead the Pledge of Allegiance.

REVIEWERS:

Department	Reviewer	Action	Date
Board Secretary	Fellows, Teresa	Approved	4/23/2015 - 4:47 PM

ITEM SUMMARY

DATE: 5/12/2015

TO: The Board of Supervisors

FROM: Teresa J. Fellows, Secretary to the Board

SUBJECT: Resolution of Appreciation - Busch Gardens Williamsburg

Presentation of Resolution of Appreciation to Mr. Carl Lum, Park President,
Busch Gardens Williamsburg

REVIEWERS:

Department	Reviewer	Action	Date
Board Secretary	Fellows, Teresa	Approved	5/12/2015 - 2:34 PM

ITEM SUMMARY

DATE: 5/12/2015

TO: The Board of Supervisors

FROM: Teresa J. Fellows, Secretary to the Board

SUBJECT: VDOT Quarterly Update

ATTACHMENTS:

	Description	Type
	VDOT Quarterly Report	Exhibit

REVIEWERS:

Department	Reviewer	Action	Date
Board Secretary	Fellows, Teresa	Approved	5/5/2015 - 2:13 PM

James City Board of Supervisor's Meeting

May 12, 2015

Signal Synchronization

Monticello Signalization Synchronization –The In-Sync system is programmed to start installation in mid to late May.

Maintenance Accomplishments for Quarter (Feb 1 to Apr 30)

Completed 298 maintenance work orders this quarter of 416 (72%) with 118 outstanding –

10 Assigned (Signs/Signal/Traffic Study/Guardrail)

4 Assigned (Debris and Vegetation)

104 Assigned (Drainage/Potholes/Road Issues)

Residency Direct line – 757-253-4832 / VDOT's Customer Service Center **1-800-FOR-ROAD (1-800-367-7623)**

Current Projects

Rte 321 Monticello Avenue project adds a second left turn lane from Monticello Avenue to News Road and a second right turn lane from News Road to Ironbound Road. Pedestrian crossings on Ironbound Road, News Road and Monticello Avenue. Project started March 2, 2015 with completion projected for May 2016. All lanes are scheduled to remain open during the week between 7 AM and 7 PM except for a detour for utility work on Ironbound Road. The detour area is progressing with installation of a force main and JCSA water line.

Upcoming Projects

Calendar Year 2015 Paving Program

Thinmix (projected Start in June) Villages of Westminster & Powhatan Secondary S/D

Plant Mix – (proj Start in August) Rte 30 Old Stage Rd, Rte 60 (Rte 30 - Depot St), F-137 (Rte 755 to YCL), Rte 321 (Ironbound - Treyburn Dr), Rte 680 Four-H Club Rd, and Rte 681 Sandy Bay Rd

Additional Plant Mix – (Advertised) Rte 610 Forge Rd, Rte 631 Chickahominy Rd, Selected Governors Land and Holly Ridge S/D

I-64 Widening Segment 1

Base Scope includes additional 12' wide travel lanes and 12' wide shoulder lanes within the existing median space, existing bridge repair and widening, and patching of the existing mainline pavement along with a ¾" THMACO overlay. Bid includes Option of a 2" overlay and the extension of acceleration and deceleration lanes at the Ft. Eustis Interchange.

CTB Approval and Award 02/18/15

Notice to Proceed 03/18/15

Begin Construction 10/2015

Final Completion 12/2017

VDOT Quarterly Transportation Update

I-64 Widening Segment 2

7 miles - estimate \$213.6 mil not in 6 year plan but in LRTP

End of segment 1 to exit 242

Starting design with state pre scoping \$

Public Hearing 04/29/15

Notice To Proceed 01/2016

Construction Completion 07/2019

Rte 5 John Tyler Highway slope repair and pipe replacement / PE phase

Pasture Circle slope repair in Woodland Farms S/D / PE phase

Traffic Studies

Completed Studies

Rte 321 Monticello Ave – Pedestrian / Bicycle Safety study For the Monticello Rd Corridor

Ongoing Studies

Jolly Pond and Centerville - signal warrant analysis

Rte 30 and Schoolhouse Lane – signal warrant analysis, signage changes being worked

Rte 5 and Rte 614 – Roadway Safety Analysis study

Maintenance Accomplishments

Patched over 800 potholes with patch material

Patched roads with over 120 tons of Asphalt Plant Mix

Cleaned Ditches along News Rd

Swept over 80 linear miles of road

Completed shoulder work on Rte 60

Emergency Response

Responded to 2 weather events (February 18-19 & February 26-27)

ITEM SUMMARY

DATE: 5/12/2015

TO: The Board of Supervisors




FROM: Teresa J. Fellows, Secretary to the Board

SUBJECT: Minutes - February 24, 2015 Work Session and Regular Meeting, April 22, 2015 Budget Work Session

The following sets of minutes are attached for your approval:

1. February 24, 2015, Regular Meeting
2. February 24, 2015, Work Session
3. April 22, 2015, Budget Work Session

ATTACHMENTS:

	Description	Type
	022415boswork	Minutes
	022415bos	Minutes
	042215boswork	Minutes

REVIEWERS:

Department	Reviewer	Action	Date
Board Secretary	Fellows, Teresa	Approved	5/5/2015 - 10:54 AM

MINUTES
JAMES CITY COUNTY BOARD OF SUPERVISORS
WORK SESSION
County Government Center Board Room
101 Mounts Bay Road, Williamsburg, VA 23185
February 24, 2015
4:00 PM

A. CALL TO ORDER

B. ROLL CALL

Mary K. Jones, Berkeley District
John J. McGlennon, Roberts District
Kevin D. Onizuk, Vice-Chairman, Jamestown District
James G. Kennedy, Stonehouse District
Michael J. Hipple, Chairman, Powhatan District

Bryan J. Hill, County Administrator
Adam R. Kinsman, Interim County Attorney

C. BOARD DISCUSSIONS

Mr. Hill stated that he would be forwarding a summary of the Budget Retreat to the Board in the next day or so. He requested that the Board review the summary to ensure that he has captured all of their questions from the Budget Retreat so that he may begin putting together responses to their questions. Mr. Hill also stated that he has been asked to look at the average home price in 2007 and then compute the assessment trend of that same home.

Mr. Kennedy stated that he should look into the assessed value of commercial property as well. He stated that commercial property actually saw an increase in assessed value during the last round of assessments, and there has been a lot more commercial construction in the last few years than residential. He stated it would be interesting to see the trends of commercial construction, residential homes predating 2008, and residential construction after 2008.

Mr. Hill clarified that the Board wanted him to go back as far as 2007. The Board agreed.

Mr. Onizuk stated that he asked for these numbers to see what the average homeowner has been paying in taxes over the last several years. He stated that if a tax increase is recommended, then he wanted to see the effect in real dollars on the average homeowner.

The Board continued to generally discuss the trends and changes in population and residential construction over the last several years.

Mr. Hipple asked for a detailed outline of what would need to be cut from the budget if the Board chooses not to raise taxes. The mandates will still have to be met, and those monies would have to come from somewhere, so what reductions would it take to balance the budget.

Ms. Jones stated that she believes that it is very important to continue to try to do what we need to do with what we have. There were poor policy and financial decisions made over the last decade that need to be addressed, but doing it all in swipec by increasing the tax rate is not fair to the citizens.

Mr. Kennedy stated that he believes that the County has done a great job of responding to the recession, with making do with less and in some cases increasing services to residents. He stated that the revenues have been flat for years, so if someone has another plan of what can be cut, then please bring it to the table.

The Board generally discussed strategies that have been utilized over the last several years to save money and survive the recession.

Mr. Kennedy asked for a detailed look at cutting the current budget by 12% to see what would have to be cut in order incorporate the five strategic initiatives without having to raise taxes. He stated that it is not a scare tactic or to be draconian, but we need to understand what is at stake and what is at risk of being cut if the Board does nothing. He stated a hard look needs to be taken at what happens when you do not fully fund and staff a budget, the Commonwealth shows us examples of this everyday. He stated that we have absorbed about as much as we possibly can before we start cutting services.

D. CLOSED SESSION

1. Performance Review of the County Administrator

A motion to Enter a Close Session was made by John McGlennon and the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0

Ayes: Jones, McGlennon, Onizuk, Kennedy, Hipple.

At 4:28 p.m., the Board entered into Closed Session.

At 5:27 p.m., the Board reentered Open Session.

Mr. McGlennon made a motion to certify the Closed Session.

On a roll call vote, the vote was: AYE: Mr. Kennedy, Mr. McGlennon, Mr. Onizuk, Ms. Jones, Mr. Hipple, (5). NAY: (0).

E. ADJOURNMENT

A motion to Adjourn was made by John McGlennon and the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0

Ayes: Jones, McGlennon, Onizuk, Kennedy, Hipple.

At 5:29 p.m., Mr. Hipple adjourned the Board until the Regular Meeting beginning at 6:30 p.m.

MINUTES
JAMES CITY COUNTY BOARD OF SUPERVISORS
REGULAR MEETING
County Government Center Board Room
101 Mounts Bay Road, Williamsburg, VA 23185
February 24, 2015
6:30 PM

A. CALL TO ORDER

B. ROLL CALL

Mary K. Jones, Berkeley District
John J. McGlennon, Roberts District
Kevin D. Onizuk, Vice-Chairman, Jamestown District
James G. Kennedy, Stonehouse District
Michael J. Hipple, Chairman, Powhatan District

Bryan J. Hill, County Administrator
Adam R. Kinsman, Interim County Attorney

C. MOMENT OF SILENCE

D. PLEDGE OF ALLEGIANCE

1. **Pledge Leader - Kendall Kinsman, resident of Berkeley District**

E. PRESENTATIONS

F. PUBLIC COMMENT - Until 7 p.m.

1. Mr. Jay Everson, 103 Branscombe Blvd., addressed the Board in regard to high school instruction times.
2. Ms. Petra Nadal, 106 Indian Circle, addressed the Board in regard to the Budget Retreat and the proposed tax increase.
3. Mr. Joseph Swanenburg, 3026 The Pointe Drive, addressed the Board in regard to the proposed tax increase and the funding of stormwater improvements.
4. Mr. John Pottle, 4233 Teakwood Drive, addressed the Board offering an invocation.
5. Mr. Chris Henderson, 101 Keystone, addressed the Board in regard to the Budget Retreat and the proposed tax increase.

As no one else wished to speak, Mr. Hipple closed the Public Comment section.

At 6:53 p.m., Mr. Hipple recessed the Board of Supervisors in order to conduct the James City Service Authority Board of Directors Meeting.

At 7:00 p.m., Mr. Hipple reconvened the Board of Supervisors Meeting.

G. CONSENT CALENDAR

A motion to Approve was made by John McGlennon and the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0

Ayes: Jones, McGlennon, Onizuk, Kennedy, Hipple.

1. **Minutes**
2. **Grant Award - Commonwealth Attorney - V-STOP Grant Program Fund - \$55,184**
3. **Grant Appropriation – Clerk of the Circuit Court – \$20,170**
4. **Grant Award - Commonwealth Attorney - Virginia Domestic Violence Victim Fund - \$19,032**

H. PUBLIC HEARING(S)

I. BOARD CONSIDERATION(S)

J. BOARD REQUESTS AND DIRECTIVES

Mr. Kennedy spoke to public comments regarding the BASF property and to call for cuts in County spending. He stated that the PDR/Greenspace program has not been funded since Fiscal Year 2009. He stated that the County has done more with less revenue over the last several years because of declining real estate assessments. He also addressed public comments included in the newspaper recently. He stated that cutting programs or raising the tax rate are difficult decisions, ones that the Board does not take lightly.

Mr. McGlennon spoke to quality and repair of the train tracks running through the County that carry Bakken crude oil. He requested that the County continue to monitor the quality of the tracks that run through the County.

Ms. Jones recounted the Hands Together Event and thanked all those that participated and volunteered their time, talents, and resources.

Mr. McGlennon requested that the General Services department assess the Grove area for meeting current street lighting standards.

Mr. Onizuk shared several community events that he will be attending in the coming week. He praised VDOT and the General Services department for their efforts during the recent snow events.

Mr. Hipple recounted several community and regional events that he has attended since the last Board meeting. He thanked staff for their efforts during the recent snow events. He reminded everyone that Police and Fire go above and beyond in their efforts on a daily basis. He requested that emailed comments be constructive and offer solutions so that everyone can work together for the betterment of the County.

K. REPORTS OF THE COUNTY ADMINISTRATOR

1. County Administrator's Report

Mr. Hill thanked the Board for recognizing the efforts of staff. He clarified the directives from the Board. He reminded the public that more snow is expected this week and asked all residents to be safe on the roads.

L. PUBLIC COMMENT

As no one else wished to speak, Mr. Hipple closed the Public Comment session.

M. CLOSED SESSION

N. ADJOURNMENT

1. Adjourn until 6:30 p.m. on March 10, 2015

A motion to Adjourn was made by James Kennedy and the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0

Ayes: Jones, McGlennon, Onizuk, Kennedy, Hipple.

At 7:31 p.m., Mr. Hipple adjourned the Board.

Bryan J. Hill
Clerk to the Board

MINUTES
JAMES CITY COUNTY BOARD OF SUPERVISORS
BUDGET WORK SESSION
County Government Center Board Room
101 Mounts Bay Road, Williamsburg, VA 23185
April 22, 2015
4:00 PM

A. CALL TO ORDER

B. ROLL CALL

Mary K. Jones, Berkeley District
John J. McGlennon, Roberts District
Kevin D. Onizuk, Vice-Chairman, Jamestown District
James G. Kennedy, Stonehouse District
Michael J. Hipple, Chairman, Powhatan District

Bryan J. Hill, County Administrator
Adam R. Kinsman, Interim County Attorney
Suzanne R. Mellen, Director, Financial and Management Services

C. BOARD DISCUSSIONS

1. Greater Williamsburg Chamber and Tourism Alliance

Mr. Hill introduced Ms. Karen Riordan, Director of the Chamber and Tourism Alliance, and Mr. Carl Lum, Chairman of the Chamber. Mr. Hill noted that the proposed events coordinator in the budget will work hand in hand with the Chamber to help bring events to James City County. He believes that this position will help bring people to the County with sports-related events and events held on property located in the County.

Mr. Riordan presented the Board with a PowerPoint presentation that outlined the Chamber's missions and goals and strategies for the next several years. She also detailed that Chambers efforts to promote sports marketing. Ms. Riordan also explained many of the Chamber's special projects planned for the upcoming year, including the Williamsburg Fall Arts festival and the Holiday Marketing. She also offered the Chamber's proposed 2015 events schedule. She indicated her desire to continue to work with the County in developing County-specific events.

Mr. McGlennon asked about the First Night program and whether they had any difficulty in finances. She stated that the Chamber continues to work with them to make that event a success. Mr. Onizuk asked what her challenges were in the past year and what changes had been implemented. She stated that she is looking at things with fresh eyes and trying to implement best practices from other areas. These changes have been successful, but often having people adjust to that change has been difficult.

Having the three localities to begin to work together as a region has been a great success and her hope is that collaboration will continue into other areas.

Mr. Hipple asked if the Christmas parade could be moved or if the County could hold a parade in New Town for the 4th of July. Ms. Riordan stated that a parade on the 4th of July would be an excellent hometown and tourism event. Mr. Onizuk asked what she thought could be added to the area to make a difference in tourism to the destination. She said that a performing arts venue that would hold 10,000 is something that is necessary and that the lack of one is a major weakness for the area.

Mr. Hipple thanked Ms. Riordan for her presentation and asked for any Board discussion. Mr. McGlennon asked for detail of the Tourism Investment Fund. Mr. Hill stated that tourism is a major factor in the area and introduced Ms. Sue Mellen to give details of the proposed revenues and allocations. Ms. Mellen summarized the projected revenues for the room tax and those taxes that are required to be transferred to the tourism funds. She noted that we will not likely hit the FY15 target so the FY16 target has been adjusted downward. She explained the various changes contained in the tourism budget items. Mr. Kennedy expressed his concern that the HTC was not generally willing to share its detailed financial information and did not believe that the amount should come from the County's tourism fund.

2. Board Discussion and Guidance

Mr. McGlennon asked for detail on the tourism corridor enhancements. Ms. Mellen stated that this was a set aside from last year for necessary improvements, but that it was not planned for this year. Mr. McGlennon also asked about the tourism discretionary fund and asked what was spent from that this year. Ms. Mellen stated that she would have to research the information and provide it to the Board at a later time. Mr. McGlennon asked whether the County should ask the General Assembly for permission to use the \$2 room tax for capital projects like the proposed field house. He agreed that the area lacks an events venue and that one was needed. Mr. Hill stated that the proposed budget was a starting point for construction in future years. The turf replacement will cost \$3.1 million and amounts in the budget are being saved so that we do not have to borrow for it in the future. He is in discussion with a private individual who proposed to build a facility that will house 5,000 people; while this is not the 10,000 suggested by Ms. Riordan, it is a start.

Mr. Kennedy asked about events that the County sponsors and expressed his thought that any event that we sponsor should be able to stand on its own after three years. This will allow the County to spread the money around to grow more events. Mr. Hill stated that he agrees in part; however, many of the events like Christmas Town and the LPGA event provide large bumps in tourism and bring many people to the area. He stated that there are not many venues to hold events in James City County and that the Jamestown Beach area is one of very few. Mr. Hipple would

like to see increased use of the County's waterways, such as the bass tournament held at Chickahominy Riverfront Park. Mr. Kennedy asked that we be certain that there is no redundancy in the agencies that the County funds.

In response to Mr. McGlennon's earlier question, Ms. Mellen stated that \$20,000 has been spent from the tourism discretionary fund. Mr. Hill informed the Board that he has received several questions about the stormwater issues and noted that there are more than 60 proposed projects. He noted that even if fully funded, there will be projects remaining after eight years. In FY16, there are 15 projects proposed that are spread out among each district. He clarified that there are 12 additional trash pickups and six additional mowings included in the budget. He said that economic development is a key to the County's future-- the County has much to offer but we need funding to help spark that growth. He summarized the school's proposal and is working to reduce the amount requested in the school's budget. He stated that the most important part of the budget is the County's fiscal health and that it was absolutely necessary to begin to refill the County's fund balance. He asked the Board to identify specific things in the budget that they do not like and that he will eliminate them immediately.

Ms. Jones asked Mr. Hill to clarify who Preservation Virginia was and what did they do. Ms. Mellen explained that this is the group that maintains the Jamestown Island and the related museums. Mr. Kennedy asked if there was anything that any of the members wished to cut from the budget to help reach the desired numbers. The Board generally discussed the history of tax rates and bond referendum in the County. Ms. Jones asked about the membership and dues list, which totaled a little more than \$97,000. She asked whether they were all absolutely necessary. Mr. Hill said that he will go through the list and will determine if there are any that are superfluous. Mr. Onizuk recalled last year's Board meeting and reminded the Board that this was done in detail last year. Mr. Kennedy asked whether the County needed to be a member of VML and VaCo. Ms. Mellen said that the year-to-year increase is less than \$2,000 which was due to cost adjustments, not the addition of memberships. The only addition was a movie license that allows Parks and Rec to play movies at special events.

Mr. Kennedy noted that it was astounding what the County had done with a budget that grew very little over the past several years. Mr. Hill noted that the Board's list of memberships and dues included any changes in highlights and detailed each of those changes. Ms. Jones also asked for clarification of the increased funding to TNCC. Mr. Hill explained that this was less than that for which they requested and that it will assist TNCC to grow the James City County campus. He feels that this is a good investment. He visited the campus and felt that the increased collaboration between the County and TNCC will allow for additional opportunities for County citizens.

Mr. Hill stated that the budget is built in such a manner that it is looking forward to growth in the next five to ten years rather than focusing on only handling matters immediately before us. Mr. Hipple stated that the Board

members came together to hire Mr. Hill and asked him to look at ways to improve the County. This budget is the first step in that plan to move the County forward for the next 20 years.

Mr. Kennedy asked about the outstanding \$14 million bond for PDR. Mr. Hill stated that there is approximately \$744,000 in the account for green space and PDR. He clarified that the only way that the Board could spend the money was to have a public hearing and a meeting to approve the borrowing. The funds would be restricted to the limited uses stated in the bond. This would have to be done before November or the right to borrow would be lost. Mr. Kennedy stated that he has no intention to request that Mr. Hill borrow that money. Ms. Jones thanked the Chair and the Board for going through the process. She appreciates Mr. Hill's work, which is excellent and that the five initiatives are good, but does not support an increase in the tax rate to pay for them. She believes that the County should hunker down for an additional year to see what happens with the reassessments, the renegotiated school contract, and the economy. She recommended that instead they look for opportunities to reduce tax rates to encourage business growth, among other things. She also asked that the Board consider reducing County picking up the funding where the Commonwealth has been cutting, such as the Constitutional officers and the school budget.

Mr. Hipple noted that he did not want to linger upon past actions and preferred to focus upon the future of the County. He agreed that the County needs to push on VDOT more and to try to use funds for matching grants. Mr. Hipple noted that Mr. Lum did not think that another large attraction like Busch Gardens would locate in James City County. He feels that if we do not move forward he will be doing his constituents a disservice. Mr. Kennedy stated that the local office of VDOT has done everything that they can, despite cuts from the state. He believes that we should pressure our legislators in the General Assembly to return funds to this area. The additional programs and amenities in the area have helped keep the area's housing values up as compared to others.

Mr. McGlennon noted that all of the new retail in the area has not made the necessary difference to offset the revenue. He did not believe that waiting for business growth will be likely to make up the difference. He noted that we have reduced staff and expenses over the past several years and that the Board members have done the hard work to reduce the budget. The taxes have never been raised during his time on the Board; however, now is the time that the revenue is needed.

D. CLOSED SESSION

E. ADJOURNMENT

1. Adjourn until 6:30 p.m. on April 28, 2015 for the Regular Meeting

A motion to Adjourn was made by Kevin Onizuk and the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0

Ayes: Jones, Hipple, Kennedy, McGlennon, Onizuk.

At 5:55 p.m., Mr. Hipple adjourned the Board.

Bryan J. Hill
Clerk to the Board

ITEM SUMMARY

DATE: 5/12/2015

TO: The Board of Supervisors

FROM: Teresa J. Fellows, Secretary to the Board

SUBJECT: Historic Minutes Reconciliation

Please see the attached memorandums which outline the meeting minutes which need to be reconciled and recorded.

ATTACHMENTS:

	Description	Type
☐	Memorandum 1 - Approval Date	Cover Memo
☐	Memorandum 2 - Missing	Cover Memo
☐	Memorandum 3 - Signature Needed	Cover Memo
☐	Memorandum 4 - Typographical Error	Cover Memo

REVIEWERS:

Department	Reviewer	Action	Date
Board Secretary	Fellows, Teresa	Approved	4/30/2015 - 9:04 AM
Board Secretary		Approved	4/30/2015 - 9:07 AM
Board Secretary	Fellows, Teresa	Approved	4/30/2015 - 9:14 AM
Publication Management	Colonna, Tina	Approved	4/30/2015 - 9:18 AM
Board Secretary	Fellows, Teresa	Approved	4/30/2015 - 9:32 AM
Board Secretary		Approved	4/30/2015 - 12:49 PM
Board Secretary	Fellows, Teresa	Approved	5/4/2015 - 9:38 AM

MEMORANDUM

DATE: May 12, 2015

TO: The Board of Supervisors

FROM: Teresa J. Fellows, Secretary to the Board

SUBJECT: Historic Minutes – Approval

The Records Management Division is in the process of building a public website for all of the historic Board of Supervisors Meeting Minutes. As staff is going through records and minute books, the following meeting minutes were found to be lacking an approval date:

- June 12, 1978
- December 22, 1980
- January 26, 1981; March 27, 1981; and July 11, 1981
- September 13, 1982; October 4, 1982; and October 13, 1982
- February 13, 1983 and December 5, 1983

These minutes were either never voted on or presented for approval in the months surrounding those meeting dates. These minutes, to the best of staff's knowledge, are the official minutes of those meetings.

Staff recommends that the Board adopt the attached minutes into the official record.

TJF/nb
HistoricMinutes-Approval

Materials in Reading File:

1. Recordation Sheet – June 12, 1978
2. Minutes – June 12, 1978
3. Recordation Sheet – December 22, 1980
4. Minutes – December 22, 1980
5. Recordation Sheet – January 26, 1981; March 27, 1981; and July 11, 1981
6. Minutes – January 26, 1981; March 27, 1981; and July 11, 1981
7. Recordation Sheet – September 13, 1982; October 4, 1982; and October 13, 1982
8. Minutes – September 13, 1982; October 4, 1982; and October 13, 1982
9. Recordation Sheet – February 13, 1983 and December 5, 1983
10. Minutes – February 13, 1983 and December 5, 1983

MEMORANDUM

DATE: May 12, 2015
TO: The Board of Supervisors
FROM: Teresa J. Fellows, Secretary to the Board
SUBJECT: Historic Minutes – Missing

The Records Management Division is in the process of building a public website for all of the historic Board of Supervisors Meeting Minutes. As staff is going through records and minute books, the following meeting minutes were found to be missing:

- June 19, 1978
- March 5, 1980; April 15, 1980; April 16, 1980; April 17, 1980; April 21, 1980; and April 24, 1980

These minutes need to be formally acknowledged, by the Board, as missing and cannot be reproduced.

Staff recommends that the Board acknowledge that these minutes are missing as part of the official record.

TJF/nb
HistoricMinutes-Missing

Materials in Reading File:

1. Recordation Sheet – June 19, 1978
2. Recordation Sheet – March 5, 1980; April 15, 1980; April 16, 1980; April 17, 1980; April 21, 1980; and April 24, 1980

MEMORANDUM

DATE: May 12, 2015
TO: The Board of Supervisors
FROM: Teresa J. Fellows, Secretary to the Board
SUBJECT: Historic Minutes – Signature Missing

The Records Management Division is in the process of building a public website for all of the historic Board of Supervisors Meeting Minutes. As staff is going through records and minute books, the following meeting minutes were found to be missing the signature of the Clerk of the Board:

- April 9, 1979; April 10, 1979; April 11, 1979; and April 16, 1979

These minutes were voted on and approved and may be mentioned in subsequent meeting minutes after that date.

Staff recommends that the Board acknowledge that these minutes are missing the signature of the Clerk of the Board as part of the official record.

TJF/nb
HistoricMinutes-SignatureMissing

Materials in Reading File:

1. Recordation Sheet – April 9, 1979; April 10, 1979; April 11, 1979; and April 16, 1979
2. Minutes - April 9, 1979; April 10, 1979; April 11, 1979; and April 16, 1979

MEMORANDUM

DATE: May 12, 2015

TO: The Board of Supervisors

FROM: Teresa J. Fellows, Secretary to the Board

SUBJECT: Historic Minutes – Typographical Error

The Records Management Division is in the process of building a public website for all of the historic Board of Supervisors Meeting Minutes. As staff is going through records and minute books, the following meeting minutes were found to contain a typographical error in the date of meeting minutes to be adopted:

- December 11, 1978 and November 27, 1978
- August 25, 1980 and September 8, 1980

The correction to each of these sets of minutes is included in the attached Recordation Sheet. Staff recommends that the Board accept these corrections into the official record.

TJF/nb
HistoricMinutes-TypographicalError

Materials in Reading File:

1. Recordation Sheet – December 11, 1978 and November 27, 1978
2. Minutes – December 11, 1978 and November 27, 1978
3. Recordation Sheet – August 25, 1980 and September 8, 1980
4. Minutes – August 25, 1980 and September 8, 1980

ITEM SUMMARY



DATE: 5/12/2015

TO: The Board of Supervisors of James City County

FROM: Russell C. Seymour, Director Office of Economic Development

SUBJECT: Resolution of Appreciation to Busch Gardens Williamsburg

ATTACHMENTS:

	Description	Type
	Memorandum	Cover Memo
	Resolution of Appreciation - Busch Gardens Williamsburg	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Economic Development	Seymour, Russell	Approved	4/7/2015 - 1:40 PM
Publication Management	Burcham, Nan	Approved	4/7/2015 - 2:30 PM
Board Secretary	Fellows, Teresa	Approved	4/13/2015 - 9:34 AM
Board Secretary		Approved	4/20/2015 - 2:17 PM
Board Secretary	Fellows, Teresa	Approved	4/20/2015 - 2:30 PM

MEMORANDUM

DATE: May 12, 2015

TO: The Board of Supervisors

FROM: Russell C. Seymour, Director of Economic Development

SUBJECT: Resolution of Appreciation to Busch Gardens Williamsburg

James City County is proud to be the home of Busch Gardens Williamsburg (BGW). This year BGW is celebrating its 40th Anniversary in James City County. Throughout this time, BGW has continued to grow, providing numerous benefits to our local area, including employment opportunities for our local workforce and contributions to our tourism and economic base.

BGW is a world-class theme park and has received numerous accolades throughout its 40-year history including "World's Most Beautiful Theme Park" from the National Amusement Park Historical Association every year since 1990. BGW engages in numerous conservation and sustainability practices and participates in numerous community involvement activities. Its presence and success in James City County has directly contributed to the County's economic vitality and quality of life.

Attached for your consideration is a resolution of appreciation to BGW for its long-term and on-going commitments to this community.

Staff recommends that the Board approve a Resolution of Appreciation to BGW for its 40th Anniversary in James City County.

RCS/nb
ROA-BuschGWmbg-mem

Attachment

RESOLUTION OF APPRECIATION

BUSCH GARDENS WILLIAMSBURG

WHEREAS, Busch Gardens Williamsburg began operations in James City County in May 1975; and

WHEREAS, Busch Gardens Williamsburg has continued to invest in the James City County park with capital improvements and the additions of new rides such as the Loch Ness Monster (1978), Alpengeist (1997), Apollo's Chariot (1999), Griffon (2007), Sesame Street Forest of Fun (2009), Verbolten (2012), and Tempesto (2015); and

WHEREAS, Busch Gardens Williamsburg has continued to expand the operating season with such additions as Howl-O-Scream (which debuted in 1999) and ChristmasTown (which debuted in 2009); and

WHEREAS, Busch Gardens Williamsburg has been awarded the "World's Most Beautiful Theme Park" from the National Amusement Park Historical Association every year since 1990; and

WHEREAS, Busch Gardens Williamsburg has received the "Best Landscaping" Golden Ticket Award from Amusement Today since the category was formed in 1998; and

WHEREAS, Busch Gardens Williamsburg has helped attract other tourism-related businesses to James City County thereby strengthening and diversifying the area's tourism base and local economy; and

WHEREAS, Busch Gardens Williamsburg engages in numerous conservation and sustainability practices and participates in numerous community involvement activities.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby recognizes the exceptional corporate citizenship and contributions to our local community over the last 40 years and hereby extends its appreciation to Busch Gardens Williamsburg.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Bryan J. Hill
Clerk to the Board

	VOTES		
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
JONES	_____	_____	_____
MCGLENNON	_____	_____	_____
ONIZUK	_____	_____	_____
KENNEDY	_____	_____	_____
HIPPLE	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 12th day of May, 2015.

ITEM SUMMARY

DATE: 5/12/2015

TO: The Board of Supervisors

FROM: William T. Luton, Fire Chief



SUBJECT: Appointment of Local Fire Marshal

Localities enforcing the Virginia Statewide Fire Prevention Code (VSFPC) are required to have a fire official. The Code of James City County, Section 9-2 Definitions, defines the fire official as "the fire marshal of the county."

The Fire Marshal is responsible for fire prevention, code enforcement, and fire investigation.

The attached resolution appoints Kendall L. Driscoll as Fire Marshal for James City County.

ATTACHMENTS:

	Description	Type
	Appointment of Local Fire Marshal	Cover Memo
	Appointment of Local Fire Marshal	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Fire	Ashe, Ryan	Approved	4/24/2015 - 4:07 PM
Publication Management	Burcham, Nan	Approved	4/24/2015 - 4:27 PM
Board Secretary		Approved	4/30/2015 - 8:33 AM
Board Secretary		Approved	4/30/2015 - 12:46 PM
Board Secretary	Fellows, Teresa	Approved	5/4/2015 - 9:36 AM

MEMORANDUM

DATE: May 12, 2015
TO: The Board of Supervisors
FROM: William T. Luton, Fire Chief
SUBJECT: Appointment of Local Fire Marshal

Localities enforcing the *Virginia Statewide Fire Prevention Code* (VSFPC) are required to have a fire official. The appointment of such shall be in a manner selected by the local governing body. The Code of James City County, Section 9-1 Adoption of Virginia Statewide Fire Prevention Code, adopts the fire prevention code for the County and states that the Code shall be enforced by the fire official. The Code of James City County, Section 9-2 Definitions, defines the fire official as "the fire marshal of the county."

The Fire Marshal is responsible for fire prevention, code enforcement, and fire investigation.

The attached resolution appoints Kendall L. Driscoll as Fire Marshal for James City County. Mr. Driscoll was appointed Assistant Fire Marshal by the Board of Supervisors on July 13, 2004.

Mr. Driscoll has completed all necessary training and certification requirements to be appointed Fire Marshal in accordance with Section 27-30 et seq. of the Code of Virginia, 1950, as amended.

This appointment must be authorized by the Board of Supervisors.

Staff recommends adoption of the attached resolution that complies with all Commonwealth of Virginia requirements.

WTL/nb
LocalFMarshalAppt-mem

Attachment

RESOLUTION

APPOINTMENT OF LOCAL FIRE MARSHAL

WHEREAS, Section 27-30 et seq. of the Code of Virginia, 1950, as amended, provides that James City County may appoint a Fire Marshal to carry out certain duties as delineated thereunder; and

WHEREAS, Section 27-34.2 of the Code of Virginia, 1950, as amended, provides that James City County may authorize the local Fire Marshal to arrest, to procure and serve warrants of arrest, and to issue summons in the manner authorized by general law for violation of local fire prevention and fire safety and related ordinances; and

WHEREAS, Section 27-34.2:1 of the Code of Virginia, 1950, as amended, provides that James City County may authorize the local Fire Marshal to have the same law enforcement powers as a Police Officer for the purpose of investigation and prosecution of all offenses involving fires, fire bombings, attempts to commit such offenses, false alarms relating to such offenses, and the possession and manufacture of explosive devices, substances, and fire bombs; and

WHEREAS, Section 27-34.2:1 of the Code of Virginia, 1950, as amended, provides that James City County may authorize the local Fire Marshal to exercise the powers authorized by the Fire Prevention Code; and

WHEREAS, Mr. Kendall L. Driscoll has met all the minimum requirements of the Virginia Department of Housing and Community Development, Virginia Department of Criminal Justice Services, and Virginia Department of Fire Programs; and

WHEREAS, Mr. Driscoll was previously appointed as Assistant Fire Marshal.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby appoints Kendall L. Driscoll as James City County Fire Marshal as authorized in the Code of Virginia Section 27-30.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Bryan J. Hill
Clerk to the Board

	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
JONES	_____	_____	_____
MCGLENNON	_____	_____	_____
ONIZUK	_____	_____	_____
KENNEDY	_____	_____	_____
HIPPLE	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 12th day of May, 2015.

LocalFMarshalAppt-res

ITEM SUMMARY

DATE: 5/12/2015

TO: The Board of Supervisors

FROM: Scott J. Thomas, Director of Engineering and Resource Protection

SUBJECT: Dedication of Streets within New Town Block 8

Initiation of a street acceptance into the Virginia Secondary System of State Highways.

ATTACHMENTS:

	Description	Type
▣	Board Memo	Cover Memo
▣	Board Resolution	Resolution
▣	Location Map	Exhibit
▣	AM-4.3	Exhibit

REVIEWERS:

Department	Reviewer	Action	Date
Engineering & Resource Protection	Buchite, Joseph	Approved	4/24/2015 - 2:42 PM
Development Management	Murphy, Allen	Approved	4/27/2015 - 8:39 AM
Publication Management	Colonna, Tina	Approved	4/27/2015 - 9:30 AM
Board Secretary		Approved	4/30/2015 - 8:46 AM
Board Secretary		Approved	4/30/2015 - 12:47 PM
Board Secretary	Fellows, Teresa	Approved	5/4/2015 - 9:38 AM

MEMORANDUM

DATE: May 12, 2015

TO: The Board of Supervisors

FROM: Scott J. Thomas, Engineering and Resource Protection Director

SUBJECT: Dedication of Streets within New Town Block 8

Attached is a resolution requesting acceptance of the streets proposed as public rights-of-way in Block 8 of the New Town Subdivision into the State Secondary Highway System. The streets proposed for acceptance are portions of Town Creek Drive and Lydias Drive as shown in red on the attached map and are in Block 8 of the New Town subdivision. The streets have been inspected and approved by representatives of the Virginia Department of Transportation (VDOT) as meeting the minimum requirements for secondary roadways. The remaining streets proposed as public rights-of-way either have not met the requirements for acceptance into the State's maintenance system or were constructed by a different developer than the streets shown on the attached exhibit and will be entered into the State's maintenance system in the future.

VDOT's Secondary Street Acceptance Requirements (SSAR), effective March 2009, outline processes on how streets are designed, constructed, and officially accepted for maintenance as part of the secondary system of State highways. Upon the satisfactory completion of construction of streets, VDOT advises and coordinates with the local governing body of the street's readiness for acceptance through the use of VDOT's Form AM-4.3. As part of the initial acceptance process, the County Board of Supervisors must request, by resolution, that VDOT accept the street for maintenance as part of the secondary system of State highways. Administrative procedures outlined in the SSAR/24VAC30-92-70 list criteria for street acceptance and what information is required on the local resolution. Once the resolution is approved, the signed Form AM-4.3 with the resolution is then returned to VDOT. VDOT then officially notifies the locality of the street's acceptance into the secondary system of state highways and the effective date of such action. This notification serves as the start of VDOT maintenance responsibility. As part of the process, the County will hold an appropriate amount of subdivision or public improvement surety for the roadway, as required by local ordinances, until the acceptance process is complete. Also, within 30 days of the local governing body's request (resolution), VDOT requires a maintenance surety to be posted by the developer to guarantee performance of the street for one year from the date of acceptance.

Staff recommends the adoption of the attached resolution.

SJT/gb
DedSt-NTBlock8-mem

Attachments

RESOLUTION

DEDICATION OF STREETS WITHIN NEW TOWN BLOCK 8

WHEREAS, the streets described on the attached AM-4.3, fully incorporated herein by reference, is shown on plats recorded in the Clerk's Office of the Circuit Court of James City County; and

WHEREAS, the Residency Administrator for the Virginia Department of Transportation advised the Board that the streets meet the requirements established by the Subdivision Street Requirements of the Virginia Department of Transportation; and

WHEREAS, the County and the Virginia Department of Transportation entered into an agreement on July 1, 1994, for comprehensive stormwater detention which applies to this request for addition.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby requests the Virginia Department of Transportation to add the streets described in the attached Additions Form AM-4.3 to the secondary system of State highways, pursuant to § 33.2-705 of the Code of Virginia, and the Department's Subdivision Street Requirements.

BE IT FURTHER RESOLVED that a certified copy of this resolution be forwarded to the Residency Administrator for the Virginia Department of Transportation.

Michael J. Hipple
Chairman, Board of Supervisors

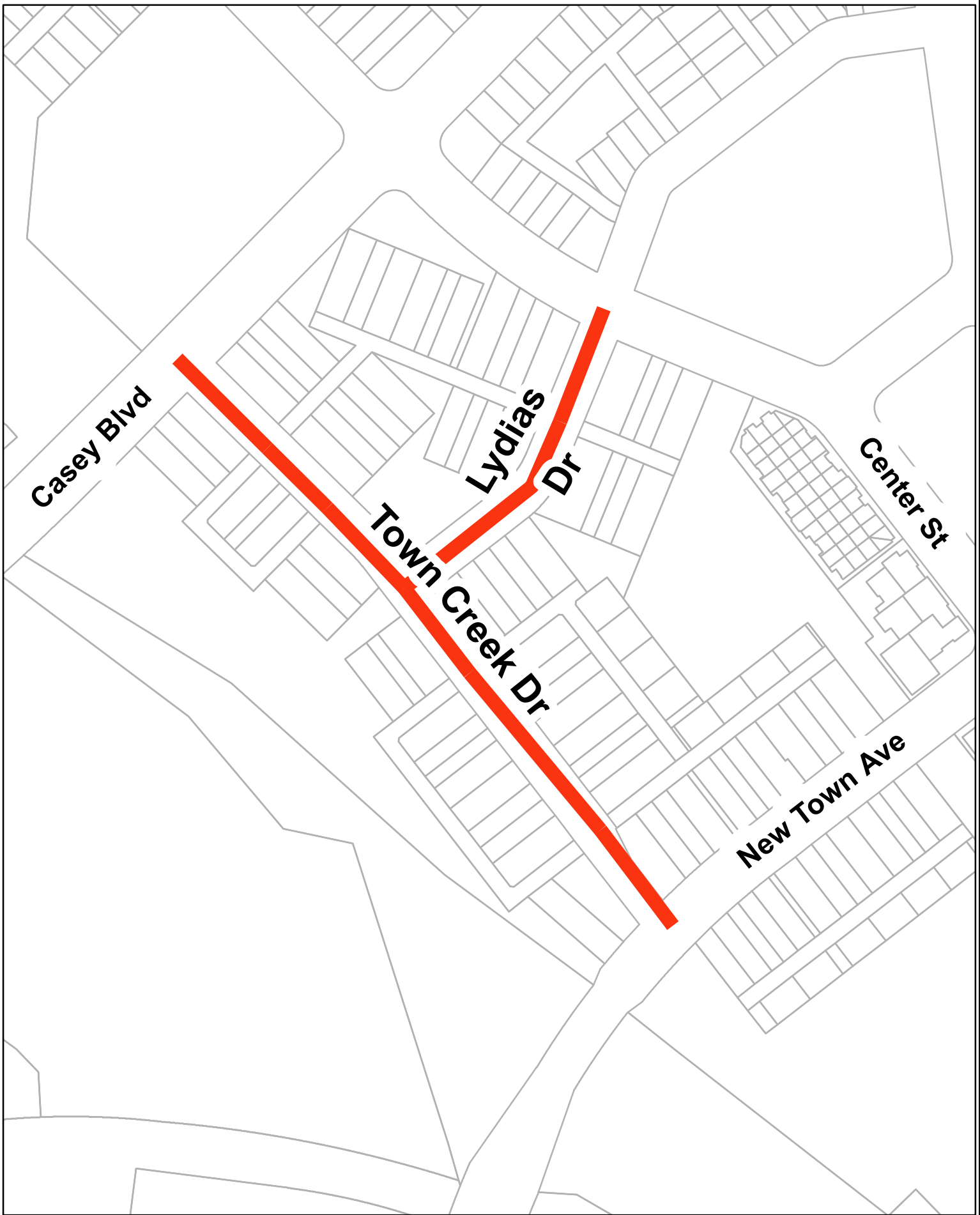
ATTEST:

Bryan J. Hill
Clerk to the Board

	VOTES		
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
JONES	_____	_____	_____
MCGLENNON	_____	_____	_____
ONIZUK	_____	_____	_____
KENNEDY	_____	_____	_____
HIPPLE	_____	_____	_____


Adopted by the Board of Supervisors of James City County, Virginia, this 12th day of May, 2015.

DedSt-NTBlock8-res



**Dedication of Streets within
New Town Block 8**

Legend

 Streets to be Dedicated
1 inch = 148 feet



By resolution of the governing body adopted May 12, 2015

A Copy Testee

Signed (County Official): _____

Project/Subdivision New Town Block 8

The following additions to the Secondary System of State Highways, pursuant to the statutory provision or provisions cited, are hereby requested; the right of way for which, including additional easements for cuts, fills and drainage, as required, is hereby guaranteed:

Pursuant to Code of Virginia Statute: §33.2-705

† Town Creek Drive, State Route Number 1840

1 From: Casey Boulevard (Route 1837)

To: Lydias Drive (Route 1835), a distance of: 0.07 miles.

Recordation Reference: 050017973

Right of Way width (feet) = 50

† Lydias Drive, State Route Number 1835

1 From: Town Creek Drive (Route 1840)

To: Center Street (Route 1832), a distance of: 0.08 miles.

Recordation Reference: 050017973

Right of Way width (feet) = 50

† Town Creek Drive, State Route Number 1840

1 From: Lydias Drive (Route 1835)

To: New Town Avenue (Route 1830), a distance of: 0.10 miles.

Recordation Reference: 050017973

Right of Way width (feet) = 50

ITEM SUMMARY

DATE: 5/12/2015

TO: The Board of Supervisors

FROM: John H. Carnifax, Jr., Director of Parks and Recreation

SUBJECT: Establishment of a Petty Cash Fund

ATTACHMENTS:

	Description	Type
📎	memo	Cover Memo
📎	resolution	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Parks & Recreation	Carnifax, John	Approved	4/24/2015 - 2:11 PM
Publication Management	Brockmann, Grace	Approved	4/24/2015 - 3:04 PM
Board Secretary	Fellows, Teresa	Approved	4/30/2015 - 9:03 AM
Board Secretary		Approved	4/30/2015 - 12:48 PM
Board Secretary	Fellows, Teresa	Approved	5/4/2015 - 9:38 AM

MEMORANDUM

DATE: May 12, 2015

TO: The Board of Supervisors

FROM: John H. Carnifax, Jr., Director of Parks and Recreation

SUBJECT: Establishment of a Petty Cash Fund

In order to stay consistent with existing cash management procedures and policies, it is necessary for the Department of Parks and Recreation to establish a \$500 petty cash fund to be used at Jamestown Beach Event Park. This fund will improve customer service by providing staff with the necessary resources to handle all fee collection practices in an efficient and effective manner. Staff will be operating a small concession stand this season and will need to be able to provide change similar to the outdoor pool operations that have been in existence.

Attached is a resolution authorizing the establishment of a \$500 petty cash fund to be used by staff when collecting fees at Jamestown Beach Event Park. Staff recommends approval of the attached resolution.

JHC/tlc
JBEP-PettyCash-mem

Attachment

RESOLUTION

ESTABLISHMENT OF A PETTY CASH FUND

WHEREAS, the Department of Parks and Recreation continues to explore all opportunities to generate revenue through users fees; and

WHEREAS, it is necessary to accept cash and provide change to the users at Jamestown Beach Event Park that require an admission, sale of merchandise or parking fee; and

WHEREAS, this collection of fees and cash management process must be consistent with James City County adopted policies and procedures.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the Treasurer to establish a \$500 petty cash fund to be used by County staff at Jamestown Beach Event Park sponsored by the Parks and Recreation Department.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Bryan J. Hill
Clerk to the Board

	VOTES		
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
JONES	_____	_____	_____
MCGLENNON	_____	_____	_____
ONIZUK	_____	_____	_____
KENNEDY	_____	_____	_____
HIPPLE	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 12th day of May, 2015.

JBEP-PettyCash-res

ITEM SUMMARY

DATE: 5/12/2015

TO: The Board of Supervisors

FROM: Cindy Monk, Human Resource Assistant Director

SUBJECT: Contract Award – Administration Of Group Medical/Dental Services

ATTACHMENTS:

	Description	Type
📎	Memo for Contract Award	Cover Memo
📎	Resolution for Contract Award	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Human Resources	Monk, Cindy	Approved	4/24/2015 - 4:10 PM
Publication Management	Burcham, Nan	Approved	4/24/2015 - 4:29 PM
Board Secretary		Approved	4/30/2015 - 8:46 AM
Board Secretary		Approved	4/30/2015 - 12:47 PM
Board Secretary	Fellows, Teresa	Approved	5/4/2015 - 9:38 AM

MEMORANDUM

DATE: May 12, 2015

TO: The Board of Supervisors

FROM: Cynthia J. Monk, Assistant Director of Human Resources

SUBJECT: Contract Award – Administration of Group Medical/Dental Services

The Human Resources Department solicited competitive proposals for administration of group medical and dental services. This contract includes the option to extend the contract for four one-year renewals.

The Request for Proposals (RFP) was publicly advertised and five proposals were received from: Delta Dental of Virginia, United Health Group, Optima Health Plan (OPTIMA), Anthem Blue Cross/Blue Shield (BC/BS), and Local Choice Benefits Program.

The Evaluation Committee, composed of staff members from Financial and Management Services, Human Resources, County Benefits Committee, James City Service Authority, and the Williamsburg-James City County Public Schools, reviewed the proposals and interviewed two short-listed firms: Anthem BC/BS and OPTIMA. Delta Dental of Virginia was the only provider to submit a proposal for dental services that was judged to be acceptable for award. Based on the evaluation criteria listed in the RFP the Evaluation Committee determined that Anthem BC/BS and OPTIMA were fully qualified firms and their proposals best suited the County's needs as defined in the RFP.

Staff recommends adoption of the attached resolution authorizing the award of the contract for administration of group medical and dental services to OPTIMA, Anthem BC/BS, and Delta Dental of Virginia.

CJM/nb
CA-MedDentalSrv-mem

Attachment

RESOLUTION

CONTRACT AWARD – ADMINISTRATION OF GROUP MEDICAL/DENTAL SERVICES

WHEREAS, the Request for Proposals has been advertised and evaluated for the County's employee group medical and dental insurance; and

WHEREAS, the firms listed in this resolution were determined to be the best qualified to provide the employee group medical and dental insurance; and

WHEREAS upon evaluating the proposals, staff determined that the listed firms be approved by the Board of Supervisors to provide the employee group medical and dental insurance; and

WHEREAS, the Board of Supervisors desires to offer County employees group medical and dental coverage.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the County Administrator to execute an initial 12-month contract with options to renew for four additional years, one year at a time, with Anthem Blue Cross and Blue Shield, Optima Health Plan, and Delta Dental of Virginia to provide group medical and dental insurance to County and other qualified employees, as approved from time to time, or required by law.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Bryan J. Hill
Clerk to the Board

	VOTES		
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
JONES	_____	_____	_____
MCGLENNON	_____	_____	_____
ONIZUK	_____	_____	_____
KENNEDY	_____	_____	_____
HIPPLE	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 12th day of May, 2015.

CA-MedDentalSrvs-res

ITEM SUMMARY

DATE: 5/12/2015

TO: Board of Supervisors

FROM: Christy H. Parrish, Proffer Administrator

SUBJECT: Branscome Inc. Caretaker Residence Utility Waiver

Mr. Jay Lipscomb of Branscome Inc. has requested a utility waiver to allow a well and septic system to serve a caretaker's residence at 750 Blow Flats Road.

Section 24-446 of the James City County Zoning Ordinance requires all development in the M-2 District to be served by public water and sewer. However, the Board of Supervisors may waive this requirement, in accordance with section 24-447 of the ordinance.

ATTACHMENTS:

	Description	Type
▣	Staff Memorandum	Staff Report
▣	Resolution	Resolution
▣	Location map	Exhibit
▣	Picture of existing residence	Exhibit
▣	Waiver request	Exhibit

REVIEWERS:

Department	Reviewer	Action	Date
Planning	Holt, Paul	Approved	4/23/2015 - 5:02 PM
Development Management	Murphy, Allen	Approved	4/24/2015 - 8:37 AM
Publication Management	Burcham, Nan	Approved	4/24/2015 - 8:54 AM
Board Secretary		Approved	4/30/2015 - 8:38 AM
Board Secretary		Approved	4/30/2015 - 12:47 PM
Board Secretary	Fellows, Teresa	Approved	5/4/2015 - 9:36 AM

MEMORANDUM

DATE: May 12, 2015

TO: Board of Supervisors

FROM: Christy H. Parrish, Proffer Administrator

SUBJECT: Branscome Inc. Caretaker Residence Utility Waiver

Mr. Jay Lipscomb of Branscome Inc. has requested a utility waiver to allow a well and septic system to serve a caretaker's residence at 750 Blow Flats Road. This property is zoned M-2, General Industrial, is approximately 281 acres in size, and is located inside the Primary Service Area (PSA). The current use of the property is a borrow pit, which received a Special Use Permit from the Board of Supervisors in 2010. Caretaker's residences are a permitted use in the M-2 Zoning District.

Currently, a caretaker resides in an existing dwelling located on the site. This dwelling appears to have been constructed prior to 1970 and has deteriorated due to age. The applicant proposes to replace the existing caretaker's residence with a single wide manufactured home, approximately 1,190 square feet in size. The existing well can still be used, but the septic system is inadequate to serve the new dwelling and needs to be replaced.

Section 24-446 of the James City County Zoning Ordinance requires all development in the M-2 District to be served by public water and sewer. However, the Board of Supervisors may waive this requirement in accordance with Section 24-447 of the ordinance as specified below:

- a. *The board of supervisors may waive the public water and sewer service requirement specified by section 24-446 upon finding:*
 1. *The development is located in the primary service area as designated by the land use element of the Comprehensive Plan;*
 2. *The development is located in an area not planned for extension of public water or sewer service as part of the adopted master water or sewer plan; and*
 3. *The development causes no adverse impact on the water resources of the county.*
- b. *A condition of such waiver shall be that the development shall connect to public water and sewer at such time that the board of supervisors determines utilities are available.*
- c. *The board of supervisors may attach additional conditions to any such waiver.*

The closest sewer force main is located along Greenmount Parkway just past the Haynes Furniture Distribution Center, approximately 7,000 feet from the residence. The closest Newport News waterline is located within the power easement adjacent to the site, approximately 2,000 feet away. Connections to these services would be cost prohibitive for the single caretaker residence. Staff has verified with the James City Service Authority and Newport News Waterworks that there is not a plan to extend public water and sewer in this area at this time, nor is a part of an adopted master water or sewer plan. This waiver would only allow private well and septic utilities to serve the caretaker's residence at the Branscome borrow pit. Any future development on the parcel would still be required to connect to public water and sewer.

Recommendation:

Staff finds that the criteria listed in the Zoning Ordinance for the waiver of the public water and sewer connection requirement has been met, specifically:

1. The property is located in the PSA.
2. The development is located in an area not planned for extension of public water or sewer service as part of the adopted master water or sewer plan.
3. The development causes no adverse impact on the water resources of the County.

Therefore, staff recommends the Board of Supervisors adopt the attached resolution to waive the public water and sewer requirement for this caretaker's residence.

CP/gb

ResUtiWaiver-mem

Attachments:

1. Resolution
2. Location map
3. Picture of existing residence
4. Waiver request

RESOLUTION

BRANSCOME INC. CARETAKER RESIDENCE UTILITY WAIVER

WHEREAS, Section 24-446 of the Zoning Ordinance requires all development to connect to public utilities in the General Industrial, M-2 Zoning, District; and

WHEREAS, Mr. Jay Lipscomb of Branscome Inc. has requested a waiver to allow a private well and septic system to serve a caretaker's residence in accordance with Section 24-447, in the M-2, General Industrial, District, located at 750 Blow Flats Road, further identified as James City County Real Estate Tax Map Parcel No. 5920100045; and

WHEREAS, the Board of Supervisors finds that the requirements of Section 24-447(a) of the James City County Zoning Ordinance have been satisfied in order to grant a waiver to the public water and sewer service requirement, solely for the caretaker's residence.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, does hereby approve a utility waiver to Section 24-446 of the James City County Zoning Ordinance which permits private well and septic to serve the caretaker's residence at 750 Blow Flats Road as described herein, pursuant to the following condition:

1. Connection to public water and sewer must be made at such time that the Board of Supervisors determines utilities are available.
2. Connection to private water and sewer shall be limited to that which is adequate to serve one single-family home not to exceed 1,500 square feet.
3. Approval from the Health Department prior to issuance of a building permit is required.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

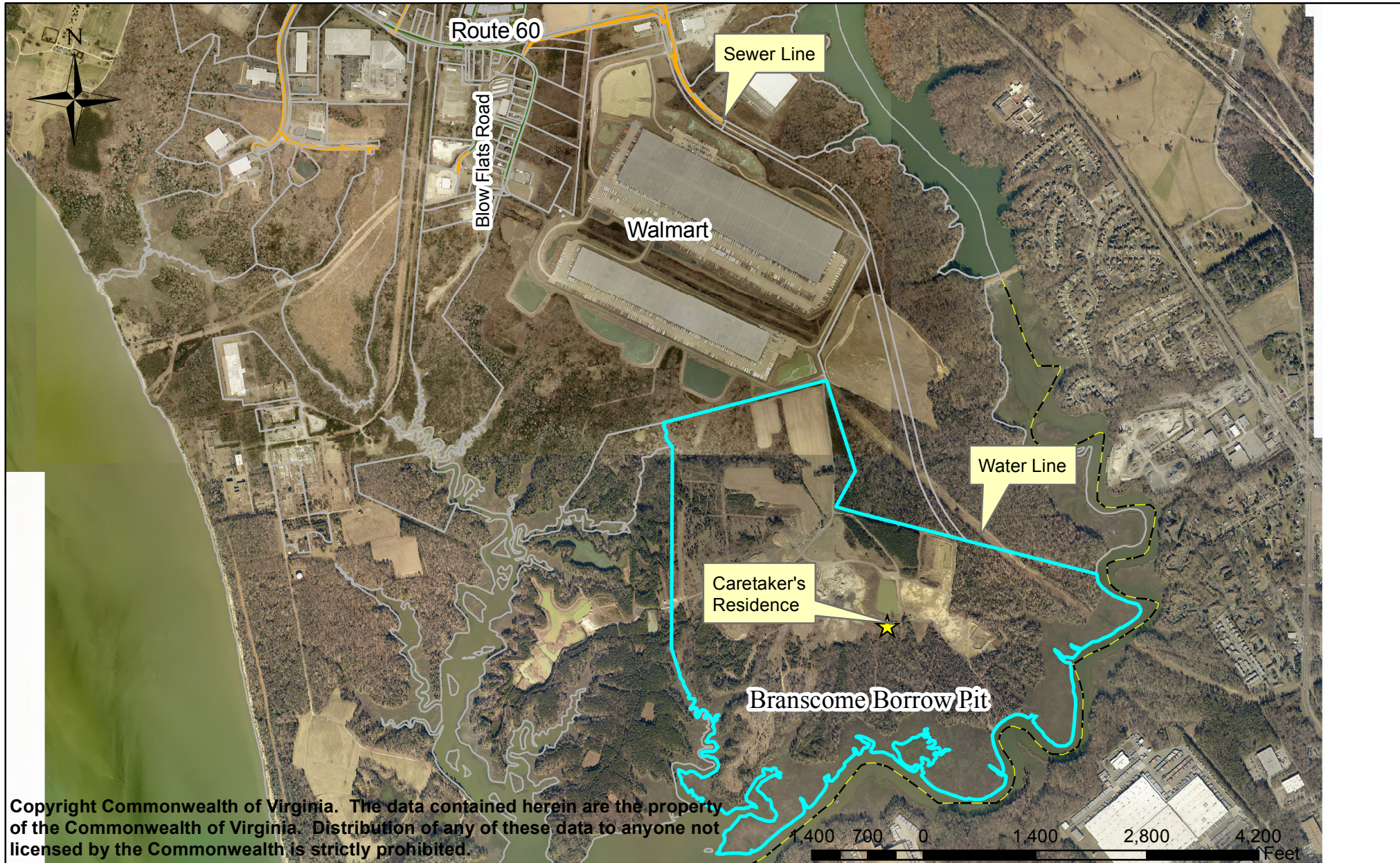
Bryan J. Hill
Clerk to the Board

	VOTES		
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
JONES	_____	_____	_____
MCGLENNON	_____	_____	_____
ONIZUK	_____	_____	_____
KENNEDY	_____	_____	_____
HIPPLE	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 12th day of May, 2015.

ResUtiWaiver-res

Branscome Inc. Caretaker Residence Utility Waiver



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Branscome Inc. Caretaker Residence Utility Waiver

Print Date: 04/23/2015
Image Date: 02/25/2013

Existing Caretaker Residence to be
removed and replaced.



432 McLaws Circle
Williamsburg, VA 23185
Phone: **757-229-2504**
Fax: **757-220-0390**

April 23, 2015

Christy H. Parrish, Proffer Administrator
James City County
101-A Mounts Bay Road
Williamsburg, Virginia 23187-8784

Dear Ms. Parrish:

As you are aware we operate a mining operation at 750 Blow Flats Road. At this location there is a dwelling that was built in the 1950s. We have allowed our pit foreman to live in this dwelling with the requirement that he also serve as the caretaker in his off duty time. This dwelling is deteriorating to the point that replacement is the most cost effective solution.

Our caretaker is proposing to acquire a single wide manufactured home to replace the old dwelling. Given the age of the dwelling's water and septic system, this infrastructure needs to also be modernized. We have discovered that M-2 zoned property is required to be connected to public water and sewer as outlined in the James City County Zoning Ordinance. Unfortunately public water and sewer are not located in close proximity our property and running new utilities will be cost prohibitive.

Thus, the purpose of this letter is to respectfully request that the James City County Board of Supervisors grant us a waiver as allowed in Section 24-446 of the County's Zoning Ordinance to connect the caretaker's manufactured home to new private well and septic. We are requesting the well too in case we discover unknown problems, if no problems arise we will use the existing well.

I will be happy to appear before the Board with this request. Should you need additional information or we can be of further assistance, please do not hesitate to contact me.

Sincerely,
J.H. Lipscomb, Jr.
Julian H. Lipscomb, Jr.
Environmental Manager

ITEM SUMMARY

DATE: 5/12/2015

TO: Board of Supervisors

FROM: Bradley J. Rinehimer, Chief of Police

SUBJECT: Authorization For Two Temporary Police Officer Overhire Positions

Three new police sergeant positions were recently approved during the FY16 budget process. These positions will be filled by internal promotions with three new police officers hired to backfill those who receive promotions. Two of the new hires will need to attend the four-month basic law enforcement class at the police academy. The next available basic police academy class starts on June 15, 2015 which is two weeks prior to the start of the FY16 budget year. Hiring the candidates on June 1, 2015 would allow for new hire training to be completed before starting the police academy on June 15th. These officers would complete their academy and field training by the end of 2015, as opposed to waiting four months before the following academy starts on October 26, 2015 and finishes in March 2016. Providing two overhires would allow for the promotional process to happen much quicker without patrol shifts having to work short for such an extended period of time.

ATTACHMENTS:

	Description	Type
☐	Overhire Memo	Cover Memo
☐	Overhire resolution	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Police	Rinehimer, Bradley	Approved	5/5/2015 - 9:24 AM
Police	Rinehimer, Bradley	Approved	5/5/2015 - 9:24 AM
Publication Management	Burcham, Nan	Approved	5/5/2015 - 10:02 AM
Board Secretary	Fellows, Teresa	Approved	5/5/2015 - 10:06 AM
Board Secretary	Kinsman, Adam	Approved	5/5/2015 - 11:34 AM
Board Secretary	Fellows, Teresa	Approved	5/5/2015 - 11:34 AM

MEMORANDUM

DATE: May 12, 2015

TO: The Board of Supervisors

FROM: Bradley J. Rinehimer, Chief of Police

SUBJECT: Authorization for Two Temporary Police Officer Overhire Positions

Three new police sergeant positions were recently approved during the FY 16 budget process. These positions will be filled by internal promotions with three new police officers hired to backfill those who receive promotions. One of the three new hires is already certified and does not need to attend the four-month basic Police Academy class. The other two new hires will need to attend the basic law enforcement class at the Police Academy.

The next available basic police academy class starts on June 15, 2015, which is two weeks prior to the start of the FY 16 budget year. If the non-certified applicants do not attend that academy class, they would not be hired for another four months when the next academy class begins on October 26. This four-month delay would either delay the promotional process or would require two patrol shifts to work short an officer for that additional period of time. Hiring the candidates on June 1, 2015, would allow for new hire training to be completed before starting the Police Academy on June 15.

Financial and Management Services confirmed that funding exists within the current Police Department budget to pay for two full-time regular police officer overhire positions through June 30, 2015.

I recommend adoption of the attached resolution to create two temporary full-time regular police officer overhire positions starting June 1, 2015.

BJR/nb
TwoTempPOPositions-mem

Attachment

RESOLUTION

AUTHORIZATION FOR TWO TEMPORARY POLICE OFFICER OVERHIRE POSITIONS

WHEREAS, three new police sergeant positions were recently approved as part of the FY 16 budget; and

WHEREAS, the positions will be filled by internal promotions that are backfilled by hiring three new police officers; and

WHEREAS, two of the three positions will be filled by candidates who will need to attend the Police Academy to receive law enforcement certification; and

WHEREAS, the next basic academy class starts June 15, 2015, with the next available basic academy class not starting for more than four months. Hiring these candidates on June 1, 2015, would allow for them to start and finish the Police Academy class before the next available class starts. Creating two 30-day overhire positions would speed up the promotional process and will alleviate the need for two patrol shifts working an officer short for an extra four months.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby establishes two full-time regular Police Officer overhire positions to begin on June 1, 2015. The overhire positions will remain in effect until July 1, 2015, when the positions become fully-funded within the FY 16 budget.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Bryan J. Hill
Clerk to the Board

	VOTES		
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
JONES	_____	_____	_____
MCGLENNON	_____	_____	_____
ONIZUK	_____	_____	_____
KENNEDY	_____	_____	_____
HIPPLE	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 12th day of May, 2015.

TwoTempPOPositions-res

ITEM SUMMARY

DATE: 5/12/2015

TO: Board of Supervisors

FROM: W. Scottt Whyte, Senior Landscape Planner II

SUBJECT: AFD 06-86-2-2014. Cranston's Pond AFD Addition - 3125 Chickahominy Road

Mrs. Susanna English has applied to enroll her +/- 5.07 acre parcel located at 3125 Chickahominy Road into the Cranston's Pond AFD. She also owns a 101 acre parcel that is currently enrolled in the AFD.

ATTACHMENTS:

	Description	Type
☐	Staff Report	Staff Report
☐	Ordinance	Resolution
☐	Ordinance Renewal	Ordinance
☐	Location Map	Exhibit
☐	Approved minutes from Jan. 16, 2015 Advisory Committee Meeting	Minutes
☐	Unapproved minutes from March 12, 2015 Advisory Committee Meeting	Minutes
☐	Unapproved minutes from April 1, 2015 Planning Commission Meeting	Minutes

REVIEWERS:

Department	Reviewer	Action	Date
Planning	Holt, Paul	Approved	4/23/2015 - 4:44 PM
Development Management	Murphy, Allen	Approved	4/24/2015 - 8:37 AM
Publication Management	Burcham, Nan	Approved	4/24/2015 - 10:46 AM
Board Secretary		Approved	4/30/2015 - 8:33 AM
Board Secretary		Approved	4/30/2015 - 12:46 PM
Board Secretary	Fellows, Teresa	Approved	5/4/2015 - 9:36 AM

Agricultural and Forestal District-06-86-2-2014. Cranston's Pond AFD Addition, 3125 Chickahominy Road.

Staff Report for the May 12, 2015, Board of Supervisors Public Hearing

This staff report is prepared by the James City County Planning Division to provide information to the AFD Advisory Committee, Planning Commission and Board of Supervisors to assist them in making a recommendation on this application. It may be useful to members of the general public interested in this application.

PUBLIC HEARINGS

AFD Advisory Committee:

Planning Commission

Board of Supervisors

Building F Board Room; County Government Complex

January 16, 2015, 4:00 p.m. (deferred)

March 12, 2015, 4:00 p.m.

April 1, 2015, 7:00 p.m.

May 12, 2015, 6:30 p.m.

SUMMARY FACTS

Applicant:

Susanna English

Land Owner:

Susanna English

Proposal:

Addition of ± 5.07 acres of land to the Cranston's Pond AFD

Location:

3125 Chickahominy Road

Tax Map/Parcel No:

2210100056

Parcel Size:

± 5.07 acres

Zoning:

R-8, Rural Residential

Comprehensive Plan:

Rural Lands

Primary Service Area:

Outside

Staff Contact:

W. Scott Whyte

Phone: 253-6867

STAFF RECOMMENDATION

Staff recommends that the Board of Supervisors approve the addition to the Cranston's Pond AFD with the conditions listed in the attached ordinance. At its March 12, 2015 meeting, the AFD Advisory Committee voted 6-0 to recommend approval of this application.

PLANNING COMMISSION RECOMENDATION

On April 2, 2015, the Planning Commission recommended approval of the AFD addition by a vote of 7-0.

Proposed Changes Made Since the Planning Commission Meeting

No changes.

PROJECT DESCRIPTION

Ms. Susanna English has applied to enroll ± 5.07 acres of land located at 3125 Chickahominy Road into the Cranston's Pond AFD. The parcel is heavily wooded and is not actively farmed. The property contains one single-family dwelling. The property would be eligible for land use valuation provided the proper documentation is provided to the Commissioner of the Revenue's office.

The Cranston's Pond AFD consists of approximately 769.23 acres located in and around the Chickahominy Road area. The AFD contains parcels which front on Chickahominy Road. The majority of the district is forested and remains rural in nature.

Surrounding Land Uses and Development

The District consists primarily of forested land. Records show that approximately 75 percent of the District is used for forestry and the remainder is in marsh land. The principal land use on adjacent properties is undeveloped, forested land with single-family residences on the majority of properties.

COMPREHENSIVE PLAN

The Comprehensive Plan designates this parcel as Rural Lands. Land Use Action 6.1.1 of the 2009 Comprehensive Plan states the County shall "support both the use value assessment and Agricultural and Forestal (AFD) programs to the maximum degree allowed by the *Code of Virginia*."

Analysis

The proposed addition meets the minimum area and proximity requirements for inclusion in an AFD. If the ± 5.0 acre addition is approved, the District will have approximately 774.3 acres and would be subject to the following conditions, consistent with other properties in the District:

1. The subdivision of land is limited to 25 acres or more, except where the Board of Supervisors authorizes smaller lots to be created for residential use by members of the owner's immediate family, as defined in the James City County Subdivision Ordinance. Parcels of up to five acres, including necessary access roads, may be subdivided for the siting of communications towers and related equipment provided: a) the subdivision does not result in the total acreage of the District to drop below 200 acres; and b) the subdivision does not result in a remnant parcel of less than 25 acres.
2. No land outside the Primary Service Area and within the AFD may be rezoned and no application for such rezoning shall be filed earlier than six months prior to the expiration of the District. Land within the AFD may be withdrawn from the District in accordance with the Board of Supervisors' Policy Governing the Withdrawals of Property from AFDs, adopted September 28, 2010, as amended.
3. No special use permit (SUP) shall be issued except for agricultural, forestal, or other activities and uses consistent with the State Code, Section 15.2-4301 et. seq., which are not in conflict with the policies of this District. The Board of Supervisors, at its discretion, may issue SUPs for wireless communications facilities on AFD properties which are in accordance with the County's policies and ordinances regulating such facilities.

RECOMMENDATION

Staff recommends that the Board of Supervisors approve the addition to the Cranston's Pond AFD with the conditions listed in the attached ordinance. At its March 12, 2015 meeting, the AFD Advisory Committee voted 6-0 to recommend approval of this application. At its April 2, 2015 meeting, the Planning Commission voted 7-0 to recommend approval of this request.

WSW/nb
AFD-06-86-2-14CranstonsPondAddtn

Attachments:

1. Ordinance
2. Cranston's Pond 2014 Renewal Ordinance
3. AFD Location Map
4. Approved Minutes from January 16, 2015, AFD Advisory Meeting
5. Unapproved Minutes from March 12, 2015, AFD Advisory Meeting
6. Unapproved Minutes from April 1, 2015 Planning Commission Meeting

ORDINANCE NO. _____

AFD 06-86-2-2014. CRANSTON'S POND AFD ADDITION, 3125 CHICKAHOMINY ROAD

WHEREAS, a request has been filed with the Board of Supervisors of James City County, Virginia, (the "Board of Supervisors") to add ± 5.07 acres of land owned by Mrs. Susanna English located at 3125 Chickahominy Road and identified as James City County Real Estate Tax Map/Parcel No. 2210100056 to Agricultural and Forestal District (AFD)-06-86-2-2014, which is generally known as the "Cranston's Pond Agricultural and Forestal District" (the "Application"); and

WHEREAS, at its March 12, 2015 meeting, the AFD Advisory Committee voted 6-0 to recommend approval of the Application; and

WHEREAS, a public hearing was advertised and held by the Planning Commission (the "Commission") at its April 1, 2015 meeting, pursuant to Section 15.2-4314 of the Code of Virginia, 1950, as amended (the "Virginia Code"), after which the Commission voted 7-0 to recommend approval of the Application; and

WHEREAS, pursuant to Section 15.2-4214 of the Virginia Code a public hearing was advertised and held by the Board of Supervisors.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby adds ± 5.07 acres owned by Mrs. Susanna English, as referenced herein, to the Cranston's Pond Agricultural and Forestal District with the following conditions:

1. The subdivision of land is limited to 25 acres or more, except where the Board of Supervisors authorizes smaller lots to be created for residential use by members of the owner's immediate family, as defined in the James City County Subdivision Ordinance. Parcels of up to five acres, including necessary access roads, may be subdivided for the siting of communications towers and related equipment provided: a) the subdivision does not result in the total acreage of the District to drop below 200 acres; and b) the subdivision does not result in a remnant parcel of less than 25 acres.
2. No land outside the Primary Service Area (PSA) and within the AFD may be rezoned and no application for such rezoning shall be filed earlier than six months prior to the expiration of the District. Land within the AFD may be withdrawn from the District in accordance with the Board of Supervisors' Policy Governing the Withdrawals of Property from AFDs, adopted September 28, 2010.
3. No Special Use Permit (SUP) shall be issued except for agricultural, forestal, or other activities and uses consistent with Section 15.2-4301 et. seq., which are not in conflict with the policies of this District. The Board of Supervisors, at its discretion, may issue SUPs for wireless communications facilities on AFD properties which are in accordance with the County's policies and ordinances regulating such facilities.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Bryan J. Hill
Clerk to the Board

	VOTES		
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
JONES	_____	_____	_____
MCGLENNON	_____	_____	_____
ONIZUK	_____	_____	_____
KENNEDY	_____	_____	_____
HIPPLE	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 12th day of May, 2015.

AFD-06-86-2-14CranstonsPondAddtn-res

ADOPTED

SEP 09 2014

ORDINANCE NO. 168A-11

**Board of Supervisors
James City County, VA**

AGRICULTURAL AND FORESTAL DISTRICTS 06-86

CRANSTON'S POND 2014 RENEWAL

WHEREAS, James City County has completed a review of the Cranston's Pond Agricultural and Forestal District; and

WHEREAS, in accordance with Section 15.2-4311 of the Code of Virginia, 1950, as amended (the "Virginia Code") property owners have been notified, public notices have been filed, public hearings have been advertised, and public hearings have been held on the continuation of the Cranston's Pond Agricultural and Forestal District; and

WHEREAS, the Agricultural and Forestal District Advisory Committee at its meeting on July 7, 2014, voted 8-0 to recommend renewal of the district; and

WHEREAS, the Planning Commission following its public hearing on August 6, 2014, concurred with the recommendation of staff and the AFD Advisory Committee and voted 6-0 to recommend renewal of the district with the conditions listed below.

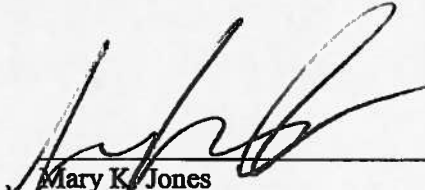
NOW, THEREFORE, BE IT ORDAINED by the Board of Supervisors of James City County, Virginia, that:

- 1. The Cranston's Pond Agricultural and Forestal District is hereby continued to October 31, 2018 in accordance with the provisions of the Virginia Agricultural and Forestal District Act, Virginia Code Section 15.2-4300 et. seq.**
- 2. That the district shall include the following parcels, provided, however, that all land within 25 feet of road rights-of-way is excluded from the district:**

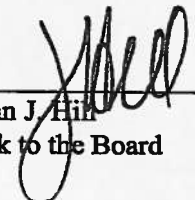
<u>Owner</u>	<u>Parcel No.</u>	<u>Acres</u>
Hidden Acres Farm, Inc.	2330100001.....	416.50
Bertrand E. Geddy Jr., Trustee	2230100026.....	167.50
Edward K. English	2240100001A.....	101.67
Payten J. Harcum	2220100087.....	62.55
Otto C. and Thelma Ripley	3120100003B.....	<u>21.01</u>
	TOTAL:	<u>769.23</u>

- 3. That pursuant to the Virginia Code, Section 15.2-4312 and 15.2-4313, the Board of Supervisors requires that no parcel in the Cranston's Pond Agricultural and Forestal District be developed to a more intensive use without prior approval of the Board of Supervisors. Specifically, the following restrictions shall apply:**

- a. The subdivision of land is limited to 25 acres or more, except where the Board of Supervisors authorizes smaller lots to be created for residential use by members of the owner's immediate family, as defined in the James City County Subdivision Ordinance. Parcels of up to five acres, including necessary access roads, may be subdivided for the siting of Wireless Communications Facilities (WCF), provided: a) the subdivision does not result in the total acreage of the District to drop below 200 acres; and b) the subdivision does not result in a remnant parcel of less than 25 acres.
- b. No land outside the Primary Service Area and within the AFD may be rezoned and no application for such rezoning shall be filed earlier than six months prior to the expiration of the District. Land within the AFD may be withdrawn from the District in accordance with the Board of Supervisors' Policy Governing the Withdrawal of Properties from AFDs, adopted September 28, 2010.
- c. No special use permit shall be issued except for agricultural, forestal, or other activities and uses consistent with Virginia Code, Section 15.2-4301 et. seq., which are not in conflict with the policies of this District. The Board of Supervisors, at its discretion, may issue special use permits for wireless communications facilities on AFD properties which are in accordance with the County's policies and ordinances regulating such facilities.


Mary K. Jones
Chairman, Board of Supervisors

ATTEST:


Bryan J. Hill
Clerk to the Board

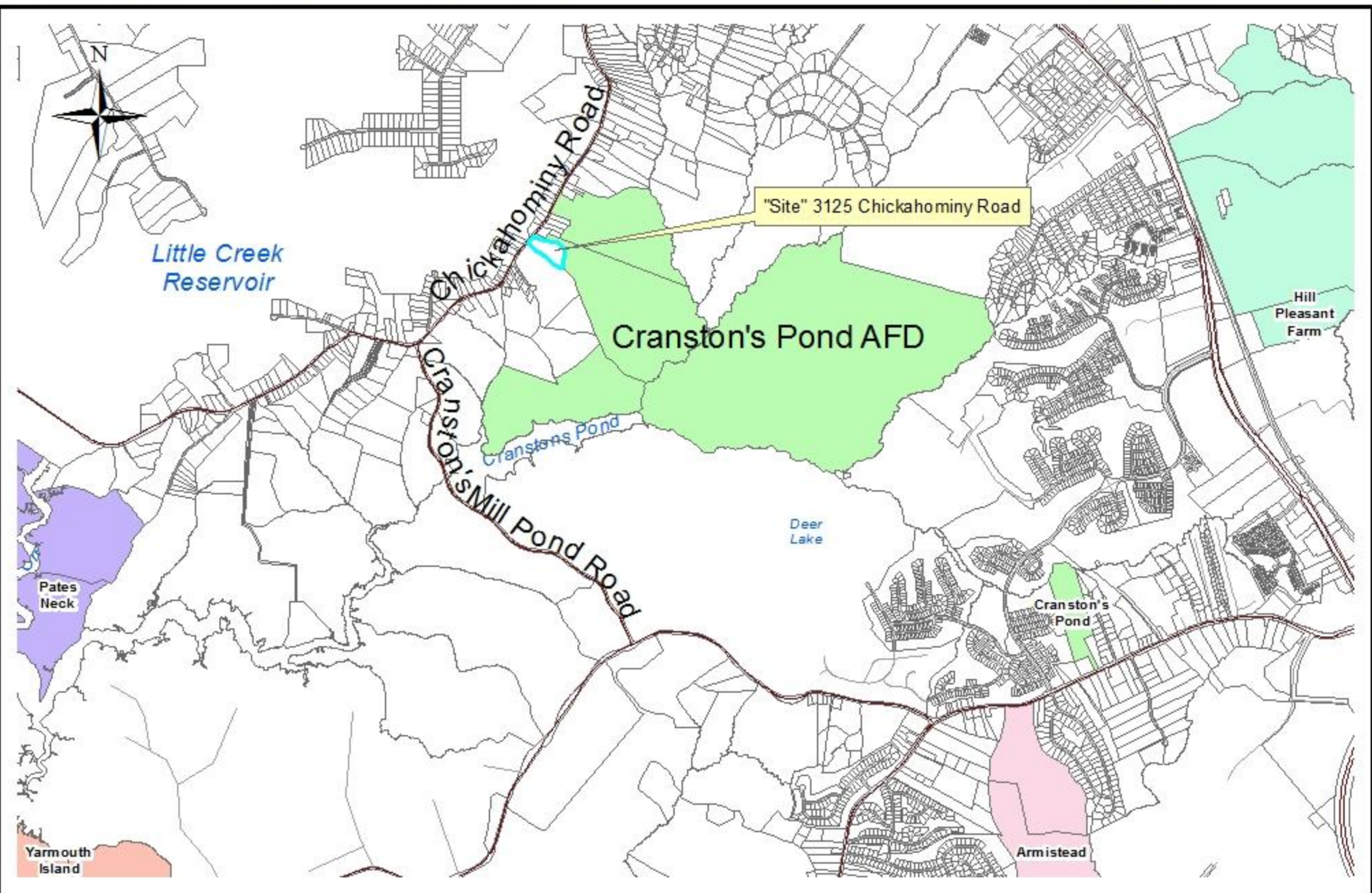
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
KENNEDY	<u>X</u>	___	___
JONES	<u>X</u>	___	___
MCGLENNON	<u>X</u>	___	___
ONIZUK	<u>X</u>	___	___
HIPPLE	<u>X</u>	___	___

Adopted by the Board of Supervisors of James City County, Virginia, this 9th day of September, 2014.

AFD06-86-14Cranstons-res

Case No. AFD-06-86-2-2014

Cranston's Pond AFD Addition



APPROVED MINUTES OF THE AGRICULTURAL AND FORESTAL ADVISORY COMMITTEE OF THE COUNTY OF JAMES CITY, VIRGINIA, HELD ON THE 16th DAY OF JANUARY, TWO THOUSAND AND FIFTEEN, AT 4:00 P.M. AT THE HUMAN SERVICES BUILDING, 5249 OLDE TOWNE ROAD, WILLIAMSBURG, VIRGINIA.

1. Roll Call:

Members Present

Mr. Hitchens
Mr. J. Harcum
Mr. Abbott
Mr. Ford
Ms. Smith
Mr. Taylor
Ms. Garrett
Mr. Bradshaw

Also Present

Mr. W. Scott Whyte

Absent

Mr. Kennedy
Mr. W. Harcum

2. New Business:

A. Approval of the July 14, 2014 Meeting Minutes

On a vote of 7-0, the minutes of the July 14, 2014 meeting were approved.

B. Case No. AFD-6-86-2-2014. Cranston's Pond, 3125 Chickahominy Road Addition

Mr. Whyte presented the staff report stating that Mrs. Susanna English had applied to add a five acre parcel located at 3125 Chickahominy Road to the Cranston's Pond AFD. Mr. Whyte stated that staff recommended that the AFD Advisory Committee recommend approval of the proposed addition to the Board of Supervisors.

Mr. Bradshaw stated that Mrs. English did not submit a complete application and that ownership of the adjacent parcel that is in the Cranston's Pond AFD has not been verified. He stated that he checked the county website and that no ownership has shown up on Real Estate records at this time.

Mr. W. Harcum stated that the map provided is not correct, noting that some of the property lines are inaccurate.

Mr. Bradshaw asked if staff knew the age of the home located on the property.

Mr. Whyte stated that he did not know the age of the house.

Mr. Bradshaw stated that he had not seen the house listed in the County records.

Mr. Abbott asked if the residence was a mobile home or a house.

Mr. Whyte stated that records identify it as a single-family home.

Mr. Harcum again stated that the James City County maps are not accurate but noted that it was just a piece of paper and was not important to him. He also noted that property lines on his family's property were not correct. A one acre property that his parents own is not shown on the map.

Mr. Harcum then stated that the 5 acre parcel had been purchased by the applicant from an Estate.

Ms. Garrett asked which Estate the property had been purchased from.

Mr. Harcum replied the Grave's Estate.

Mr. Whyte stated that the location maps are created using the County GIS system and property lines are not always accurate or up-to-date. The map is provided for reference purposes only to identify the location of the subject property and the surrounding area.

Mr. Taylor responded that Kim Hazelwood in the County mapping division can make an accurate map if requested.

Mr. Bradshaw stated that one can see how inaccurate the system is if you look at Old School Road and see how the lines are not where they are supposed to be.

Mr. Ford then questioned whether the parcel met the nineteen or more minimum for forested parcels.

Mr. Bradshaw responded that the applicant would not be eligible unless she can document ownership of the adjoining property that is included in the AFD. Without showing ownership, she now only has five acres.

Mr. Whyte reminded the committee that as a stand-alone parcel, you must have at least five acres of agricultural land or twenty acres of timber land to be considered for inclusion in an AFD.

Mr. Ford agreed that the committee cannot offer a recommendation on the application until proof of ownership is submitted.

Mr. Bradshaw agreed with Mr. Ford.

Ms. Smith stated that if the applicant can prove that she inherited the adjacent parcel then she would be eligible.

Mr. Ford asked if she currently lives on the land.

Mr. Whyte stated that she does live on the land.

Mr. Harcum stated that he understood that the subject parcel was only five acres but it was originally part of a fifteen acre parcel. He assumed that she must have purchased only five acres of the fifteen acre parcel.

Ms. Garrett asked if it the fifteen acre parcel had been subdivided and Mrs. English purchased only five acres.

Mr. Harcum stated that the original estate belonged to Mr. Graves and that he and his family paid property taxes for years.

Mr. Ford made a motion to defer the application until the applicant can prove ownership of the adjacent parcel.

On a vote of 8-0, the Committee recommended deferral of the application.

The meeting was adjourned at 4:20 p.m.

Ms. Smith, Chair

W. Scott Whyte, Sr. Landscape Planner II

UNAPPROVED MINUTES OF THE AGRICULTURAL AND FORESTAL ADVISORY COMMITTEE OF THE COUNTY OF JAMES CITY, VIRGINIA, HELD ON THE 12th DAY OF MARCH, TWO THOUSAND AND FIFTEEN, AT 4:00 P.M. AT THE BUILDING A CONFERENCE ROOM, 101 MOUNTS BAY ROAD, WILLIAMSBURG, VIRGINIA.

1. Roll Call:

Members Present

Mr. Hitchens
Mr. Abbott
Mr. Ford
Ms. Smith
Ms. Garrett
Mr. Bradshaw

Also Present

Mr. W. Scott Whyte
Ms. Roberta Sulouff
Mr. Jason Purse

Absent

Mr. Kennedy
Mr. W. Harcum
Mr. P. Harcum
Mr. W. Taylor

2. New Business:

A. Approval of the January 16, 2015 Meeting Minutes

On a vote of 6-0, the minutes of the January 16, 2015 meeting were approved.

B. Case No. AFD-06-86-2-2014. Cranston's Pond, 3125 Chickahominy Road Addition

Mr. Whyte presented the staff report stating that Mrs. Susanna English had applied to add a five acre parcel located at 3125 Chickahominy Road to the Cranston's Pond AFD. Mr. Whyte stated that staff recommended that the AFD Advisory Committee recommend approval of the proposed addition to the Board of Supervisors.

Mr. Ford made a motion to recommend approval of the proposed addition. Mr. Hitchens seconded the motion.

Mr. Abbott requested that the group engage in a discussion prior to a vote on the application. Mrs. Smith agreed that holding a discussion would be a good idea.

Mr. Abbott described the parcel as partially cleared and suggested the committee consider that fact with respect to its inclusion in the AFD. He also stated that a special use permit applied to the subject property.

Mr. Bradshaw stated that the description of the parcel was noted and that only timbered areas of the parcel will qualify for land use value taxation unless cleared areas are actively cultivated for specified agricultural uses according to its acreage.

Mr. Chris Swynford, attorney representing the applicant, agreed with Mr. Bradshaw's statement and added that his client was aware of the land use regulations.

Mr. Purse explained that the special use permit referred to an allowance for a manufactured home on the site which would not disqualify the property from being enrolled in the AFD.

Mr. Bradshaw stated the land use and timbered portions of the property are standard and qualified for inclusion in the program.

Mrs. Smith asked if the parcels were contiguous.

Mr. Bradshaw confirmed that the subject property was contiguous to the other AFD property owned by the applicant.

Mr. Hitchens asked if the five acre parcel being added was wooded.

Mr. Bradshaw stated the five acre parcel is partially wooded and partially clear. He stated that only the wooded portion would qualify for land use value taxation, while the cleared portion will most likely not qualify unless it has a distinct agricultural usage with a minimum of two acres for horticultural use.

Mr. Swynford stated his understanding and agreement.

Mr. Hitchens asked how much of the acreage is wooded.

Mr. Bradshaw stated that the wooded area is between 2 and 3 acres.

Mr. Hitchens asked if the applicant was only seeking to add the parts of the property that would qualify for land use value taxation.

Mr. Bradshaw stated that the entire parcel will be added. He also stated that because the entire property is being added, the wooded portion of the property would now qualify for land use value taxation. He stated that this consideration is outside of the AFD addition process.

Mrs. Garrett asked Mr. Bradshaw if the matters of ownership and taxation raised at the previous meeting had been cleared up and whether the records had been updated with the County.

Mr. Bradshaw stated that all ownership and taxation information is current with the County.

Mr. Swynford thanked the County for its assistance in collecting and recording information during the addition process.

Mrs. Smith called for a vote.

Mr. Ford restated his motion to recommend approval of the proposed addition. Mr. Hitchens again seconded the motion.

On a vote of 6-0, the Committee recommended approval of the application.

Ms. Smith, Chair

W. Scott Whyte, Sr. Landscape Planner II

Unapproved Minutes of the April 1, 2015 Planning Commission Meeting

Case No. AFD-06-86-2-2014, Cranston's Pond AFD Addition – 3125 Chickahominy Rd.

Mr. Scott Whyte provided the Commission with a presentation on the proposed AFD addition. The parcel is zoned R8, Rural Residential, and is designated as Rural Lands in the Comprehensive Plan. Mr. Whyte stated that the size and proximity of the parcel meet the requirements to be added into the AFD.

Ms. Bledsoe called for disclosures from the Commissioners.

There were no disclosures made by the Commissioners

Ms. Bledsoe opened the public hearing.

As no one wished to speak, Ms. Bledsoe closed the public hearing.

Mr. Chris Basic moved to recommend approval.

On a roll call vote, the Planning Commission recommend approval of AFD-06-86-2-2014, by a vote of 7-0.

ITEM SUMMARY

DATE: 5/12/2015

TO: Board of Supervisors

FROM: Roberta Sulouff, Planner

SUBJECT: AFD-01-02-01-2015. Carter's Grove, Colonial Williamsburg Foundation
Withdrawal

ATTACHMENTS:

	Description	Type
▣	Staff Report	Staff Report
▣	Attachment 1: Ordinance	Ordinance
▣	Attachment 2: Location Map	Backup Material
▣	Attachment 3: Unapproved Minutes from the March 12, 2015, AFD Advisory Committee Meeting	Minutes
▣	Attachment 4: Unapproved Minutes from the April 1, 2015, Meeting of the Planning Commission	Minutes
▣	Attachment 5: Applicant Letter dated January 30, 2015	Backup Material
▣	Attachment 6: Policy Governing the Withdrawal of Property from AFDs	Backup Material
▣	Attachment 7: 2014 Carter's Grove AFD Renewal (staff report and adopted ordinance)	Backup Material

Agricultural and Forestal District-01-02-01-2015. Carter's Grove, Colonial Williamsburg Foundation Withdrawal
Staff Report for the May 12, 2015, Board of Supervisors Public Hearing

This staff report is prepared by the James City County Planning Division to provide information to the Planning Commission and Board of Supervisors to assist them in making a recommendation on this application. It may be useful to members of the general public interested in this application.

PUBLIC HEARINGS

AFD Advisory Committee
Planning Commission:
Board of Supervisors:

Building F Board Room; County Government Complex
March 12, 2015, 4:00 p.m.
April 1, 2015, 7:00 p.m.
May 12, 2015, 6:30 p.m.

SUMMARY FACTS

Applicant:	Mr. Keith Johnson, Colonial Williamsburg Foundation
Land Owner:	Colonial Williamsburg Foundation
Proposal:	Withdrawal of 1.56 acres from the existing Carter's Grove AFD
Location:	8766 Pocahontas Trail
Tax Map/Parcel No.:	5910100021
Parcel Size:	±1.56 acres
Zoning:	LB, Limited Business
Comprehensive Plan:	Neighborhood Commercial
Primary Service Area:	Inside PSA

STAFF RECOMMENDATION

The adopted Board of Supervisors policy governing the withdrawal of property from Agricultural and Forestal Districts (AFDs) states that "it is the policy of the Board to discourage the withdrawal of properties from AFDs during the terms of those districts" (Attachment No. 3). This withdrawal request was submitted less than one year since the most recent renewal of the Carter's Grove AFD in September 2014. While staff acknowledges the applicant's statements that the owner desired to avoid negatively affecting the potential transfer of the Carter's Grove property at the time of the renewal, and that the subject 1.56-acre property on the north side of Pocahontas Trail offers unique characteristics that do not serve to protect or preserve the majority of the district, staff cannot support this request for withdrawal given its inconsistency with the adopted withdrawal criteria. Should the Board choose to approve this application, an ordinance removing the subject property from the Carter's Grove AFD is attached.

At its March 12, 2015 meeting, the AFD Advisory Committee voted 6-0 to recommend denial of this application.

PLANNING COMMISSION RECOMMENDATION

At its April 1, 2015 meeting, the Planning Commission recommended approval of this application by a vote of 6-0 (abstaining: Mr. Krapf).

PROPOSED CHANGES MADE SINCE PLANNING COMMISSION MEETING

There have been no proposed changes to the application since the Planning Commission meeting.

PROJECT DESCRIPTION

In September 2014, the Board of Supervisors renewed the Carter's Grove AFD for a period of four years (corresponding staff report and adopted ordinance attached). The AFD, comprised of three parcels presently owned by two owners, was created in 2002. During the 2006 renewal, Colonial Williamsburg removed a portion of land totaling approximately 2.26 acres. That area encompassed the 1,650-foot-long entrance road to Carter's Grove Plantation which allowed flexibility for road future widening. In 2007, the Plantation mansion, its surrounding area, and the entrance road were merged into one parcel which was then excluded from the AFD. Currently, the Carter's Grove AFD consists of approximately 317.7 acres located generally between the James River, Ron Springs Drive, and south of Pocahontas Trail (Route 60). The Foundation seeks to remove one ancillary parcel containing approximately 1.56 acres located on the north side of Pocahontas Trail.

Since 2002, ownership of the two southern parcels has changed hands twice. In 2007, the Foundation sold parcels 5820100002 and 5910100030 to Carter's Grove, LLC. The LLC filed for bankruptcy in 2011 and the parcels were sold at auction and are once again under the ownership of the Colonial Williamsburg Foundation as of the spring of 2014. Per a letter from the applicant, the Foundation was in the process of marketing and selling the property over the summer and early fall of 2014 while concurrently completing their AFD renewal process. The AFD was renewed on September 9, 2014, and the two southern parcels were sold on September 17, 2014.

The Foundation still owns one parcel within the AFD (Parcel No. 5910100021) and wishes to withdraw that parcel at this time. The parcel is approximately 1.56 acres and is located north of the rest of the AFD, separated from the rest of the AFD by Pocahontas Trail. Per their application request, the Foundation wishes to withdraw the parcel in order to market and sell it for commercial use. The applicant feels that this would unencumber the parcel, making it more marketable to potential purchasers, as a commercial use would not be consistent with the preservation goals of the AFD.

PUBLIC IMPACTS

Surrounding Zoning and Development

The parcel is zoned LB, Limited Business, and is bordered on the northern side of Pocahontas Trail by similarly zoned property. Nearby parcels are also zoned Rural Residential (R-8, Carter's Grove Plantation parcel), General Residential (R-2), and Multi-Family Residential (R-5). The parcel is undeveloped and wooded.

Public Utilities

The parcel lies within the PSA; public water and sewer are available.

COMPREHENSIVE PLAN

Land Use Map Designation

The 2009 Comprehensive Plan designates this parcel as Neighborhood Commercial; all other parcels in the AFD are designated Park, Public, or Semi-Public Open Space.

Staff Comments: All other parcels within the Carter's Grove AFD are designated Park, Public, or Semi-Public Open Space. The 2009 Comprehensive Plan update defines these spaces as "areas that are used for recreation, historical or cultural resources or... as buffers to historic sites and sensitive areas such as reservoirs, and natural heritage resources." In contrast, recommended uses for Neighborhood Commercial areas include "individual medical offices, branch banks, small service establishments, day-care centers, places of public assembly, convenience stores with limited hours of operation, small restaurants..." none of which would be permissible within an AFD. It is,

however, important to note that most AFD properties within the PSA have either residential or commercial Comprehensive Plan designations; that they are not rural or public lands does not disqualify these parcels from the AFD program, nor is it unusual within the program.

Although the current Land Use Designation for Parcel 5910100021 appears to be inconsistent with the goals of the AFD program, staff acknowledges that the parcel has been zoned for commercial use since its inclusion in the district and has been knowingly renewed as part of the AFD with the same Land Use Designation in both 2010 and 2014. Though the applicant has chosen not to renew pieces of other parcels at earlier renewals, withdrawal of this parcel has not been requested or considered during those processes.

ANALYSIS

On September 28, 2010, the Board of Supervisors adopted a policy and withdrawal criteria for AFD parcels. That policy is enclosed (Attachment No. 3) and the withdrawal criteria are listed below with staff comments following in italics:

The criteria for withdrawal during the terms of the districts are as follows:

- A. The request is caused by a change in circumstances that could not have been anticipated at the time application was made for inclusion in the district.
Historically, a change in circumstances has been interpreted to include "death of a property owner" as stated in the State Code, but has not included new opportunities for development of a property. The withdrawal policy, as adopted by the Board of Supervisors, states that it is the policy of the Board of Supervisors to discourage the withdrawal of properties from AFDs during the terms of those districts.
- B. The request would serve a public purpose, as opposed to the proprietary interest of the landowner, that could not otherwise be realized upon expiration of the AFD.
It is not clear that the withdrawal of this parcel would explicitly serve a public interest. Previous examples of withdrawals that served a public purpose included the Matoaka Elementary School. In this case, the applicant does not provide details regarding specific development plans upon withdrawal from the AFD.
- C. The request would not cause damage or disruption to the existing district.
Should this withdrawal be approved, the size of the Carter's Grove AFD would be 316.14 acres and will still meet minimum acreage requirements for Agricultural and Forestal Districts. Staff finds that no damage to the District will result from this withdrawal.
- D. If the request for withdrawal is in conjunction with a proposal to convert the land use of a property to a different use than is currently in place, the new land use would be in conformance with the Comprehensive Plan.
The applicant is not requesting a change in land use designation at this time. Though not necessary, in many cases involving the withdrawal of land from an AFD, applicants submit development plans which clarify future land use conformity with the Comprehensive Plan. Examples of withdrawal requests being considered in conjunction with corresponding development proposals include the cases of St. Bede Catholic Church on Ironbound Road and the Ford's Colony Continuing Care Retirement Community on News Road.

RECOMMENDATION

The adopted Board of Supervisors policy governing the withdrawal of property from Agricultural and Forestal Districts (AFDs) states that "it is the policy of the Board to discourage the withdrawal of properties from AFDs during the terms of those districts" (Attachment No. 3). This withdrawal request was submitted less than one year since the most recent renewal of the Carter's Grove AFD in September

2014. While staff acknowledges the applicant's statements that the owner desired to avoid negatively affecting the potential transfer of the Carter's Grove property at the time of the renewal, and that the subject 1.56 acre property on the north side of Pocahontas Trail offers unique characteristics that do not serve to protect or preserve the majority of the district, staff cannot support this request for withdrawal given its inconsistency with the adopted withdrawal criteria. Should the Board choose to approve this application, an ordinance removing the subject property from the Carter's Grove AFD is attached.

RS/nb

AFD01-02-01-2015CGroveCWWthdrl

Attachments:

1. Ordinance
2. Location Map
3. Unapproved Minutes from the March 12, 2015, AFD Advisory Committee Meeting
4. Unapproved Minutes from the April 1, 2015, meeting of the Planning Commission
5. Applicant letter dated January 30, 2015
6. Policy Governing the Withdrawal of Property from Agricultural and Forestal Districts
7. 2014 Carter's Grove AFD Renewal (staff report and adopted ordinance)

ORDINANCE NO. _____

AFD-01-02-01-2015. CARTER'S GROVE.

COLONIAL WILLIAMSBURG FOUNDATION WITHDRAWAL

WHEREAS, a request has been filed with the Board of Supervisors of James City County, Virginia, (the "Board of Supervisors") to withdraw ± 1.56 acres of land owned by the Colonial Williamsburg Foundation, located along Pocahontas Trail and identified as James City County Real Estate Tax Map No. 5910100021 from AFD 01-02, which is generally known as the ± 317.7 acre "Carter's Grove Agricultural and Forestal District" (the "Application"); and

WHEREAS, at its March 12, 2015, meeting the Agricultural and Forestal District Advisory Committee voted 6-0 to recommend denial of the Application; and

WHEREAS, a public hearing was advertised and held by the Planning Commission (the "Commission") at its April 1, 2015 meeting, pursuant to Section 15.2-4314 of the Code of Virginia, 1950, as amended (the "Virginia Code"), after which the Commission voted 6-0 to recommend approval of the Application; and

WHEREAS, pursuant to Section 15.2-4214 of the Virginia Code a public hearing was advertised and held by the Board of Supervisors; and

WHEREAS, the Board of Supervisors finds that the withdrawal request meets the criteria set forth in the Board of Supervisors' Withdrawal Policy for Agricultural and Forestal Districts, dated September 28, 2010.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby removes ± 1.56 acres owned by the Colonial Williamsburg Foundation, as referenced herein, from the ± 317.7 acres of the Carter's Grove Agricultural and Forestal District.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

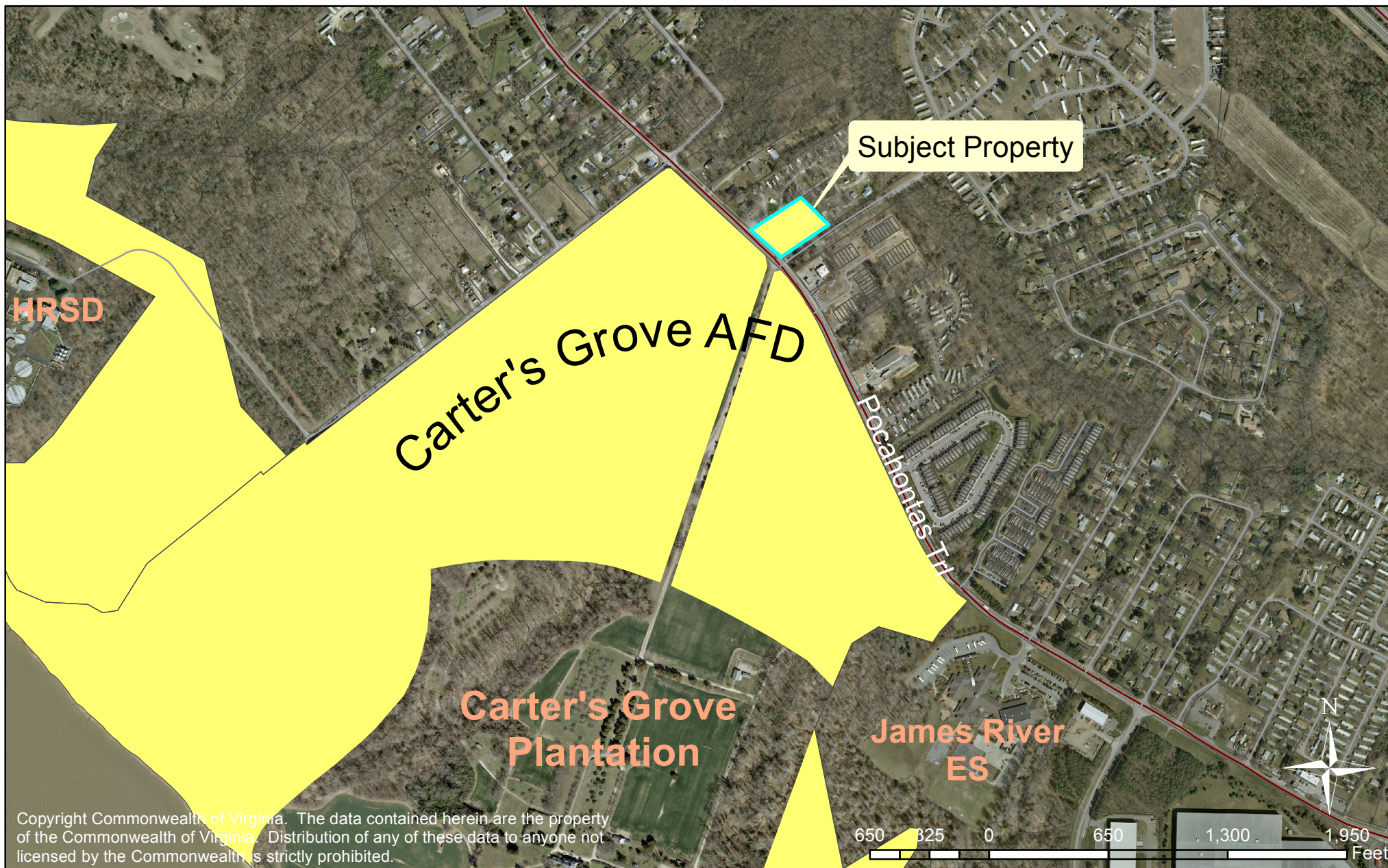
Bryan J. Hill
Clerk to the Board

	VOTES		
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
JONES	_____	_____	_____
MCGLENNON	_____	_____	_____
ONIZUK	_____	_____	_____
KENNEDY	_____	_____	_____
HIPPLE	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 12th day of May, 2015.

AFD01-02-2015CGroveCWWthdrl-res

AFD-01-02-01-2015. Carter's Grove, Colonial Williamsburg Foundation Withdrawal



UNAPPROVED MINUTES OF THE AGRICULTURAL AND FORESTAL ADVISORY COMMITTEE OF THE COUNTY OF JAMES CITY, VIRGINIA, HELD ON THE 12th DAY OF MARCH, TWO THOUSAND AND FIFTEEN, AT 4:00 P.M. AT THE BUILDING A CONFERENCE ROOM, 101 MOUNTS BAY ROAD, WILLIAMSBURG, VIRGINIA.

1. Roll Call:

Members Present

Mr. Hitchens
Mr. Abbott
Mr. Ford
Ms. Smith
Ms. Garrett
Mr. Bradshaw

Also Present

Mr. W. Scott Whyte
Ms. Roberta Sulouff
Mr. Jason Purse

Absent

Mr. Kennedy
Mr. W. Harcum
Mr. P. Harcum
Mr. W. Taylor

2. New Business:

A. Approval of the January 16, 2015 Meeting Minutes

On a vote of 6-0, the minutes of the January 16, 2015 meeting were approved.

C. Case No. AFD-01-02-01-2015, Carter's Grove, Colonial Williamsburg Withdrawal

Mrs. Roberta Sulouff presented the staff report stating that the Colonial Williamsburg Foundation has requested to withdraw a 1.56 acre parcel located at 8766 Pocahontas Trail from the Carter's Grove AFD. Mrs. Sulouff stated that staff recommended that the AFD Advisory Committee recommend denial of the withdrawal request to the Board of Supervisors.

Mr. Ford stated that being in an AFD does not prohibit the parcel from being sold, but the buyer should understand that the parcel is within the AFD.

Mr. Mark Duncan, speaking on behalf of the applicant, Mr. Keith Johnson, stated that there were unforeseeable circumstances involved with the sale of Carter's Grove which prevented the subject property from non being renewed when the District was last considered by the Board of Supervisors in 2014. He stated that Colonial Williamsburg sold the Carter's Grove parcel only one week after the AFD renewal date and that this parcel was not included as part of the sale. He further stated that the 1.56 acres would not affect the size of the AFD and that this parcel

accounts for only one half of one percent of the total District. He stated that no tax relief is associated with this parcel, and that by selling this parcel for a commercial use it would benefit the county with a higher tax rate. He also pointed out that the parcel is located across the street from the existing AFD.

Mr. Abbott stated that there is no tax benefit to the applicant and no real benefit to the County to keep it in the AFD.

Mr. Bradshaw stated that the application does not meet the criteria for withdrawal and that the circumstances were not unforeseen because there is plenty of notice for the withdrawal date and that Colonial Williamsburg should have anticipated these circumstances.

Mr. Abbott asked staff why the notice for renewals went out months before the renewal date.

Mr. Purse explained that staff initiates the renewal process three months ahead of the deadline to allow sufficient time to give property owners notice and to schedule and the Advisory Committee meeting and Planning Commission and Board of Supervisors public hearings prior to the expiration date for the District.

Mr. Abbott asked what the benefit to the County would be for keeping the parcel in the AFD.

Mr. Bradshaw replied that isn't a benefit but these circumstances were not unforeseen and should have been anticipated.

Mr. Purse stated that state code only allows a withdrawal if a property owner is deceased.

Mr. Bradshaw explained that a higher tax rate is not a public benefit and that the committee does not have the authority to withdraw the parcel without the proper criteria.

Mr. Ford stated that if the committee allows a withdrawal for the stated reasons, a precedent will be set that may come back to haunt the county in the future and that being in an AFD does not prohibit a sale.

Mr. Ford made a motion to recommend denial of the withdrawal request.

Mr. Hitchens seconded the motion.

The committee voted 6-0 to recommend denial of the withdrawal request.

The meeting was adjourned at 4:50 p.m.

Ms. Smith, Chair

W. Scott Whyte, Sr. Landscape Planner II

Unapproved Minutes of the April 1, 2015 Planning Commission Meeting

A. Case No AFD-01-02-1-2015, Carter's Grove AFD Withdrawal - Colonial Williamsburg Foundation Withdrawal.

Mr. Krapf stated that he would be recusing himself from this hearing because he is employed by the applicant.

Ms. Roberta Suloff provided the Commission with a presentation on the proposed AFD withdrawal. Ms. Suloff stated that Mr. Keith Johnson has applied to withdraw a 1.56 acre parcel from the Carter's Grove AFD. The parcel in question is zoned B1, Limited Business, and designated Neighborhood Commercial in the Comprehensive Plan. The Williamsburg Foundation owned all three parcels in the Carter's Grove AFD and was in the process of marketing and selling the property in the summer of 2014 while the AFD was being renewed. The applicant did not want to negatively affect the sale by trying to withdraw the property during that timeframe. The Board of Supervisors has specific criteria for withdrawing any property outside of the renewal process. At the March 6 AFD meeting the AFD Committee voted 6-0 to recommend denial of this application.

Mr. George Drummond inquired if the surrounding property was residential.

Ms. Suloff stated that the majority of the properties surrounding the parcel in question is residential however there is one parcel that is zoned Limited Business.

Mr. Drummond stated that this property based on its present zoning does not fit in.

Ms. Suloff stated that she could not speak to the intention of the surrounding property but it is not unusual for commercial or residential properties to be within the AFD.

Mr. Drummond asked what suitable purpose the land could serve remaining in the AFD.

Ms. Suloff stated that the State code would say that lands inside an AFD are valued as natural and ecological resources and provide essential open spaces, clean airshed, watershed protection, wildlife habitat as well as aesthetic purposes. Ms. Suloff stated that this property was included historically to protect the view-shed of Carter's Grove Plantation.

Mr. Drummond stated that he is unsure of the purpose it could serve other than being put into a commercial or residential district.

Ms. Suloff stated that staff's review of the withdrawal is very limited in that staff must make their determination based off of the four criteria in the Board of Supervisor Resloution.

Mr. Richardson inquired how much advanced notice is given to the applicant for the renewal date for the AFD.

Ms. Suloff stated that the letter this year was issued on June 9, 2014 and the withdrawal was completed in early September.

Ms. Bledsoe called for disclosures from the Commissioners and stated that she had a discussion with Mr. Mark Duncan from Colonial Williamsburg.

Mr. Drummond stated that he talked with Mr. Keith Johnson.

Mr. Basic stated that he spoke with Mr. Duncan on Monday.

Ms. Bledsoe opened the public hearing.

Mr. Keith Johnson, Colonial Williamsburg Foundation, stated that he represents the applicant. Mr. Johnson presented his argument for withdrawal of the parcel from the AFD. Mr. Johnson stated that there was a change in situation in the sale of the other parcels that make up the AFD, it could serve a public good in fulfilling a service in the area that is not currently available, the parcel would not detrimentally affect the size of the AFD to come below the size limitations, and the property has not received a reduction in property taxes since 2008.

Mr. Richardson stated that Mr. Johnson had answered the majority of his questions. Mr. Richardson asked Mr. Johnson to clarify where in the process Colonial Williamsburg Foundation was when the AFD renewal was taking place.

Mr. Johnson stated that Colonial Williamsburg Foundation was in the middle of the sale process and eight days after the renewal process completed the sale was made final.

Mr. Drummond stated that he would be in favor of recommending approval of the withdrawal.

Ms. Bledsoe stated that if from 2009 on there was no tax relief and there was the option to withdraw the parcel in 2014, what was the motivation to keep the parcel in the AFD when the parcel could have been put up for commercial sale?

Mr. Johnson stated that there was a possibility that the new owner would want all of the land in the AFD for the view-shed protection.

Ms. Bledsoe stated that basically the time periods overlapped each other.

Mr. Chris Henderson, 101 Keystone, stated that he supports the applicant in wanting to remove the parcel from the AFD. Mr. Henderson stated that he thinks it will present a significant opportunity for the community to create an additional community asset.

As no one else wished to speak, Ms. Bledsoe closed the public comment.

Mr. Richardson stated that the AFD Committee was adamant about not setting a precedent for AFD withdrawals outside of the renewal process. Mr. Richardson stated that based on the criteria for withdrawal the AFD Committee had questions about increased taxes being a public benefit but the applicant did a fair job of explaining their case in terms of justification for withdrawal. Mr. Richardson also stated that the Board of Supervisors resolution for the AFD renewal stated that the Board of Supervisor may also use other materials it deems appropriate to evaluate the individual case. Mr. Richardson stated that he would recommend approval of the application so the Board of Supervisors can make their consideration.

Mr. Wright stated that in the staff report it states that there would be no harm to the AFD district if the parcel was removed and the applicant is not requesting a change in the land use designation. Mr. Wright stated that he would recommend approval of the application for withdrawal from the AFD.

Mr. Drummond moved to recommend approval.

On a roll call vote, the Planning Commission recommend approval of AFD-01-02-1-2015 withdrawal, by a vote of 7-0.



The Colonial Williamsburg Foundation

"THAT THE FUTURE MAY LEARN FROM THE PAST"

January 30, 2015

Mr. Paul Holt, III, Planning Director
Planning Division
James City County
101-A Mounts Bay Road
Williamsburg, VA 23185

Re: Withdrawal of Property from the Carter's Grove AFD (AFD-01-02)

Dear Mr. Holt:

The Colonial Williamsburg Foundation seeks to withdraw its 1.56 acre undeveloped parcel at 8766 Pocahontas Trail (parcel ID # 5910100021) from the Carter's Grove AFD. In accordance with James City County's Policy Governing the Withdrawal of Property from Agricultural and Forestal Districts, I submit this letter in support of this request.

The Carter's Grove AFD renewed in 2014 and is not due to be considered again until before it expires on October 31, 2018. Last summer, when the AFD was being considered for renewal, Colonial Williamsburg was actively marketing Carter's Grove Plantation. At that time, we decided not to make any changes to the district because we did not want to do anything that might negatively affect its transfer to a new owner. In the end, we sold Carter's Grove on September 17, 2014. The AFD was renewed a week earlier at the September 9, 2014 Board of Supervisor's Meeting, so we missed our opportunity to remove Parcel 5910100021 from the district while it was under review.

Parcel 5910100021 is zoned LB and is separated from the rest of the Carter's Grove AFD land by Route 60. Colonial Williamsburg wants to unencumber the parcel so that it can be marketed and sold for commercial use. Please contact me if you have any questions or need any additional information.

Sincerely,

Keith Johnson
Director, Property Management
(757) 220-7353
kjohnson@cwf.org

RESOLUTION

POLICY GOVERNING THE WITHDRAWALS OF PROPERTY FROM AGRICULTURAL

AND FORESTAL DISTRICTS (AFDs)

WHEREAS, the Board of Supervisors has determined that Agricultural and Forestal Districts (AFDs) are a valuable tool to help protect the agricultural and forestal lands and industry in James City County; and

WHEREAS, premature withdrawals of land from the Districts is contrary to the intent of the Board in allowing the establishment of these Districts.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby establishes the following policy relating to the withdrawal of lands from AFDs during the terms of those Districts. This policy in no way supersedes the provisions for withdrawal by right under Sections 15.2-4311 or 15.2-4314D of the Code of Virginia.

1. It is the policy of the Board of Supervisors to discourage the withdrawal of properties from AFDs during the terms of those districts.
2. The criteria for withdrawal during the terms of the districts are as follows:

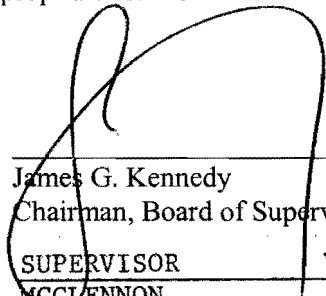
In order to establish "good and reasonable cause," a landowner requesting to withdraw property from an AFD must submit written information to demonstrate compliance with the following criteria:

- A. The request is caused by a change in circumstances that could not have been anticipated at the time application was made for inclusion in the district.
- B. The request would serve a public purpose, as opposed to the proprietary interest of the landowner that could not otherwise be realized upon expiration of the AFD.
- C. The request would not cause damage or disruption to the existing district.
- D. If the request for withdrawal is in conjunction with a proposal to convert the land use of a property to a different use than is currently in place on the property, the new land use would be in conformance with the Comprehensive Plan.

The Board shall weigh each of the above criteria in its deliberation, but may also use whatever other criteria as it deems appropriate for the individual case.

ATTEST:


Robert C. Middaugh
Clerk to the Board


James G. Kennedy
Chairman, Board of Supervisors

SUPERVISOR	VOTE
MCCLENNON	AYE
GOODSON	AYE
ICENHOUR	AYE
JONES	AYE
KENNEDY	AYE

Adopted by the Board of Supervisors of James City County, Virginia, this 28th day of September, 2010.

**Agricultural and Forestal District-01-02-1-2014. Carter's Grove AFD Renewal
Staff Report for the September 9, 2014, Board of Supervisors Public Hearing**

This staff report is prepared by the James City County Planning Division to provide information to the Planning Commission and Board of Supervisors to assist them in making a recommendation on this application. It may be useful to members of the general public interested in this application.

PUBLIC HEARINGS

AFD Advisory Committee:
Planning Commission:
Board of Supervisors:

Building F Board Room: County Government Complex

July 7, 2014, 4:00 p.m. (Human Services Building)
August 6, 2014, 7:00 p.m.
September 9, 2014, 7:00 p.m.

SUMMARY FACTS

<u>Owners:</u>	<u>Parcel Number</u>	<u>Acres</u>
Carter's Grove, LLC	5820100002.....	76.10
Carter's Grove, LLC	5910100030.....	240.04
Colonial Williamsburg Foundation	5910100021.....	1.56

TOTAL ACRES.....317.70

Zoning: R-8, Rural Residential, R-2, General Residential and LB, Limited Business

Comprehensive Plan: Park, Public, Semi-Public Open Space; Federal, State, County Land; Conservation Area; and Neighborhood Commercial

Primary Service Area: Inside

Staff Contact: Luke Vinsiguerre Phone: 253-6783

STAFF RECOMMENDATION

Staff finds this Agricultural and Forestal District (AFD) consistent with the surrounding zoning and consistent with the goals of the Comprehensive Plan. Staff recommends the Board of Supervisors renew the Carter's Grove AFD for a period of four years, subject to the conditions listed in the attached resolution.

PLANNING COMMISSION RECOMMENDATION

At its August 6, 2014, meeting, the Planning Commission recommended the continuation of the District by a vote of 6-0 (Richardson absent).

AFD ADVISORY COMMITTEE RECOMMENDATION

At its July 7, 2014, meeting, the AFD Advisory Committee voted 8-0 to recommend the continuation of the District to the Planning Commission and Board of Supervisors.

Proposed Changes Made Since the Planning Commission Meeting

None.

SUMMARY

As required by State Code, the County must review all established AFDs prior to their expiration. During this review, districts must be continued, modified, or terminated. This report will review AFD-1-02, Carter's Grove, which is scheduled to expire October 31, 2014.

Staff is attempting to synchronize the expiration dates of all districts. As part of the 2014 renewal process, staff is recommending a term of four years, making the expiration date October 31, 2018.

DISTRICT HISTORY

The Carter's Grove AFD District was created by the Board of Supervisors on October 8, 2002, for a term of four years. During the 2006 renewal, Colonial Williamsburg removed a portion of land totaling approximately 2.26 acres. The area encompasses the 1,650-foot-long entrance road to Carter's Grove Plantation and would allow the flexibility for future widening. In 2007, the parcel that the mansion is located on was combined with the surrounding parcel. The entire area of the previously delineated parcel, along with the aforementioned entrance road, is not included in the Carter's Grove AFD.

The District includes land on the above properties as previously described with the exception of all land within 25 feet of arterial road rights-of-way, land within the Colonial Pipeline and HRSD easements, and land within ten feet adjacent to both sides of the HRSD easement. That property has been excluded from the District to allow for possible road and/or drainage improvements and expansion.

The Carter's Grove AFD consists of approximately 317.7 acres located generally between the James River, Ron Springs Road, and south of Pocahontas Trail (Route 60). One parcel containing 1.5 acres is located north of Pocahontas Trail. The main two parcels surround the Carter's Grove Plantation and the Hampton Roads Sanitation District (HRSD) sewer station and are west of the James River Commerce Center.

ANALYSIS

The property included in this District is wooded or cleared pasture and does not include the Carter's Grove Plantation House and Visitor Center. The District also has direct frontage on the James River and contains some marshland that drains directly into the James River.

The entire District lies within the Primary Service Area and property within the District is zoned R-2, General Residential, R-8, Rural Residential, and LB, Limited Business. The majority of the property is designated Park, Public, Semi-Public Open Space; Federal, State, County Land; or as a Conservation Area on the 2009 James City County Comprehensive Plan Land Use Map. One parcel is designated Neighborhood Commercial. The locations of parcels within the District provide natural buffers surrounding the HRSD sewer station and the Carter's Grove Plantation historical site and help to preserve the natural, wooded, and rural character of that area of the County. The continuation of this AFD will help to ensure that some property in the predominantly urban southern end of the County remains in forestal and/or agricultural uses for the duration of the District.

REQUEST NOT TO CONTINUE IN THE AFD

No property owner has requested to not continue their participation in the AFD.

ADDITIONS

No property owner has requested land be added to the District during this renewal period.

CHANGE IN CONDITIONS

Staff is recommending a revision to Condition No. 2 to correct language that references the Board of Supervisor's policy pertaining to Withdrawal of Lands from Agricultural and Forestal Districts to refer to the most recent policy adopted in 2010. The proposed change is as follows:

~~"No land outside the Primary Service Area (PSA) and within the Agricultural and Forestal District may be rezoned and no application for such rezoning shall be filed earlier than six months prior to the expiration of the District. Land outside the PSA, and within the Agricultural and Forestal District, may be withdrawn from the District in accordance with the Board of Supervisors' policy pertaining to Withdrawal of Lands from Agricultural and Forestal Districts Outside the Primary Service Area, adopted September 24, 1996, as amended. Land inside the PSA, and within the Agricultural and Forestal District, may be withdrawn from the District in accordance with the Board of Supervisors' policy pertaining to Withdrawal of Lands from Agricultural and Forestal Districts Within the Primary Service Area, adopted September 24, 1996, as amended."~~

No land outside the Primary Service Area and within the AFD may be rezoned and no application for such rezoning shall be filed earlier than six months prior to the expiration of the District. Land within the AFD may be withdrawn from the District in accordance with the Board of Supervisors' Policy Governing the Withdrawals of Property from AFDs, adopted September 28, 2010, as amended.

STAFF RECOMMENDATION:

Staff finds this AFD consistent with the surrounding zoning and consistent with the goals of the Comprehensive Plan. At its August 6, 2014, meeting, the Planning Commission voted to recommend the continuation of the District by a vote of 6-0 (Richardson absent). At its July 7, 2014, meeting, the AFD Advisory Committee voted to recommend the continuation of the District to the Planning Commission and Board of Supervisors by a vote of 8-0. Staff recommends the Board of Supervisors renew the Carter's Grove AFD for a period of four years, subject to the conditions listed in the attached resolution.


Luke Vinciguerra

CONCUR:


Allen J. Murphy, Jr.

LV/gb
AFD01-02-1-14Carter'sGrove

ATTACHMENTS:

1. Ordinance
2. Location Map
3. Existing ordinances and conditions, dated September 28, 2010
4. Approved minutes of the July 7, 2014, AFD Advisory Committee meeting (under separate cover)
5. Unapproved minutes of the August 6, 2014, Planning Commission meeting (under separate cover)

ADOPTED

SEP 09 2014

ORDINANCE NO. 197A-3

**Board of Supervisors
James City County, VA**

AGRICULTURAL AND FORESTAL DISTRICT-01-02

CARTER'S GROVE 2014 RENEWAL

WHEREAS, James City County has completed a review of the Carter's Grove Agricultural and Forestal District; and

WHEREAS, in accordance with Section 15.2-4311 of the Code of Virginia, 1950, as amended (the "Virginia Code") property owners have been notified, public notices have been filed, public hearings have been advertised, and public hearings have been held on the continuation of the Croaker Agricultural and Forestal District; and

WHEREAS, the Agricultural and Forestal District Advisory Committee at its meeting on July 7, 2014, voted 8-0 to recommend renewal of the district; and

WHEREAS, the Planning Commission following its public hearing on August 6, 2014, concurred with the recommendation of staff and the AFD Advisory Committee and voted 6-0 to recommend renewal of the district with the conditions listed below.

NOW, THEREFORE, BE IT ORDAINED, by the Board of Supervisors of James City County, Virginia, that:

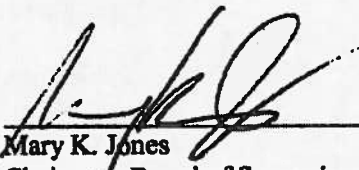
1. The Carter's Grove Agricultural and Forestal District is hereby continued to October 31, 2018, in accordance with the provisions of the Virginia Agricultural and Forestal District Act, Virginia Code Section 15.2-4300 et. seq.
2. That the district shall include the following parcels, provided, however, that all land within 25 feet of road rights-of-way is excluded from the district:

<u>Owner</u>	<u>Parcel No.</u>	<u>Acres</u>
Carter's Grove, LLC	5820100002	76.10
Carter's Grove, LLC	5910100030	240.04
Colonial Williamsburg Foundation	5910100021	<u>1.56</u>
	Total:	<u>317.70</u>

3. That pursuant to the Virginia Code, Section 15.2-4312 and 15.2-4313, the Board of Supervisors requires that no parcel in the Carter's Grove Agricultural and Forestal District be developed to a more intensive use without prior approval of the Board of Supervisors. Specifically, the following restrictions shall apply:
 - a. The subdivision of land is limited to 25 acres or more, except where the Board of Supervisors authorizes smaller lots to be created for residential use by members of the owner's immediate family, as defined in the James City County Subdivision

Ordinance. Parcels of up to five acres, including necessary access roads, may be subdivided for the siting of Wireless Communications Facilities (WCF), provided: a) the subdivision does not result in the total acreage of the District to drop below 200 acres; and b) the subdivision does not result in a remnant parcel of less than 25 acres.

- b. No land outside the Primary Service Area and within the AFD may be rezoned and no application for such rezoning shall be filed earlier than six months prior to the expiration of the District. Land within the AFD may be withdrawn from the District in accordance with the Board of Supervisors' Policy Governing the Withdrawal of Properties from AFDs, adopted September 28, 2010.
- c. No special use permit shall be issued except for agricultural, forestal, or other activities and uses consistent with Virginia Code, Section 15.2-4301 et. seq., which are not in conflict with the policies of this District. The Board of Supervisors, at its discretion, may issue special use permits for wireless communications facilities on AFD properties which are in accordance with the County's policies and ordinances regulating such facilities.


Mary K. Jones
Chairman, Board of Supervisors

ATTEST:


Bryan J. Hill
Clerk to the Board

	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
KENNEDY	<u>X</u>	___	___
JONES	<u>X</u>	___	___
MCGLENNON	<u>X</u>	___	___
ONIZUK	<u>X</u>	___	___
HIPPLE	<u>X</u>	___	___

Adopted by the Board of Supervisors of James City County, Virginia, this 9th day of September, 2014.

AFD01-02-1-14CartersGrove-res

ITEM SUMMARY

DATE: 5/12/2015

TO: Board of Supervisors

FROM: Ellen Cook, Senior Planner II

SUBJECT: Case No. Z-0009-2014 Stonehouse Traffic Proffer Amendment

The proffer amendment request submitted by GS Stonehouse proposes to amend two proffers: the Transportation Improvements proffer and the Economic Development proffer.

The request does not ask to change the existing master plan or any of the other proffers such as those dealing with density, the community association, public use sites, or any others.

ATTACHMENTS:

	Description	Type
▢	Staff Report	Staff Report
▢	Resolution	Resolution
▢	Location Map	Exhibit
▢	Planning Commission Minutes April 1, 2015	Backup Material
▢	Parcel Numbers	Backup Material
▢	Proffers	Backup Material
▢	Transportation Impact Study	Backup Material
▢	Phasing Exhibit	Backup Material
▢	Mount Laurel Road Exhibit	Backup Material
▢	Preliminary Master Plan for Tracts 2 and 3	Backup Material

REVIEWERS:

Department	Reviewer	Action	Date
Planning	Holt, Paul	Approved	4/23/2015 - 4:38 PM
Development Management	Murphy, Allen	Approved	4/24/2015 - 8:33 AM
Publication Management	Burcham, Nan	Approved	4/24/2015 - 8:46 AM
Board Secretary		Approved	4/30/2015 - 8:45 AM
Board Secretary		Approved	4/30/2015 - 12:47 PM

Board Secretary

Fellows, Teresa

Approved

5/4/2015 - 9:36 AM

REZONING-0009-2014. Stonehouse Traffic Proffer Amendment
Staff Report for the May 12, 2015, Board of Supervisors Public Hearing

This staff report is prepared by the James City County Planning Division to provide information to the Planning Commission and Board of Supervisors to assist them in making a recommendation on this application. It may be useful to members of the general public interested in this application.

PUBLIC HEARINGS

Building F Board Room; County Government Complex
Planning Commission: March 4, 2015, 7:00 p.m. (deferred by applicant)
April 1, 2015, 7:00 p.m.
Board of Supervisors: May 12, 2015, 6:30 p.m.

SUMMARY FACTS

Applicant: Mr. Vernon M. Geddy, III

Land Owner: GS Stonehouse Green Land Sub LLC, GS Stonehouse Green Land Sub 2 LLC, and GS Stonehouse Green Land Sub 3 LLC

Proposal: Amend the proffers to change the phasing of the traffic improvements and to revise language related to the improvement of Mt. Laurel Road

Location: The portion of the Stonehouse Planned Unit Development currently owned or successors in ownership to GS Stonehouse Green Land Sub

Parcel No.: See attached list

Parcel Size: Approximately 4,639 acres

Existing Zoning: PUD, Planned Unit Development, with proffers

Proposed Zoning: PUD, Planned Unit Development, with amended proffers

Comprehensive Plan: Mixed Use, Low Density Residential, Conservation Area

Primary Service Area: Inside

STAFF RECOMMENDATION

Staff finds that the request maintains adequate levels of service on the affected roadways and is consistent with the Comprehensive Plan. Staff recommends the Board of Supervisors approve this application and accept the voluntary proffers.

Staff Contact: Ellen Cook Phone: 253-6693

PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommended approval of this rezoning application and acceptance of the voluntary proffers at its April 1, 2015 meeting, by a vote of 7-0.

Changes Made Since the Planning Commission Meeting

Minor clarifications and grammatical corrections were made to the proffer set.

Proffers: Proffers are signed and submitted in accordance with the James City County Proffer Policy.

PROJECT DESCRIPTION

The Stonehouse Planned Unit Development was originally approved in November 1991 as a mixed residential/commercial community with a proposed reservoir. Since the original approval, a number of changes have been made including a number of minor proffer amendments between 1991 and 1994, the removal of language pertaining to the Ware Creek Reservoir after permitting did not succeed in 1995, and a rezoning in 1999 that incorporated a 75-acre tract into the development. The existing development in Stonehouse, including the golf course and neighborhoods on Mill Pond Run and the Stonehouse Glen neighborhood on Fieldstone Parkway, was developed over the years by several corporations including Stonehouse Development Corporation and Stonehouse at Williamsburg. In 2006, the majority of the undeveloped land was sold to GS Stonehouse Greenland Sub, LLC (“GS Stonehouse”). In 2007, GS Stonehouse received approval for comprehensive changes for this remaining land, thoroughly revising both the master plan and proffers. The 2007 case was the last major legislative case to be approved. The area that was not owned by GS Stonehouse in 2007 has continued forward under the 1999 proffers, while the land owned by GS Stonehouse has continued forward under the 2007 master plan and proffers.

The current proffer amendment request submitted by GS Stonehouse proposes to amend two proffers, the Transportation Improvements proffer and the Economic Development proffer. The request does not ask to change the existing master plan or any of the other proffers such as those dealing with density, the community association, public use sites, or any others.

Transportation Improvement Proffer

With regard to the Transportation Improvements proffer, the request is to revise the phasing of the transportation improvements. In explaining this request, the applicant indicated that ongoing real estate market conditions have resulted in the need to reevaluate the development phasing plan that was envisioned at the time the proffers were adopted in 2007. Specifically, the applicant wishes to focus on developing the remaining Land Bays/Tracts along Fieldstone Parkway and Mill Pond Run (proposed Phase 1), and on the Six Mount Zion and Mount Laurel Road corridor (proposed Phase 2), and hold off on developing the eastern and northern portions of the property (proposed Phases 3 and 4). In 2007, there was an expectation that the Phase 3 and Phase 4 areas would have been developed earlier in the overall development process, and this portion of the development was planned to be served by a major new internal road (the “Bridge Road”) which would cross over I-64 on the way to a new intersection with Route 30. In concert with revising development phasing, the applicant wishes to re-sequence the transportation improvements to initially focus on the improvements needed to adequately serve Phases 1 and 2, while holding off on improvements (including the Bridge Road) that will be needed to adequately serve traffic generated by development in Phases 3 and 4. Staff would note that the proposed Phases 1 and 2 do include the proffered school site (along Six Mount Zion Road), as well as the major commercial/industrial Tracts along Mount Laurel Road. The applicant submitted a traffic study to demonstrate that adequate levels of service could be maintained with the traffic from Phases 1 and 2, with the proposed re-sequence. More detail about the 2007 proffer language and the proposed proffer language is as follows:

2007 Traffic Improvement Proffers. The 2007 proffers listed the traffic improvements as a set of three levels (Initial, Level 1, Level 2) that would be triggered at certain traffic count volumes at the Stonehouse entrances (or for some specific turn lane improvement, counts of that movement). The improvements would be built when these traffic count thresholds were met. The traffic counts are updated annually and the proffers make provisions for beginning design plans and construction in advance of reaching the actual trigger thresholds. As noted above, the applicant proposed to build the new Bridge Road (and associated items) in the first set of transportation improvements; the next transportation level was projected to arrive at approximately halfway through development, and the third set at approximately 65 percent of development. (To date, the traffic count thresholds that would spur the “Initial” level set of transportation improvements has not been reached.) Finally, the 2007 proffer set includes provisions for a required updated traffic study at a specified time of development.

Proposed 2015 Traffic Improvement Proffers. The proposed proffers re-sequence the existing improvements in their original form, with the exception that one improvement is added (a second right-turn lane on LaGrange Parkway). The traffic study submitted by the applicant indicates that, with the improvements listed for Phase 1 and 2 below, all external intersections and movements are anticipated to operate at a Level of Service (LOS) C or better. The applicant desires to determine the triggers for the remaining improvements needed for Phases 3 and 4 by providing an updated traffic study to the County that specifies this information prior to any development occurring in Phases 3 and 4. Based on the currently adopted Master Plan, the overall maximum number of permitted dwelling units is 3,646 and each individual tract is designated with a minimum-maximum range of units; with this proffer, there would be 900 (minimum) – 3,646 (maximum) units that the applicant could not build until the traffic study put in place the triggers for the other improvements.

Transportation Improvements – External Roads	Proposed Phasing	Trigger
Second westbound left-turn lane on Fieldstone at Rt. 30	Phase 1 *	LOS D/300 vehicles per hour completing the movement, after signal is installed
Signal at Rt. 30 and Fieldstone	Phase 1 *	When Virginia Department of Transportation (VDOT) warrants are met/VDOT approves
Signal at Rt. 30 and I-64 westbound off-ramp	Phase 1 *	When VDOT warrants are met/VDOT approves
Second southbound left-turn lane on Rt. 30 at LaGrange	Phase 1 *	LOS D/300 vehicles per hour completing the movement, after signal is installed
Second northbound right-turn lane on LaGrange Parkway at Rt. 30	Phase 1 *	LOS D/500 vehicles per hour completing the movement, after signal is installed
Signal at Rt. 30 and LaGrange	Phase 1 *	When VDOT warrants are met/VDOT approves
Second westbound left on LaGrange Parkway at Rt. 30	Phase 2 **	LOS D/300 vehicles per hour completing the movement, after signal is installed
Second northbound left on Rt. 30 at the I-64 westbound on-ramp with corresponding widening of the receiving lane on the ramp	Phase 2 **	LOS D/300 vehicles per hour completing the movement, after signal is installed
Second westbound left on I-64 westbound off-ramp at Rt. 30	Phase 2 **	LOS D/300 vehicles per hour completing the movement, after signal is installed
Four-lane Bridge Road connecting Property to Rt. 30. Includes specific Bridge Road and Rt. 30 intersection configuration and traffic signal	Phases 3 and 4	Exact trigger would be determined following the traffic study proffered in 3.4(b)
Widen Rt. 30 from two to four lanes between the Bridge Road and Rt. 30/Croaker intersection	Phases 3 and 4	Exact trigger would be determined following the traffic study proffered in 3.4(b)
At Rt. 30/755 intersection with Croaker, add dual left-turn lanes and a channelized right to eastbound approach to Croaker	Phases 3 and 4	Exact trigger would be determined following the traffic study proffered in 3.4(b)
Signal at intersection of eastbound I-64 off-ramp at Rt. 30	Phases 3 and 4	Exact trigger would be determined following the traffic study proffered in 3.4(b)
Install an exclusive left-turn lane, a dual left/thru and an exclusive right-turn lane on the southbound Croaker approach to Richmond Road	Phases 3 and 4	Exact trigger would be determined following the traffic study proffered in 3.4(b)
Install second left-turn lane and separated right-turn lane to the northbound Croaker approach to Rt. 30/755	Phases 3 and 4	Exact trigger would be determined following the traffic study proffered in 3.4(b)
Add a left- and right-turn lane and second thru lane to Westbound Rt. 755 approach to Croaker	Phases 3 and 4	Exact trigger would be determined following the traffic study proffered in 3.4(b)
Extend by 200 feet the length of the on-ramp to Eastbound I-64 at Croaker interchange from northbound Croaker	Phases 3 and 4	Exact trigger would be determined following the traffic study proffered in 3.4(b)
Add second left to eastbound Rt. 30 approach to Bridge Road	Phases 3 and 4	Exact trigger would be determined following the traffic study proffered in 3.4(b)

* Per the proffers, once the trigger is met, the County would not be obligated to grant development approvals for any additional development on the property until the requirement is satisfied.

** Per the proffers, once the trigger is met, the County would not be obligated to grant development approvals for any development on the property located in Phase 2 unless the requirements are satisfied.

Internal Road and Intersection Improvements. In addition to the road improvements listed above, the applicant continues to provide proffers for improvements for the roads internal to the development, including Six Mount Zion/LaGrange Parkway and Mount Laurel Road. Compared with the 2007 proffers, there is a difference in that the proffered widening of LaGrange would be only one additional lane (southbound) versus two additional lanes; note that the updated traffic study in the future would verify the adequacy of this road with three lanes. In addition, there is a difference in that the proffers now provide specific timeframes for improving phases of LaGrange/Six Mount Zion - the most important element of this proffer for the County is the consideration that the road will be improved at the time the school(s) would be built on the proffered school site. Finally, there is also a difference in that the proffers allow for a Roundabout to be substituted for the improvements at the Fieldstone Parkway/LaGrange intersection, if approved by VDOT. With the improvements listed below, all intersections and movements are anticipated to operate at LOS C or better.

Transportation Improvements – Internal Roads	Trigger
A right on Fieldstone at LaGrange, and a left on LaGrange at Fieldstone (OR a Roundabout)	When VDOT turn lane warrants are met, as shown in the Annual Counts
Signal at LaGrange/Fieldstone (OR a Roundabout)	When VDOT warrants are met
A second left on LaGrange at Fieldstone (OR a Roundabout)	LOS D/300 vehicles per hour completing the movement, after signal is installed
A left and a right on LaGrange at Mt. Laurel, and a right and left on Mt. Laurel at LaGrange	When VDOT turn lane warrants are met, as shown in the Annual Counts
Signal at LaGrange/Mt. Laurel	When VDOT warrants are met
A second left on Mt. Laurel at LaGrange. Concurrently, widen LaGrange from 2 to 3 lanes (one additional southbound lane) from Mt. Laurel south to the existing 4-lane section	LOS D/300 vehicles per hour completing the movement, after signal is installed
Improve LaGrange in three phases to meet VDOT standards	For the first phase up to the expected school site entrance the trigger is related to conveyance of the land to the County and school site plan approval. For the second and third phases, the triggers are related to specified number of building permits in Tracts 2 and 3
An left on Fieldstone at LaGrange, and a right on LaGrange at Fieldstone	Exact trigger would be determined following the traffic study proffered in 3.4(b)
Extend the four lane section of the Bridge Road from Rt.30 to Ware Creek Road	Exact trigger would be determined following the traffic study proffered in 3.4(b)

Other Transportation Provisions. Another element of the proffer language that is important to note is the commitment in Proffer 3.10 to disconnect Ware Creek Road west of its intersection with Mt. Laurel Road (this is internal to the land owned by Stonehouse) or otherwise discourage the use of Ware Creek Road. This commitment is designed to minimize traffic from the Stonehouse development using Ware Creek Road to the east of the property in the interim before the Bridge Road is constructed. Ware Creek Road is a rural road that is not adequate for an increase in traffic volumes. In addition to addressing this issue, the proposed proffers carry over various other transportation-related provisions that cover building the improvements to VDOT standards (including inclusion of signal coordination equipment for the traffic signals) and submission of documentation and coordination with the Federal Highway Administration for the modifications to the I-64 interchanges.

Traffic Counts and Projected Traffic Volume. Information from the James City County/Williamsburg/York County Comprehensive Transportation Study (2012) and the 2009 Comprehensive Plan is presented below:

Facility	From	To	Most Recent Weekday Volume	2034 Weekday Volume	2010 PM Peak Hour LOS	2034 PM Peak Hour LOS	2009 Comp Plan
Barhamsville Rd (Rt. 30)	I-64	Rt. 60	9,423	29,000	A-C	A-C	Listed as "OK"
Old Stage Rd (Rt. 30)	New Kent CL	Barnes Rd (Rt. 601 S)	9,512	12,000	D	E	Listed as "OK"
Old Stage Rd (Rt. 30)	Barnes Rd (Rt. 601 S)	I-64	9,512	26,000	A-C	A-C	Listed as "OK"

Planning Staff and VDOT Comments: Planning staff is comfortable with the traffic study and proffer language as proposed since the roadways and intersections are anticipated to operate at LOS C or better with the proposed improvements. VDOT has provided a letter stating that in general, they found the traffic study compliant with their regulations and concurred with the projected trip generation.

Economic Development Proffer

With regard to the Economic Development proffer, the revisions are to subsection (a) which lays out commitments for improvement of Mount Laurel Road to serve Tracts 11A and 11B, which are the major commercial tracts in the development. The 2007 proffers included a commitment to submit design plans for the improvement of Mount Laurel Road to meet VDOT subdivision street standards within 12 months of approval of the rezoning, and the commitment to construct the improvements within 18 months of approval of the design plans. While the applicant had submitted plans within 12 months of the rezoning, the plans have not yet been pursued to completion. The applicant has indicated that they would prefer to have the trigger linked to an imminent use of Tract 11A and 11B. The applicant has proposed proffer language that specifies improvement of the road in three phases: (i) from its intersection with LaGrange to the Tract 11A entrance, (ii) from Tract 11A entrance to Tract 11B entrance, and (iii) from the Tract 11B entrance to the future intersection with the Bridge Road. The triggers for constructing phases (i) and (ii) are related to site plan approval and commencement of construction for any commercial development on Tracts 11A and 11B, respectively.

Staff Comments: Staff is comfortable with the language as proposed which should help ensure that the road infrastructure is ready for the initial industrial/commercial uses on the Tracts, as well as the uses that follow.

COMPREHENSIVE PLAN

The Stonehouse Planned Unit Development area is designated Low Density Residential, Conservation Area, and as a portion of the Stonehouse Mixed Use area on the 2009 Comprehensive Plan. Maintaining acceptable LOS on area roadways is an important factor noted in both the residential development standards and the Stonehouse Mixed Use area description language. Based on the analysis submitted, staff finds that this would be achieved with the proffered improvements.

RECOMMENDATION

Staff finds that the request maintains adequate LOS on the affected roadways and is consistent with the Comprehensive Plan. Staff recommends the Board of Supervisors approve this application and accept the voluntary proffers.

EC/nb
Z-09-2014StnehouseTrafAmnd

Attachments:

1. Resolution
2. Location Map
3. Unapproved Planning Commission Minutes from April 1, 2015
4. Parcel Numbers
5. Proposed Proffers
6. Transportation Impact Study
7. Phasing Exhibit
8. Mt. Laurel Road Exhibit
9. Preliminary Master Plan for Tracts 2 and 3

RESOLUTION

CASE NO. Z-0009-2014. STONEHOUSE TRAFFIC PROFFER AMENDMENT

- WHEREAS, the Stonehouse Planned Unit Development was established in 1991, at which time a master plan and proffers were adopted by the Board of Supervisors; and
- WHEREAS, the portion of the Stonehouse Planned Unit Development owned by GS Stonehouse Green Land Sub, LLC was the subject of a significant master plan and proffer amendment which was approved by the Board of Supervisors on January 22, 2008; and
- WHEREAS, in accordance with § 15.2-2204 of the Code of Virginia, and § 24-13 of the James City County Zoning Ordinance, a public hearing was advertised, adjoining property owners notified, and a hearing scheduled on Zoning Case No. Z-0009-2014, to amend the transportation and economic development proffers from the set previously approved on January 22, 2008; and
- WHEREAS, following a public hearing at the Planning Commission meeting on April 1, 2015, a motion to approve this application and accept the voluntary proffers was approved by a vote of 7-0; and
- WHEREAS, the Board of Supervisors of James City County, Virginia, finds this use to be consistent with the 2009 Comprehensive Plan Use Map designation for this Property.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, does hereby approve Case No. Z-0009-2014 and accept the voluntary proffers.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Bryan J. Hill
Clerk to the Board

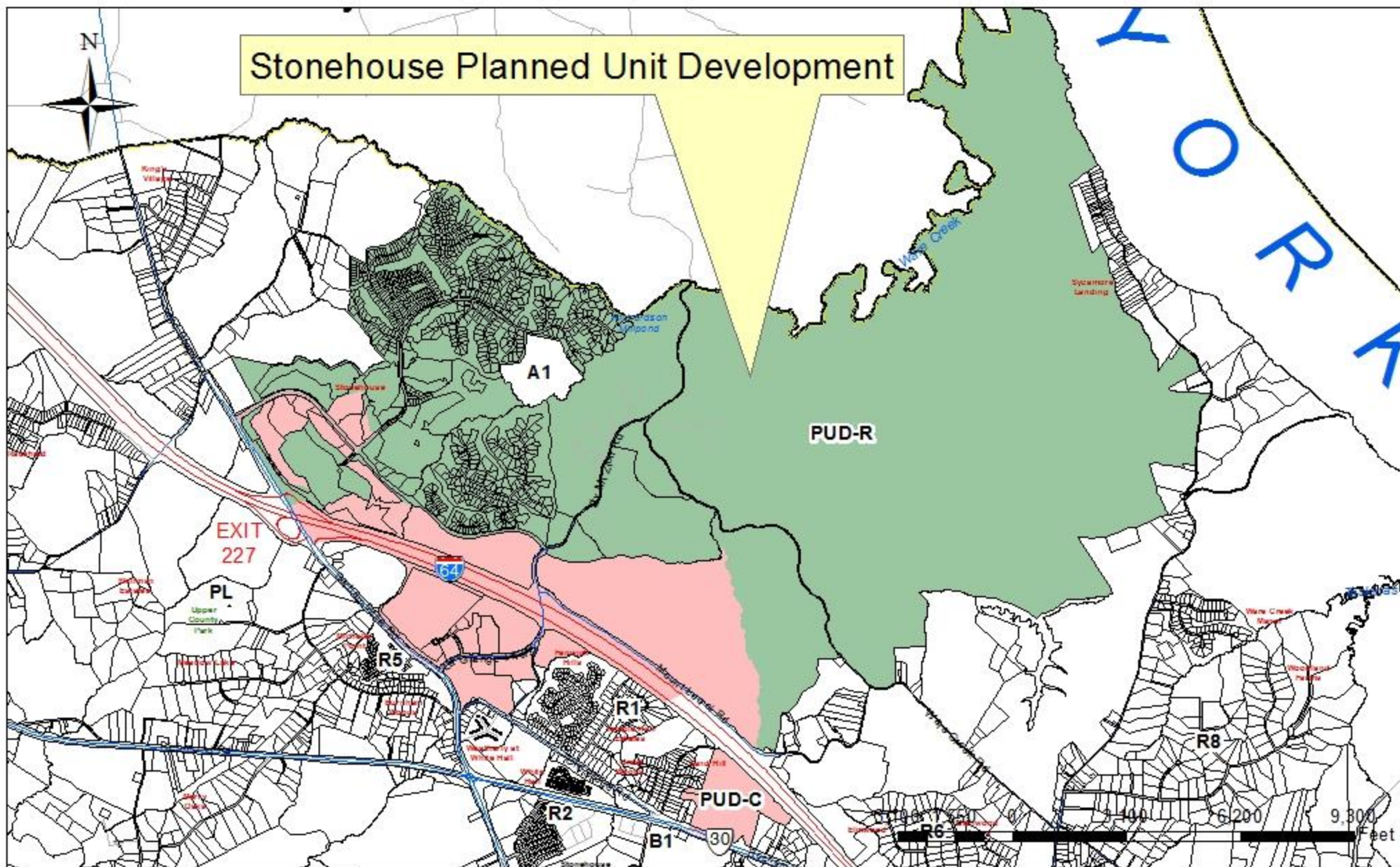
	VOTES		
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
JONES	_____	_____	_____
MCGLENNON	_____	_____	_____
ONIZUK	_____	_____	_____
KENNEDY	_____	_____	_____
HIPPLE	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 12th day of May, 2015.

Z-09-2014StnehouseTrafAmnd-res

JCC-Z-0009-2014

Stonehouse Traffic Proffer Amend.



Unapproved Minutes of the April 1, 2015 Planning Commission Meeting

A. Case No. Z-0009-2014, Stonehouse Planned Unit Development Traffic Proffer Amendment

Ms. Ellen Cook, Senior Planner II, provided the Commission with a presentation on the proposed rezoning which would amend the transportation improvement proffer and the economic development proffer. The request is to revise the phasing of the transportation improvements and phasing of improvements to Mt. Loral Rd. to serve tracks 11A and 11B which are the major commercial and industrial tracks in the development.

Ms. Bledsoe opened the public hearing.

Mr. Vernon Geddy, III, Geddy, Harris, Franck & Hickman, LLP, stated that the applicant is looking to solely amend the proffers so they match the phasing of the development.

Mr. Heath Richardson inquired where Phases 3 and 4 were on the map and where Bridge Road would be built.

Mr. Geddy showed where Bridge Road would be built and stated that the road is meant to give another point out to relieve pressure from other existing roads.

As no one wished to speak, Ms. Bledsoe closed the public hearing.

Ms. Bledsoe called for disclosures from the Commissioners.

Mr. Richardson stated that he talked to Mr. Geddy and a citizen in the neighborhood about the application.

Mr. O'Connor stated that he had two phone conversations with Mr. Geddy the previous week.

Mr. John Wright moved to recommend approval.

On a roll call vote, the Planning Commission recommend approval of Z-0009-2014, by a vote of 7-0.

PIN	LocAddr	Owner1	MailAddr	MailCity	MailState	MailZip
0530800020	9307 ASHWOOD COURT	ALLEN, CAMILLE	9307 ASHWOOD COURT	TOANO	VA	231689456
0440100027	9300 FIELDSTONE PARKWAY	ASSOCIATION AT STONEHOUSE INC	525 S INDEPENDENCE BLVD STE 2	VIRGINIA BEACH	VA	234521189
0440100026		ASSOCIATION AT STONEHOUSE INC (THE)	525 S INDEPENDENCE BLVD STE 2	VIRGINIA BEACH	VA	234521189
1210100048	9020 WESTMONT DRIVE	AVID REALTY LLC	9000 WESTMONT DRIVE	TOANO	VA	231689351
0530800028	9328 ASHWOOD COURT	BAGNALL, RICHARD DAVID & SHARON RAPP	9328 ASHWOOD COURT	TOANO	VA	231689456
0540700050	3204 LYTHAM COURT	BETANCOURT, LUIS TOMAS	3204 LYTHAM COURT	TOANO	VA	231689384
0530800024	9323 ASHWOOD COURT	BIBBEE, JONATHAN E & LINDA A	9323 ASHWOOD COURT	TOANO	VA	231689456
0530900017	9308 BRIARHILL WAY	BLAESS, JENNIFER E & SEAN D	9308 BRIARHILL WAY	TOANO	VA	231689457
0530800032	3216 MOSSWOOD CIRCLE	BRAND, DANIEL & DESIREE	3216 MOSSWOOD CIRCLE	TOANO	VA	231689386
0530900001	9301 BRIARHILL WAY	BROWN, MICHAEL L & VETA L	9301 BRIARHILL WAY	TOANO	VA	231689457
0540600055	9316 STONEHOUSE GLEN	BUCHAN, CRAIG M & WENDY	9316 STONEHOUSE GLEN DR	TOANO	VA	23168
0530900014	9320 BRIARHILL WAY	CLEMONS, ANGEL A & TAYO M	9320 BRIARHILL WAY	TOANO	VA	231689457
0530800021	9311 ASHWOOD COURT	COOPER, ANTHONY R & JEVONAL RENEE	9311 ASHWOOD COURT	TOANO	VA	231689456
0540600054	9312 STONEHOUSE GLEN	COPELAND, PAUL B & CYNTHIA	9312 STONEHOUSE GLEN	TOANO	VA	231689367
0530900010	9339 BRIARHILL WAY	DAVIS, SHELTON & ADANNA B	9339 BRIARHILL WAY	TOANO	VA	231689457
0540700046	3220 LYTHAM COURT	DENTON, RONALD A & BRENDA J	3220 LYTHAM COURT	TOANO	VA	231689384
0530900016	9312 BRIARHILL WAY	DOVI, ANDREW J & AMY C	9312 BRIARHILL WAY	TOANO	VA	23168
0540700044	3228 LYTHAM COURT	DRISCOLL, MICHAEL T & ALECIA T	3228 LYTHAM COURT	TOANO	VA	231689384
0530900005	9319 BRIARHILL WAY	EDELEN, TESS Y & JOSEPH A	9319 BRIARHILL WAY	TOANO	VA	231689457
0530800033	3212 MOSSWOOD CIRCLE	ESPOSITO, MICHAEL & KARISSA	3212 MOSSWOOD CIRCLE	TOANO	VA	231689386
0540700040	3205 LYTHAM COURT	EVANS, GAIL A	3205 LYTHAM COURT	TOANO	VA	231689384
0530800031	9316 ASHWOOD COURT	GERICKE, JAMES & CLAUDIA	9316 ASHWOOD CT	TOANO	VA	231689456
0530900011	9336 BRIARHILL WAY	GORTER, KEVIN D & SHANNON R	9336 BRIARHILL WAY	TOANO	VA	231689457
0540700047	3216 LYTHAM COURT	GRACE, ANTONIO & TRUDYANN	3216 LYTHAM COURT	TOANO	VA	231689384
0540700049	3208 LYTHAM COURT	GREEN, WAYNE & TIAN	3208 LYTHAM COURT	TOANO	VA	231689384
0440100028	9225 FIELDSTONE PARKWAY	GS STONEHOUSE GREEN LAND LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530100010	9760 MILL POND RUN	GS STONEHOUSE GREEN LAND LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530100020	3029 HEARTWOOD CROSSING	GS STONEHOUSE GREEN LAND LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530100023	9431 FIELDSTONE PARKWAY	GS STONEHOUSE GREEN LAND LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530100024	9423 FIELDSTONE PARKWAY	GS STONEHOUSE GREEN LAND LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530100025	9415 FIELDSTONE PARKWAY	GS STONEHOUSE GREEN LAND LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0640100001	9770 SIX MT ZION RD	GS STONEHOUSE GREEN LAND LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
1310100008A	3820 ROCHAMBEAU DR	GS STONEHOUSE GREEN LAND LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
1310100019	170 SAND HILL ROAD	GS STONEHOUSE GREEN LAND LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
1210100047		GS STONEHOUSE GREEN LAND LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0540100002	9101 SIX MT ZION RD	GS STONEHOUSE GREEN LAND SUB 2 LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0540100011	9250 SIX MT ZION RD	GS STONEHOUSE GREEN LAND SUB 2 LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0540100012	9150 SIX MT ZION RD	GS STONEHOUSE GREEN LAND SUB 2 LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0540100015	9351 SIX MT ZION RD	GS STONEHOUSE GREEN LAND SUB 2 LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0540100016	9100 SIX MT ZION RD	GS STONEHOUSE GREEN LAND SUB 2 LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0630100005	9800 SIX MT ZION RD	GS STONEHOUSE GREEN LAND SUB 2 LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0630100006	9550 SIX MT ZION RD	GS STONEHOUSE GREEN LAND SUB 2 LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530900012	9328 BRIARHILL WAY	GS STONEHOUSE GREEN LAND SUB LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0440100025	9354 FIELDSTONE PARKWAY	GS STONEHOUSE GREEN LAND SUB LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0440100029	9235 FIELDSTONE PARKWAY	GS STONEHOUSE GREEN LAND SUB LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0440100030	9360 FIELDSTONE PARKWAY	GS STONEHOUSE GREEN LAND SUB LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530100009	9370 FIELDSTONE PARKWAY	GS STONEHOUSE GREEN LAND SUB LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0540600001A	9475 FIELDSTONE PARKWAY	GS STONEHOUSE GREEN LAND SUB LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530800001A	9312 ASHWOOD COURT	GS STONEHOUSE GREEN LAND SUB LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530800001B		GS STONEHOUSE GREEN LAND SUB LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530800001C		GS STONEHOUSE GREEN LAND SUB LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530900002A	BRIARHILL WAY	GS STONEHOUSE GREEN LAND SUB LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530900007A	BRIARHILL WAY	GS STONEHOUSE GREEN LAND SUB LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0540700001A	9465 FIELDSTONE PARKWAY	GS STONEHOUSE GREEN LAND SUB LLC	2 POST ROAD WEST	WESTPORT	CT	068804203
0530900004	9315 BRIARHILL WAY	HARDESTY, TRAYER P & NICOLE P	9315 BRIARHILL WAY	TOANO	VA	231689457
0530900002	9305 BRIARHILL WAY	INGRAM, CHARLES T & AIMEE M	9305 BRIARHILL WAY	TOANO	VA	231689457
0530800036	3200 MOSSWOOD CIRCLE	IRWIN, CRAIG L & CYNTHIA E	3200 MOSSWOOD CIRCLE	TOANO	VA	231689386
0530900015	9316 BRIARHILL WAY	IVERY, LONNIE JR & APRIL A	9316 BRIARHILL WAY	TOANO	VA	231689457
0440100025A	9400 MILL POND RUN	JAMES CITY SERVICE	119 TEWNING ROAD	WILLIAMSBURG	VA	231882639
0530100014	9400 FIELDSTONE PARKWAY	JAMES CITY SERVICE	119 TEWNING ROAD	WILLIAMSBURG	VA	231882639
0540700042	3229 LYTHAM COURT	JEFFERSON, RENEE G & COTMAN, RAY DAV	3229 LYTHAM COURT	TOANO	VA	231689384
0530800038	9300 ASHWOOD COURT	JIMENEZ, FERNANDO & KENIA	9300 ASHWOOD COURT	TOANO	VA	23168
0530900003	9309 BRIARHILL WAY	LAUTENSLAGER, PHILIP E & SALLY W	9309 BRIARHILL WAY	TOANO	VA	23168
0530800025	9327 ASHWOOD COURT	MITCHELL, MILLIE	9327 ASHWOOD COURT	TOANO	VA	231689456
0540700051	3200 LYTHAM COURT	MORGAN, HARRY L III	3200 LYTHAM COURT	TOANO	VA	231689384
0530900006	9323 BRIARHILL WAY	PARKER, KEVIN J & DENELL E	9323 BRIARHILL WAY	TOANO	VA	231689457
0530900009	9335 BRIARHILL WAY	PAYNE, STEPHENS S & STALLWORTH-PAYNE	9335 BRIARHILL WAY	TOANO	VA	231689457

0540700048	3212 LYTHAM COURT	PERMENTER-KEENE, KEISHA AMIEE & MELF	3212 LYTHAM COURT	TOANO	VA	231689384
0530800019	9303 ASHWOOD COURT	PFISTER, LEWIS M JR & ALLEN, JOYCE L	9303 ASHWOOD COURT	TOANO	VA	231689456
0540700039	3201 LYTHAM COURT	POTO, VINCENT J & JOANN	3201 LYTHAM COURT	TOANO	VA	231689384
0540600052	9308 STONEHOUSE GLEN	POWELL, WILLIAM D & PENNY	16 HANNAN SHORE ROAD	PALERMO	ME	043546852
0530800029	9324 ASHWOOD COURT	SHARTZER, STUART & KAREN	9324 ASHWOOD COURT	TOANO	VA	231689456
0530800023	9319 ASHWOOD COURT	SHNOWSKE, ERIN E & WILLIAM J	9319 ASHWOOD COURT	TOANO	VA	231689456
0530800026	9331 ASHWOOD COURT	SMITH, LARRY W & SANG H	9331 ASHWOOD CT	TOANO	VA	231689456
054040001C	9304 STONEHOUSE GLEN	STONEHOUSE GLEN LLC	8214 WESTCHESTER STE 635	DALLAS	TX	752256124
0540100017	9205 SIX MT ZION RD	STONEHOUSE OWNERS FOUNDATION	603 PILOT HOUSE DRIVE	NEWPORT NEWS	VA	236061904
0540600053	9310 STONEHOUSE GLEN	STOVALL, ANTONIO & COOPER LORRAINE A	9310 STONEHOUSE GLEN	TOANO	VA	231689367
0530900018	9300 BRIARHILL WAY	TESHARA, REGINA T & JOSEPH A JR	9300 BRIARHILL WAY	TOANO	VA	231689457
0530800022	9315 ASHWOOD COURT	THRASH, NEHEMIAH JR & NIKI N	9315 ASHWOOD COURT	TOANO	VA	231689456
0530800037	9304 ASHWOOD COURT	TIEFEL, BRAD S & LANGLOIS, NICOLE E	9304 ASHWOOD CT	TOANO	VA	231689456
0540700045	3224 LYTHAM COURT	WALSH, DARROLL & JILL	3224 LYTHAM COURT	TOANO	VA	231689384
0530800030	9320 ASHWOOD COURT	WALSH, MICHAEL	9320 ASHWOOD COURT	TOANO	VA	231689456
0530900007	9327 BRIARHILL WAY	WARE, ELLA L & STANLEY K	9327 BRIARHILL WAY	TOANO	VA	231689457
0530900008	9331 BRIARHILL WAY	WASHINGTON, KIP O & WANDA O	9331 BRIARHILL WAY	TOANO	VA	231689457
0530800035	3204 MOSSWOOD CIRCLE	WATTS, GABRIEL & GEETA	3204 MOSSWOOD CIRCLE	TOANO	VA	231689386
0540700041	3225 LYTHAM COURT	WHITTENTON, JAMES	3225 LYTHAM COURT	TOANO	VA	231689384
0530800034	3208 MOSSWOOD CIRCLE	WILLIAMS, PATRICK A & VERA	3208 MOSSWOOD CIRCLE	TOANO	VA	231689386
0530900013	9324 BRIARHILL WAY	WILLIS, CHAD AREK TRUSTEE & CHRISTIN	9324 BRIARHILL WAY	TOANO	VA	231689457
0530800027	9332 ASHWOOD COURT	WISWESSER, SEAN M & DIANA	9332 ASHWOOD COURT	TOANO	VA	231689456
0540700043	3232 LYTHAM COURT	YATES, DONNIE & JULIE	3232 LYTHAM CT	TOANO	VA	231689384
0540600056	9318 STONEHOUSE GLEN	ZIMMERMAN, JOHN	9318 STONEHOUSE GLEN	TOANO	VA	231689367
0530100001A						

Prepared by: Geddy, Harris, Franck & Hickman, LLP
1177 Jamestown Road
Williamsburg, Virginia 23185

Tax Parcels: See Exhibit A

Return to: James City County Attorney's Office
101-C Mounts Bay Road
Williamsburg, Virginia 23185

SECOND AMENDMENT TO
AMENDED AND RESTATED STONEHOUSE PROFFERS

This Second Amendment to Amended and Restated Stonehouse Proffers is made this 20th day of April, 2015 by GS STONEHOUSE GREEN LAND SUB LLC, GS STONEHOUSE GREEN LAND SUB 2 LLC and GS STONEHOUSE GREEN LAND SUB 3 LLC, each being a Delaware limited liability company (together with their respective successors and assigns, the "Owner").

RECITALS

A. Owner is the owner of certain real property in James City County, Virginia within the Stonehouse planned community now zoned PUD-R and PUD-C, and subject to Amended and Restated Stonehouse Proffers dated November 27, 2007, which Proffers are recorded in the Clerk's Office of the Circuit Court for the City of Williamsburg and County of James City as Instrument No. 080007838, as amended by First Amendment to Amended and Restated Stonehouse Proffers dated May 31, 2012 and recorded in the aforesaid Clerk's Office as Instrument No. 120013165 (the "Existing Proffers").

B. Owner desires to amend and restate Conditions 3 and 4 of the Existing Proffers to modify the phasing (but not the scope) of traffic improvements proffered therein as set forth below.

AMENDMENTS TO CONDITIONS

1. Except for the language of Sections 3.2, 3.3, 3.4 and 3.11 of the Existing Proffers, which is hereby incorporated by reference in section 3.4(b) of these amended and restated conditions, Conditions 3 and 4 of the Existing Proffers are hereby deleted and replaced in their entirety with the following;

3. **Transportation Improvements.** This proffer sets forth external and internal road and intersection improvements recommended in the Traffic Study and the phasing of their construction.

3.1 **Periodic Traffic Counts.** Owner shall have traffic volume counts conducted annually beginning not less than one year from the date of final approval of the requested rezoning by the Board of Supervisors and on or about each anniversary of the initial count thereafter ("Annual Counts"). With the approval of VDOT and the Director of Planning, the Annual Counts shall be conducted at a time of year such that no adjustment factor will need to be applied to the raw count data to estimate annual average daily traffic. The Annual Counts shall be conducted at (i) Fieldstone Parkway at its intersection with State Route 30, (ii) La Grange Parkway at its intersection with State Route 30, (iii) Ware Creek Road at its intersection with Mount Laurel Road, (iv) Fieldstone Parkway at its intersection with Six Mount Zion Road, (v) Mount Laurel Road at its intersection with Six Mount Zion Road, and (vi) Bridge Road at its intersection with Rochambeau Drive after such time as Bridge Road is constructed (collectively, the "Entrances"). The results of the Annual Counts shall be submitted to the Director of Planning and VDOT. The Annual Counts shall include collection of right and left turn movements and a

level of service analysis at each intersection for which there is a vehicle per hour or level of service threshold in these Proffers for triggering additional left turn lane improvements.

3.2 Phase 1 Transportation Improvements. The following improvements shall be completed or commenced (as used herein with respect to construction or installation of improvements, “commenced” shall mean all necessary plan approvals and permits have been obtained and actual physical construction activity, e.g. land disturbing, has begun) and guarantees in accordance with §15.2-2299 of the Code of Virginia, as amended, and the applicable provisions of the County Code in form and amount reasonably satisfactory to the County Attorney (“Guarantees”) for their completion posted with the County at the times required below:

(a) Modify the pavement markings on southbound Fieldstone Parkway to add a second left turn lane to the southbound Fieldstone Parkway approach to State Route 30 after installation of the traffic signal proffered in paragraph (b) of this Section and upon the earlier of the Annual Counts showing (i) operational conditions of the turning movement is at Level of Service (“LOS”) D or worse or (ii) either the a.m. or p.m. peak hour volume of vehicles completing this movement exceeds 300 vehicles per hour; and

(b) Install a traffic signal at the intersection of State Route 30 and Fieldstone Parkway the earlier of when VDOT signal warrants (“Warrants”) are met or such signal is otherwise approved for installation by VDOT; and

(c) Install a traffic signal at the intersection of State Route 30 and the westbound Interstate 64 Exit 227 exit ramps when Warrants are met or such signal is otherwise approved for installation by VDOT; and

(d) Install a second eastbound left turn lane on Route 30 at the intersection with La Grange Parkway after installation of the traffic signal proffered in paragraph (f) of this Section and upon the earlier of the Annual Counts showing (i) operational conditions of the turning movement is at LOS D or worse or (ii) either the a.m. or p.m. peak hour volume of vehicles completing this movement exceeds 300 vehicles per hour: and

(e) Install a second southbound right turn lane on La Grange Parkway at the intersection with Route 30 upon the earlier of the Annual Counts showing (i) operational conditions of the turning movement is at LOS D or worse or (ii) either the a.m. or p.m. peak hour volume of vehicles completing this movement exceeds 500 vehicles per hour: and

(f) Install a traffic signal at the intersection of State Route 30 and La Grange Parkway the earlier of when Warrants are met or such signal is otherwise approved for installation by VDOT.

If Owner fails to meet and comply with the requirements set forth in this Section 3.2, the County shall not be obligated to grant final subdivision or site plan approval for any additional development on the Property until such requirements are satisfied.

3.3. Phase 2 Transportation Improvements. The following additional improvements shall be completed or commenced and Guarantees for their completion have been posted with the County at the times required below:

(a) Modify the pavement markings on southbound La Grange Parkway to add a second left turn lane to the southbound La Grange Parkway approach to State Route 30 after installation of the traffic signal proffered in Section 3.2 (f) and upon the earlier of the Annual Counts showing (i) operational conditions of the turning movement is at LOS D or worse or (ii)

either the a.m. or p.m. peak hour volume of vehicles completing this movement exceeds 300 vehicles per hour; and

(b) Add a second left turn lane to the westbound State Route 30 approach to the westbound I-64 on-ramp at Exit 227 and widen the westbound I-64 on-ramp to two lanes after installation of the traffic signal proffered in Section 3.2 (c) and upon the earlier of the Annual Counts showing (i) operational conditions of the turning movement is at LOS D or worse or (ii) either the a.m. or p.m. peak hour volume of vehicles completing this movement exceeds 300 vehicles per hour; and

(c) Add a second southbound left turn lane on the I-64 westbound off-ramp at Route 30 after installation of the traffic signal proffered in Section 3.2 (c) and upon the earlier of the Annual Counts showing (i) operational conditions of the turning movement is at LOS D or worse or (ii) either the a.m. or p.m. peak hour volume of vehicles completing this movement exceeds 300 vehicles per hour.

If Owner fails to meet and comply with the requirements set forth in Sections 3.2 and 3.3 hereof, the County shall not be obligated to grant final subdivision or site plan approval for any development on the Property located in Phase 2 of the project as depicted on the Phasing Plan until and unless the requirements set forth in Sections 3.2 and 3.3 hereof are satisfied.

3.4. Updated Traffic Study. (a) Owner may have the Traffic Study updated, amended, or supplemented from time to time by an independent traffic consultant and shall submit any such updated, amended, or supplemented Traffic Study to the County and VDOT for approval. The schedule of road and intersection improvements and the phasing thereof set forth above may be amended by the Owner based on such updated, amended, or supplemented Traffic

Study with the approval of the Board of Supervisors. Owner shall convey, without charge, to VDOT or the County, as appropriate, all right of way owned by it that is necessary for such improvements and, when completed, shall dedicate all such improvements to VDOT or the County, as appropriate.

(b) The County shall not be obligated to grant final subdivision or site plan approval for any additional development on the Property located in Phase 3 or 4 of the project as depicted on the Phasing Plan until the Owner, at its expense, has submitted to VDOT and the Director of Planning for their review and approval an updated traffic study of the Stonehouse development performed by a qualified traffic consultant. The consultant shall submit the proposed methodology for the study to VDOT for approval before initiation of the study; however, the methodology shall include forecasted background traffic volumes (including traffic volumes from approved developments other than Stonehouse) as identified in the current traffic study. The updated study shall set forth a proposed schedule of road and intersection improvements, including the improvements listed in Sections 3.2, 3.3, 3.4 and 3.11 of the Existing Proffers, not otherwise listed above, and any other improvements needed to maintain adequate levels of service, if any, as determined by the updated study and the phasing thereof to serve development of Phase 3 and 4 of the project. Upon approval by VDOT and the Director of Planning of the updated study, schedule of road and intersection improvements and phasing plan, further development of the Property shall be in accordance with the approved, updated improvement schedule and phasing plan.

3.5 Traffic Signal Warrant Analyses. Anything to the contrary herein notwithstanding, Owner shall not be obligated to install or post Guarantees for any traffic signal

until such time as VDOT determines Warrants for that signal have been met. The Annual Counts shall include turning movement counts at the intersections listed in Sections 3.2 and 3.3 for potential signalization. If, based on the Annual Counts, VDOT determines that any intersection at which a traffic signal is proffered is approaching meeting Warrants for installation of the traffic signal, then at the request of VDOT, Owner shall have a Warrant analysis of that intersection conducted and submitted to the County and VDOT.

3.6 VDOT Standards. All improvements proffered in this Section 3 shall be designed and constructed in accordance with applicable VDOT standards and guidelines. All traffic signals proffered hereby shall be designed and installed to accommodate future proffered traffic improvements. Traffic signal timing equipment will be modified and signal timing plans updated as required by VDOT concurrently with capacity improvements at the intersection in question. All traffic signals proffered hereby shall include signal coordination equipment if required by VDOT.

3.7 FHWA Approvals. The proffered modifications to Interstate 64 interchanges will require the approval of the Federal Highway Administration ("FHWA"). If FHWA approval of a modification is not granted after submission through and with the approval of VDOT of all appropriate and required interchange modification applications and supporting documentation, Owner shall propose to the County and VDOT substitute improvements and provide VDOT and the County with a traffic study showing the impact of the proposed substitute improvements, commensurate in traffic benefit and costs with the proffered interchange modifications for the review and approval of the County and VDOT. If such substitute improvements are approved by the County and VDOT, the completion or posting of Guarantees for their completion with the

County shall satisfy the obligation of Owner with respect to the proffered interchange modification for which FHWA approval was not granted.

3.8 Internal Road and Intersection Improvements. To ensure adequate service at major internal intersections and along roadway segments within the Property, Owner shall install the following improvements at the time of roadway and intersection construction in the area of the specified intersection unless another trigger is specified herein:

- (a) Install eastbound right turn lane on the Fieldstone Parkway approach to La Grange Parkway and install a northbound left turn lane on the La Grange Parkway approach to Fieldstone Parkway when warranted by the Annual Counts; and
- (b) Install a traffic signal at the LaGrange Parkway/Fieldstone Parkway intersection when Warrants are met or such signal is otherwise approved for installation by VDOT; and
- (c) Add a second northbound left turn lane on the La Grange Parkway approach to Fieldstone Parkway and the required receiving lane on Fieldstone Parkway upon the earlier of the Annual Counts showing (i) operational conditions of the turning movement is at LOS D or worse or (ii) either the a.m. or p.m. peak hour volume of vehicles completing this movement exceeds 300 vehicles per hour; and
- (d) Install a southbound left turn lane and a northbound right turn lane on the La Grange Parkway approach to Mount Laurel Road and install a westbound right turn lane on Mount Laurel Road when warranted by the Annual Counts; and
- (e) Install a traffic signal at the LaGrange Parkway/Mount Laurel Road intersection when Warrants are met or such signal is otherwise approved for installation by VDOT; and
- (f) Add a second westbound left turn lane to the Mount Laurel Road approach to La

Grange Parkway upon the earlier of the Annual Counts showing (i) operational conditions of the turning movement is at LOS D or worse or (ii) either the a.m. or p.m. peak hour volume of vehicles completing this movement exceeds 300 vehicles per hour. Concurrent with the installation of the second left turn lane on westbound Mount Laurel Road, La Grange Parkway will be widened by the addition of an additional southbound lane from Mount Laurel Road south to the existing 4-lane section.

(g) The Owner shall construct the improvements to Six Mount Zion Road to bring it into conformance with VDOT standards from the existing tie in at Amenity H to the Property boundary in the following phases.

(i) Phase 1 Six Mount Zion Road. Owner shall design and submit construction plans for the improvements to Six Mount Zion Road, from the existing Six Mount Zion Road to a point past the entrance to the school site depicted on the Preliminary Master Plan for Tracts 2 and 3 dated 9/08/2010, copy attached hereto, when the County issues its request for conveyance of the school site pursuant to Condition 5. Following conveyance of the school site to the County and issuance of site plan approval for the new school, and within 30 days of issuance of site plan approval for the road improvements, construction will begin and will thereafter be diligently pursued to completion.

(ii) Phase 2 Six Mount Zion Road. The improvements to Six Mount Zion Road from the entrance to the school site (referenced above) to the intersection with Ware Creek Road will be completed prior to the County being obligated to issue more than 200 building permits for buildings in Tract 2 or a combination of Tracts 2 and 3.

(iii) Phase 3 Six Mount Zion Road. The improvements to Six Mount Zion Road from the intersection with Ware Creek Road to the entrance to Parcel G generally depicted on the Preliminary Master Plan from Tracts 2 and 3 dated 9/08/2010 will be completed prior to the County being obligated to issue more than 400 building permits for buildings in Tracts 2 and 3.

(h) With the prior approval of VDOT, at such time as any of the proffered improvements to the Fieldstone Parkway/La Grange Parkway intersection are triggered, Owner may install a single lane roundabout meeting VDOT requirements in lieu of the improvements to the Fieldstone Parkway/La Grange Parkway intersection proffered above in this Section.

3.9 Bicycle Accommodation Improvements. The improvements made by Owner to Route 30 and the Route 607/Route 30 intersection shall include shoulder bike lanes, provided such bike lanes can be installed within the existing right of way. All improvements to Route 600 within the Property shall include a shoulder bike lane except, with the approval of the Director of Planning, no bike lane shall be required where Route 600 passes under Interstate 64 if such a bike lane is not feasible due to pavement width restrictions under the bridge.

3.10 External Road Connections. There shall be no road connection directly from the Property onto Croaker Road. Within one year from the date of approval of the requested proffer amendment by the Board of Supervisors, Owner shall petition VDOT to permit the disconnection of Ware Creek Road immediately west of its intersection with Mount Laurel Road from the portion of Ware Creek Road that extends through the Property and, if VDOT approval is obtained, the applicant shall physically disconnect the road within 24 months of receipt of VDOT approval to prevent traffic from the Property from using Ware Creek Road to access

Croaker Road. If VDOT does not allow this disconnection, Owner shall not improve a segment of Ware Creek Road between its intersection with Bridge Road and the eastern boundary of the Property and shall not improve Ware Creek Road west of its intersection with Mount Laurel Road to the first subdivision road in the Property and through the use of signage and other measures as approved by VDOT shall attempt to de-emphasize Ware Creek Road as a means of ingress and egress to and from the Property.

4. Economic Development. (a) As and when segments of the roads shown on the Master Plan within or adjacent to areas designated E, F, G or H on the Master Plan are constructed, water and sewer lines shall be installed adjacent to or within the road right-of-way or otherwise extended to such areas with capacity to serve the areas described above. The owner shall construct the improvements to Mt. Laurel Road in general conformance with the preliminary plans submitted by WSP Sells on 1/22/09, with the actual development plans for the improvements to meet then-current standards and to be approved by the County and VDOT in the following phases.

(i) Phase 1 Mt. Laurel Road. From the point of intersection of Mt. Laurel Road and Six Mount Zion Road to station 23+00. Owner shall design and submit construction plans for the Mt. Laurel Road improvements when the County notifies the Owner that the first site plan for commercial development in Tract 11A has been submitted. Construction of the improvements will begin within 30 days of when the final construction plans for the road improvements have been approved following site plan approval and commencement of construction of any commercial development in Tract 11A and such construction shall be diligently pursued to completion.

(ii) Phase 2 Mt. Laurel Road. From the point depicted by station 23+00 to station 47+00. Construction will begin within 30 days of site plan approval and commencement of construction of any commercial development in Tract 11B and such construction shall be diligently pursued to completion.

(iii) Phase 3 Mt. Laurel Road. From the point depicted by station 47+00 to the intersection and tie in to the yet to be named Parkway. This phase of construction will be tied directly to the construction of the Parkway in phases 3 and 4 of the transportation improvements. The timing of such improvements will be determined by the updated traffic study referred to in Condition 3.4 above.

(b) Owner, upon request, shall provide the County's Office of Economic Development ("OED"), any state or regional economic development agency, and/or any prospective user identified by the OED or such state or regional agency with a marketing information package for the areas of the Property designated E, F, G or H on the Master Plan. The marketing information shall contain relevant information about the property such as size and configuration of available sites, surveys, topographic information, utility availability and capacity, road access, stormwater management plans and similar information.

(c) In Tracts 10B and 11A there shall be no more than 70,000 square feet of retail development and no single retail use shall exceed 7,500 square feet. If and when mixed use buildings are permitted by applicable zoning ordinances, no more than 10% of the floor area of any mixed use building in Tracts 10B and 11A shall be devoted to retail use.

2. Except as hereby amended the Existing Proffers remain unchanged and in full force and effect.

Witness the following signatures.

GS STONEHOUSE GREEN LAND SUB LLC

By: [Signature]
Title: Senior Vice President

STATE OF Connecticut
CITY/COUNTY OF Fairfield, to-wit:

The foregoing instrument was acknowledged before me this 20th day of April, 2015 by Barry P. Marcus, Senior Vice President of GS STONEHOUSE GREEN LAND SUB LLC, a Delaware limited liability company, on behalf of the company.

Katherine Grace Philbin
NOTARY PUBLIC

My commission expires: _____
Registration No.: _____

KATHERINE GRACE PHILBIN
Notary Public
My Commission Expires Dec. 31, 2019

GS STONEHOUSE GREEN LAND SUB 2 LLC

By: BM
Title: Senior Vice President

STATE OF Connecticut
CITY/COUNTY OF Fairfield, to-wit:

The foregoing instrument was acknowledged before me this 20th day of April, 2015 by Barry P. Marcus, Senior Vice President of GS STONEHOUSE GREEN LAND SUB 2 LLC, a Delaware limited liability company, on behalf of the company.

Katherine Grace Philbin
NOTARY PUBLIC

My commission expires: _____
Registration No.: _____

KATHERINE GRACE PHILBIN
Notary Public
My Commission Expires Dec. 31, 2019

GS STONEHOUSE GREEN LAND SUB 3 LLC

By: _____

Title: Senior Vice President

STATE OF Connecticut

CITY/COUNTY OF Fairfield, to-wit:

The foregoing instrument was acknowledged before me this 20th day of April, 2015 by Barry P. Marcus, Senior Vice President of GS STONEHOUSE GREEN LAND SUB 3LLC, a Delaware limited liability company, on behalf of the company.

Katherine Grace Philbin
NOTARY PUBLIC

My commission expires: _____
Registration No.: _____

KATHERINE GRACE PHILBIN
Notary Public
My Commission Expires Dec. 31, 2019

Tax Parcel Numbers

0440100025
0440100028
0440100029
0440100030
0530100009
0530100010
0530100020
0530100023
0530100024
0530100025
0530800001A
0530800001B
0530800001C
0530900002A
0530900007A
0530900012
0540100002
0540100011
0540100012
0540100015
0540100016
0540600001A
0540700001B
0630100005
0630100006
0640100001
1210100047
1310100008A
1310100019



1001 Boulders Parkway
Suite 300
Richmond, VA 23225

P 804.200.6500
F 804.560.1016
www.timmons.com

To: Ellen Cook (James City County)
From: Scott Dunn, AICP, PTP
Re: Stonehouse Development – FINAL SUBMITTAL - Traffic Analysis Compendium
Date: April 16, 2015
Copy: Mike Etchemendy (Greenfield Partners, LLC); Vernon Geddy; Steve Worthington, PE (TG);
Thomas Ruff, EIT (TG)

Per your request, please accept this compendium as the FINAL SUBMITTAL for the supplemental traffic associated with the re-phasing of the Stonehouse traffic proffers.

As discussed, combining of the January 28, 2015 document and the March 26, 2015 document would be confusing given the distinct differences due to revisions associated with the traffic distributions and analyses relative to Tracts 11B and 11B.

Section 1 contains the January 28, 2015 submittal and provides the final findings/recommendation relative improvements along Route 30 at the following intersections:

- Route 30 and Fieldstone Parkway;
- Route 30 and I-64 Interchange; and
- Route 30 and La Grange Parkway.

Section 2 contains the March 26, 2015 submittal and provides the final findings/recommendation relative improvements along Six Mount Zion Road at the following intersections:

- Six Mount Zion Road and Fieldstone Parkway; and
- Six Mount Zion Road and Mount Laurel Road.

SECTION 1

Stonehouse Submittal
January 28, 2015

To: Mike Etchemendy (Greenfield Partners, LLC)
From: Scott Dunn, AICP, PTP
Re: Stonehouse Development – 2024 Supplemental Analyses
Date: January 28, 2015
Copy: Jennifer DeV Vaughn, PE & Thomas Ruff, EIT (Timmons Group)

Timmons Group has completed the supplemental analyses for Phase 1 of the Stonehouse development. The 2024 total analyses assumed full buildout of Phase 1 of the development with the applicable proffered improvements at the following intersections:

- Route 30 at Fieldstone Parkway;
- Route 30 at Interstate 64 westbound ramps;
- Route 30 at Interstate 64 eastbound ramps;
- Route 30 at LaGrange Parkway;
- Six Mount Zion Road at Mount Laurel Road; and
- Six Mount Zion Road at Fieldstone Parkway.

Analyses were also performed for 2024 total volumes that were adjusted to include 50% of Phase 2 site trips and 100% of Phase 2 site trips, including the proposed school facilities.

Please note that analyses were not performed at Rochambeau Drive and Croaker Road (Route 607) due to the directional distribution of traffic shown in Figures 8a and 8b of the 2007 URS traffic study. Based on the provided distributions, traffic from Areas 1 and 2 are limited to through movements and Route 60 and do not make use of Rochambeau Drive or the Croaker interchange.

For your convenience the following figures are provided at the end of the document:

- Figure 1: Surrounding Roadway Network and Study Intersections;
- Figure 2: 2013 Existing Geometry and Posted Speed Limits;
- Figures 3 and 4: 2013 Existing Volumes AM and PM Peak Hours;
- Figures 5 and 6: 2024 Background Volumes AM and PM Peak Hours;
- Figure 7: Stonehouse Phasing Plan and Proffered Improvements;
- Figure 8: Phase 1 Site Trip Distribution Percentages for Land Bays 1, 3, 5, 8, and 14;
- Figure 9: Phase 1 Site Trip Distribution Percentages for Tracts 10A, 10B, and 12;
- Figures 10 and 11: Phase 1 Site Trips for Land Bays 1, 3, 5, 8, and 14 AM and PM Peak Hours;
- Figures 12 and 13: Phase 1 Site Trips for Tracts 10A, 10B, and 12 AM and PM Peak Hours;
- Figures 14 and 15: Total Phase 1 Site Trips AM and PM Peak Hours;
- Figures 16 and 17: 2024 Total Volumes (Background + Phase 1) AM and PM Peak Hours;
- Figure 18: Phase 2 Site Trip Distribution Percentages for Tracts 2, 3, 11A, 11B, and 13, including the proposed school facilities;
- Figures 19 and 20: 50% of Phase 2 Site Trips for Tracts 2, 3, 11A, 11B, and 13, including the proposed school facilities, AM and PM Peak Hours;

- Figures 21 and 22: 100% of Phase 2 Site Trips for Tracts 2, 3, 11A, 11B, and 13, including the proposed school facilities, AM and PM Peak Hours;
- Figures 23 and 24: 2024 Modified Total Volumes (Background + Phase 1 + 50% Phase 2) AM and PM Peak Hours;
- Figures 25 and 26: 2024 Modified Total Volumes (Background + Phase 1 + 100% Phase 2) AM and PM Peak Hours;
- Figures 27 and 28: 2013 Existing AM and PM Peak Hour Volumes Levels of Service;
- Figures 29 and 30: 2024 Background AM and PM Peak Hour Volumes Levels of Service;
- Figures 31 and 32: 2024 Total AM and PM Peak Hour Volumes with No Improvements Levels of Service;
- Figure 33: 2024 Proposed Geometry for Phase 1 Site Trips (Applicable Proffered Improvements);
- Figures 34 and 35: 2024 Total AM and PM Peak Hour Volumes with Applicable Proffered Improvements Levels of Service;
- Figure 36: 2024 Proposed Geometry for Phase 1 Site Trips (Applicable Proffered Improvements plus Traffic Signal at I-64 Westbound Ramps);
- Figures 37 and 38: 2024 Total AM and PM Peak Hour Volumes with Applicable Proffered Improvements and Traffic Signal at I-64 WB Ramps Levels of Service;
- Figure 39: 2024 Proposed Geometry For 100% of Phase 1 Site Trips and 50% of Phase 2 Site Trips (Applicable Proffered Improvements and Signal at I-64 WB Ramps) Levels of Service;
- Figures 40 and 41: 2024 Total AM and PM Peak Hour Volumes (100% Phase 1 and 50% Phase 2) with Proffered Improvements and Signal at I-64 WB Ramps Levels of Service;
- Figure 42: 2024 Proposed Geometry For 100% of Phase 1 Site Trips and 100% of Phase 2 Site Trips (Applicable Proffered Improvements and Signal at I-64 WB Ramps) Levels of Service; and
- Figures 43 and 44: 2024 Total AM and PM Peak Hour Volumes (100% Phase 1 and 100% Phase 2) with Applicable Proffered Improvements and Signal at I-64 WB Ramps Levels of Service.

Existing Conditions:

The study intersections are shown on Figure 1 and the existing intersection geometry is shown on Figure 2 along with the posted speed limits. The 2013 existing AM and PM peak hour volumes are taken from the “2013 Stonehouse Traffic Data Collection & Analysis Memorandum” prepared by WSP USA Corp. on June 24, 2013. The counts were collected on May 14 and 21, 2013. The balanced AM (7:30 to 8:30) and PM (4:30 to 5:30) peak hour volumes are summarized on Figures 3 and 4.

2024 Volume Projections:

Existing 2013 volumes were projected to 2024 using a 2.5% annual growth rate. The 2024 AM and PM background volumes (without Stonehouse site trips) are shown on Figures 5 and 6.

The site trips for the remaining un-built portion of Phase 1 of the Stonehouse development were estimated using the land uses provided by the developer in conjunction with the residential and non-retail commercial trip rates contained in Table 20 of the 2007 URS Traffic Study. The Phase 1 site trips are summarized in Table 1. The Stonehouse phasing plan and proffered improvements are shown on Figure 7.

Table 1: Phase 1 Trip Generation Summary

AREA	LAND USE	ITE CODE	AMOUNT	UNITS	WEEKDAY					
					AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
RESIDENTIAL USES										
Land Bay 1	Single Family Detached	210	60	DU	10	14	24	17	12	29
Land Bay 3	Single Family Detached	210	30	DU	5	7	12	8	6	14
Land Bay 5	Single Family Detached	210	120	DU	21	28	48	33	24	57
Land Bay 8	Single Family Detached	210	40	DU	7	9	16	11	8	19
Tract 12	Single Family Detached	210	56	DU	10	13	23	16	11	27
Land Bay 14	Single Family Detached	210	45	DU	8	10	18	12	9	21
			351	DU	60	81	141	97	70	167
NON-RESIDENTIAL USES										
Tract 10A	Non-Retail Commercial	110	300,000	SF	111	24	135	35	107	141
Tract 10B	Non-Retail Commercial	110	720,000	SF	266	58	324	83	256	338
			1,020,000	SF	377	82	459	117	362	479
Phase 1 Total Development:					437	163	600	215	432	646

Source: Trip generation estimates calculated using rates from 2007 URS Stonehouse Traffic Impact Study

The Phase 1 site trips were distributed according to the “Stonehouse Traffic Impact Study” prepared by URS on December 20, 2007 (Figures 8A and 8B). The trip distribution percentages for land bays 1, 3, 5, 8, and 14 are shown on Figure 8 and the trip distribution percentages for tracts 10A, 10B, and 12 are shown on Figure 9. The Phase 1 site trips for the AM and PM peak hours are summarized on Figures 10 through 15.

The 2024 total AM and PM volumes (with Stonehouse Phase 1 site trips) are shown on Figures 16 and 17.

The 2024 total volumes were adjusted to include 50% and 100% of the Phase 2 site trips (including the proposed school facilities). The Phase 2 trip generation is shown in Table 2 and the trip distribution percentages are shown on Figure 18.

The 50% Phase 2 site trips for the AM and PM peak hours are summarized on Figures 19 and 20 while the 100% Phase 2 site trips for the AM and PM peak hours are summarized on Figures 21 and 22.

The 2024 adjusted total AM and PM volumes with Phase 1 and 50% of Phase 2 site trips are shown on Figures 23 and 24. The 2024 adjusted total AM and PM volumes with Phase 1 and 100% of Phase 2 site trips are shown on Figures 25 and 26.

Table 2: Phase 2 Trip Generation Summary

50% of Phase 2 Development					WEEKDAY					
AREA	LAND USE	ITE CODE	AMOUNT	UNITS	AM PEAK HOUR		TOTAL	PM PEAK HOUR		TOTAL
					IN	OUT		IN	OUT	
RESIDENTIAL USES										
Tract 2	Single Family Detached	210	200	DU	34	46	80	55	40	95
Tract 3	Single Family Detached	210	175	DU	30	40	70	48	35	83
			375	DU	64	87	151	104	75	179
NON-RESIDENTIAL USES										
Tract 11A	Non-Retail Commercial	110	338,400	SF	125	27	152	39	120	159
Tract 11B	Non-Retail Commercial	110	331,600	SF	123	27	149	38	118	156
Tract 11B	Retail - Shopping Center	820	50,000	SF	36	31	77	102	136	282
Tract 13	Non-Retail Commercial	110	210,000	SF	78	17	95	24	75	99
Tract S	Municipal/School		838,000	SF	52	43	95	48	36	84
			1,768,000	SF	413	144	568	251	484	780
Phase 2 (50%) Total Development:					477	231	718	355	559	959

100% of Phase 2 Development					WEEKDAY					
AREA	LAND USE	ITE CODE	AMOUNT	UNITS	AM PEAK HOUR		TOTAL	PM PEAK HOUR		TOTAL
					IN	OUT		IN	OUT	
RESIDENTIAL USES										
Tract 2	Single Family Detached	210	400	DU	68	92	161	111	80	190
Tract 3	Single Family Detached	210	350	DU	60	81	141	97	70	167
			750	DU	128	173	302	208	149	357
NON-RESIDENTIAL USES										
Tract 11A	Non-Retail Commercial	110	676,800	SF	250	54	305	78	240	318
Tract 11B	Non-Retail Commercial	110	663,200	SF	245	53	298	76	235	312
Tract 11B	Retail - Shopping Center	820	100,000	SF	54	47	117	162	216	449
Tract 13	Non-Retail Commercial	110	420,000	SF	155	34	189	48	149	197
Tract S	Municipal/School		838,000	SF	52	43	95	48	36	84
			2,698,000	SF	758	231	1,004	412	876	1,361
Phase 2 (100%) Total Development:					886	404	1,305	620	1,026	1,718

Source: Trip generation estimates for single family, non-retail commercial, and municipal/school calculated using rates from 2007 URS Stonehouse Traffic Impact Study. Retail-shopping center estimates calculated using ITE Trip Generation Manual, 9th Edition.

Operational Analysis/Signal Timings

Several items should be noted with respect to the completed analyses:

1. Capacity analyses at signalized and stop controlled intersections were completed using SYNCHRO 7.
2. The peak hour factor (PHF) by approach based on 2013 counts was used for the 2013 and 2024 analyses. A minimum PHF of 0.85 was used for the 2013 analyses while a minimum PHF of 0.92 was used for the 2024 analyses.
3. The heavy vehicle percentages for each movement were calculated using the AM and PM peak hour counts.
4. The timings for the proposed traffic signals on Route 30 within the study area were optimized using a minimum cycle length of 60 seconds.

Preliminary Findings

Under 2013 existing conditions all movements operate at level of service (LOS) C or better. The levels of service are shown on Figures 27 and 28; the LOS and 95th percentile queue lengths are summarized in Table 3.

Under 2024 background conditions (without Stonehouse site trips) all movements are anticipated to operate at LOS D or better. The levels of service are shown on Figures 29 and 30; the LOS and 95th percentile queue lengths are summarized in Table 4.

When the Phase 1 Stonehouse site trips are added to the existing roadway network (without proffered improvements) in 2024 all movements are anticipated to operate at LOS C or better with the following exceptions:

- The westbound left from Fieldstone Parkway at Route 30 operates at LOS E during the PM peak hour.
- The westbound left-thru lane from the I-64 westbound off-ramp at Route 30 operates at LOS F during the AM and PM peak hours. [NOTE: The 95th percentile queue lengths for this movement do not reflect the actual length of the queue, which extends down the ramp and onto the mainline of I-64 westbound.]
- The westbound left from LaGrange Parkway at Route 30 operates at LOS E during the AM peak hour.

The 2024 total volumes (with Phase 1 site trips) levels of service without proffered improvements are shown on Figures 31 and 32; the LOS and 95th percentile queue lengths are summarized in Table 5.

Based on the 2024 total volumes with Phase 1 site trips, the following proffered improvements will be needed:

- The second westbound left turn lane on Fieldstone Parkway at Route 30 (lane has been constructed and is currently striped out); and
- The second southbound left turn lane on Route 30 at LaGrange Parkway.

Due to the required dual left turn lanes, traffic signals were assumed to be installed at the following locations:

- Route 30 at Fieldstone Parkway; and
- Route 30 at LaGrange Parkway.

The 2024 geometry with the proffered improvements indicated above is shown on Figure 33.

When the Phase 1 site trips are added to the existing roadway network in 2024 with the proffered left turn lane improvements and traffic signals (listed above) all movements are anticipated to operate at LOS C or better with one exception. On Route 30 at the I-64 westbound ramps, the westbound left-through lane operates at LOS F during the AM and PM peak hours. [NOTE: The 95th percentile queue lengths reported for this movement (see Table 6) do not reflect the actual length of the queue, which extends down the ramp and onto the mainline of I-64 westbound.]

The 2024 total volumes (with Phase 1 site trips) levels of service with the proffered improvements are shown on Figures 34 and 35; the LOS and 95th percentile queue lengths are summarized in Table 6.

To mitigate the queuing issue on the I-64 westbound off-ramp at Route 30, a traffic signal was assumed (even though the “2013 Stonehouse Traffic Data Collection & Analysis Memorandum” indicated that the traffic signal is not warranted based on projected volumes). The 2024 geometry with the proffered improvements and additional traffic signal are shown on Figure 36. The 2024 total volumes (with Phase 1 site trips) levels of service with the proffered improvements and additional traffic signal are shown on Figures 37 and 38; the LOS and 95th percentile queue lengths are summarized in Table 7. As indicated in Table 7, all movements are anticipated to operate at LOS C or better.

Based on the 2024 total volumes with all of Phase 1 and 50% of Phase 2 site trips, six additional proffered improvements will be needed:

- The second westbound left on LaGrange Parkway at Route 30 (lane has been constructed and is currently striped out).
- The second northbound left turn lane Route 30 at the I-64 westbound on-ramp with corresponding receiving lane on the ramp; and
- The second westbound left turn lane on the I-64 westbound off-ramp at Route 30.
- A westbound left turn lane on Six Mount Zion Road at Mount Laurel Road.
- An eastbound left turn lane on Six Mount Zion Road at Fieldstone Parkway.
- A traffic signal at the Six Mount Zion Road/Fieldstone Parkway intersection.

The proposed geometry is shown on Figure 39.

The 2024 modified total volumes with Phase 1 and 50% of Phase 2 site trips levels of service with the proffered improvements and additional traffic signals are shown on Figures 40 and 41; the LOS and 95th percentile queue lengths are summarized in Table 8. As indicated in Table 8, all movements are anticipated to operate at LOS C or better with the following exception:

- At the unsignalized intersection of Six Mount Zion Road and Mount Laurel Road, the stop-controlled northbound approach operates at LOS E during the PM peak hour.

This poor level of service is noted on the minor approach of the intersection. Projected volumes at this location are less than 10 vehicles during the peak. A traffic signal would alleviate this poor level of service; however, there are insufficient volumes to satisfy the signal warrant.

Based on the 2024 total volumes with all of Phase 1 and 100% of Phase 2 site trips, all of the additional proffered improvements listed for the 2024 total volumes with all of Phase 1 and 50% of Phase 2 site trips will be necessary (listed above), in addition to the following:

- Westbound Six Mount Zion Road will need to be widened to 2 lanes through the Fieldstone Parkway intersection.

The proposed geometry is shown on Figure 42.

The 2024 modified total volumes with Phase 1 and 100% of Phase 2 site trips levels of service with the proffered improvements and additional traffic signal are shown on Figures 43 and 44; the LOS and 95th percentile queue lengths are summarized in Table 9. As indicated in Table 9, all movements are anticipated to operate at LOS C or better with the following exceptions:

- The westbound right turn at the intersection of Route 30 and LaGrange Parkway operates at a LOS D during the PM peak hour.
- At the unsignalized intersection of Six Mount Zion Road and Mount Laurel Road, the stop-controlled northbound approach operates at LOS F during the AM and PM peak hours.

This unacceptable level of service at the intersection of Route 30 and LaGrange Parkway intersection can be addressed by either (1) providing a free-flow channelized right turn or (2) providing a second left turn lane at the signal.

This poor level of service at the unsignalized intersection of Six Mount Zion Road and Mount Laurel Road is noted on the minor approach of the intersection. Projected volumes at this location are less than 10 vehicles during the peak. A traffic signal would alleviate this poor level of service; however, there are insufficient volumes to satisfy the signal warrant.

Table 3: Delay, LOS, and 95th Percentile Queue Length Summary
2013 Existing Volumes

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Route 30 (N-S) at Fieldstone Pkwy (E-W) Two-Way Stop	WB Left ²		13.2	B	26	17.8	C	30
	WB Right ³		9.0	A	1	11.0	B	2
	<i>WB Approach</i>		12.9	B	--	17.1	C	--
	NB U-Turn	200	0.0	A	0	0.0	A	0
	NB Thru		†	†	†	†	†	†
	NB Right ⁴	350	†	†	†	†	†	†
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Left	150	7.7	A	0	9.4	A	2
	SB Thru		†	†	†	†	†	†
	<i>SB Approach</i>		†	†	--	†	†	--
2. Route 30 (N-S) at I-64 WB Ramps (E-W) Two-Way Stop	WB Left-Thru		17.6	C	29	19.7	C	21
	<i>WB Approach</i>		17.6	C	--	19.7	C	--
	NB Left	200	10.4	B	12	8.9	A	11
	NB Thru		†	†	†	†	†	†
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru		†	†	†	†	†	†
	SB Right	300	†	†	†	†	†	†
	<i>SB Approach</i>		†	†	--	†	†	--
3. Route 30 (N-S) at I-64 EB Ramps (E-W) Two-Way Stop	EB Left		11.8	B	1	11.2	B	2
	<i>EB Approach</i>		11.8	B	--	11.2	B	--
	NB Thru		†	†	†	†	†	†
	NB Right	275	†	†	†	†	†	†
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru		†	†	†	†	†	†
	<i>SB Approach</i>		†	†	--	†	†	--
4. Route 30 (N-S) at LaGrange Pkwy (E-W) Two-Way Stop	WB Left ²		13.5	B	6	11.9	B	15
	WB Right ³		9.2	A	5	10.2	B	15
	<i>WB Approach</i>		10.6	B	--	11.0	B	--
	NB Thru		†	†	†	†	†	†
	NB Right ⁴	325	†	†	†	†	†	†
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Left	200	8.1	A	11	8.1	A	1
	SB Thru		†	†	†	†	†	†
	<i>SB Approach</i>		†	†	--	†	†	--
5. Six Mount Zion Rd (E-W) at Mount Laurel Rd (N-S) Two-Way Stop	EB Thru-Right		†	†	†	†	†	†
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left-Thru		0.3	A	0	0.6	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left-Right		8.8	A	0	9.1	A	1
	<i>NB Approach</i>		8.8	A	--	9.1	A	--
6. Six Mount Zion Rd (E-W) at Fieldstone Pkwy (N-S) Two-Way Stop	EB Left-Thru		7.3	A	2	6.9	A	4
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Thru-Right		†	†	†	†	†	†
	<i>WB Approach</i>		†	†	--	†	†	--
	SB Left-Right		8.7	A	8	8.5	A	4
	<i>SB Approach</i>		8.7	A	--	8.5	A	--

¹ Overall intersection LOS and delay not reported for two-way stop controlled intersections.

² Through lane must turn left.

³ Through lane must turn right.

⁴ Channelized right turn.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

Table 4: Delay, LOS, and 95th Percentile Queue Length Summary
2024 Background Volumes

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Route 30 (N-S) at Fieldstone Pkwy (E-W) Two-Way Stop	WB Left ²		15.9	C	45	26.5	D	58
	WB Right ³		9.2	A	2	12.1	B	2
	<i>WB Approach</i>		15.3	C	--	25.1	D	--
	NB U-Turn	200	0.0	A	0	0.0	A	0
	NB Thru		†	†	†	†	†	†
	NB Right ⁴	350	†	†	†	†	†	†
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Left	150	7.9	A	0	10.3	B	3
	SB Thru		†	†	†	†	†	†
	<i>SB Approach</i>		†	†	--	†	†	--
2. Route 30 (N-S) at I-64 WB Ramps (E-W) Two-Way Stop	WB Left-Thru		29.0	D	63	32.6	D	46
	<i>WB Approach</i>		29.0	D	--	32.6	D	--
	NB Left	200	12.5	B	21	9.7	A	17
	NB Thru		†	†	†	†	†	†
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru		†	†	†	†	†	†
	SB Right	300	†	†	†	†	†	†
	<i>SB Approach</i>		†	†	--	†	†	--
3. Route 30 (N-S) at I-64 EB Ramps (E-W) Two-Way Stop	EB Left		12.8	B	2	12.1	B	3
	<i>EB Approach</i>		12.8	B	--	12.1	B	--
	NB Thru		†	†	†	†	†	†
	NB Right	275	†	†	†	†	†	†
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru		†	†	†	†	†	†
	<i>SB Approach</i>		†	†	--	†	†	--
4. Route 30 (N-S) at LaGrange Pkwy (E-W) Two-Way Stop	WB Left ²		15.5	C	8	13.4	B	22
	WB Right ³		9.5	A	7	10.9	B	21
	<i>WB Approach</i>		11.5	B	--	12.0	B	--
	NB Thru		†	†	†	†	†	†
	NB Right ⁴	325	†	†	†	†	†	†
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Left	200	8.4	A	15	8.3	A	1
	SB Thru		†	†	†	†	†	†
	<i>SB Approach</i>		†	†	--	†	†	--
5. Six Mount Zion Rd (E-W) at Mount Laurel Rd (N-S) Two-Way Stop	EB Thru-Right		†	†	†	†	†	†
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left-Thru		0.3	A	0	0.6	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left-Right		8.9	A	1	9.3	A	1
	<i>NB Approach</i>		8.9	A	--	9.3	A	--
6. Six Mount Zion Rd (E-W) at Fieldstone Pkwy (N-S) Two-Way Stop	EB Left-Thru		7.3	A	2	7.0	A	4
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Thru-Right		†	†	†	†	†	†
	<i>WB Approach</i>		†	†	--	†	†	--
	SB Left-Right		8.7	A	9	8.6	A	5
	<i>SB Approach</i>		8.7	A	--	8.6	A	--

¹ Overall intersection LOS and delay not reported for two-way stop controlled intersections.

² Through lane must turn left.

³ Through lane must turn right.

⁴ Channelized right turn.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

Table 5: Delay, LOS, and 95th Percentile Queue Length Summary
2024 Total Volumes without Improvements

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Route 30 (N-S) at Fieldstone Pkwy (E-W) Two-Way Stop	WB Left ²		22.1	C	88	37.2	E	107
	WB Right ³		9.3	A	3	12.8	B	10
	<i>WB Approach</i>		<i>20.7</i>	<i>C</i>	<i>--</i>	<i>31.3</i>	<i>D</i>	<i>--</i>
	NB U-Turn	200	0.0	A	0	0.0	A	0
	NB Thru		†	†	†	†	†	†
	NB Right ⁴	350	†	†	†	†	†	†
	<i>NB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	SB Left	150	8.0	A	3	10.5	B	5
	SB Thru		†	†	†	†	†	†
	<i>SB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
2. Route 30 (N-S) at I-64 WB Ramps (E-W) Two-Way Stop	WB Left-Thru		104.6	F	247	122.4	F	159
	<i>WB Approach</i>		<i>104.6</i>	<i>F</i>	<i>--</i>	<i>122.4</i>	<i>F</i>	<i>--</i>
	NB Left	200	13.6	B	28	10.6	B	31
	NB Thru		†	†	†	†	†	†
	<i>NB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	SB Thru		†	†	†	†	†	†
	SB Right	300	†	†	†	†	†	†
	<i>SB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
3. Route 30 (N-S) at I-64 EB Ramps (E-W) Two-Way Stop	EB Left		14.2	B	3	13.0	B	5
	<i>EB Approach</i>		<i>14.2</i>	<i>B</i>	<i>--</i>	<i>13.0</i>	<i>B</i>	<i>--</i>
	NB Thru		†	†	†	†	†	†
	NB Right	275	†	†	†	†	†	†
	<i>NB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	SB Thru		†	†	†	†	†	†
	<i>SB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
4. Route 30 (N-S) at LaGrange Pkwy (E-W) Two-Way Stop	WB Left ²		39.0	E	49	23.7	C	100
	WB Right ³		9.8	A	13	14.3	B	69
	<i>WB Approach</i>		<i>20.8</i>	<i>C</i>	<i>--</i>	<i>18.4</i>	<i>C</i>	<i>--</i>
	NB Thru		†	†	†	†	†	†
	NB Right ⁴	325	†	†	†	†	†	†
	<i>NB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	SB Left	200	9.3	A	38	8.7	A	7
	SB Thru		†	†	†	†	†	†
	<i>SB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
5. Six Mount Zion Rd (E-W) at Mount Laurel Rd (N-S) Two-Way Stop	EB Thru-Right		†	†	†	†	†	†
	<i>EB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	WB Left-Thru		0.2	A	0	0.1	A	0
	<i>WB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	NB Left-Right		11.9	B	1	12.9	B	1
	<i>NB Approach</i>		<i>11.9</i>	<i>B</i>	<i>--</i>	<i>12.9</i>	<i>B</i>	<i>--</i>
6. Six Mount Zion Rd (E-W) at Fieldstone Pkwy (N-S) Two-Way Stop	EB Left-Thru		8.0	A	27	7.4	A	12
	<i>EB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	WB Thru-Right		†	†	†	†	†	†
	<i>WB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	SB Left-Right		9.1	A	18	10.5	B	49
	<i>SB Approach</i>		<i>9.1</i>	<i>A</i>	<i>--</i>	<i>10.5</i>	<i>B</i>	<i>--</i>

¹ Overall intersection LOS and delay not reported for two-way stop controlled intersections.

² Through lane must turn left.

³ Through lane must turn right.

⁴ Channelized right turn.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

**Table 6: Delay, LOS, and 95th Percentile Queue Length Summary
2024 Total Volumes with Applicable Proffered Improvements**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Route 30 (N-S) at Fieldstone Pkwy (E-W) Signalized	WB Left	250	15.4	B	59	20.3	C	61
	WB Left ²		15.4	B	59	20.3	C	61
	WB Right ³		13.9	B	17	18.6	B	29
	<i>WB Approach</i>		15.2	B	--	19.8	B	--
	NB U-Turn	200	0.0	A	0	0.0	A	0
	NB Thru		9.4	A	58	9.5	A	186
	NB Right ⁴	350	0.1	A	0	0.2	A	0
	<i>NB Approach</i>		6.8	A	--	7.8	A	--
	SB Left	150	5.0	A	15	4.2	A	11
	SB Thru		6.6	A	114	3.6	A	40
	<i>SB Approach</i>		6.5	A	--	3.7	A	--
	Overall		8.2	A	--	8.3	A	--
2. Route 30 (N-S) at I-64 WB Ramps (E-W) Two-Way Stop	WB Left-Thru		104.6	F	247	122.4	F	159
	<i>WB Approach</i>		104.6	F	--	122.4	F	--
	NB Left	200	13.6	B	28	10.6	B	31
	NB Thru		†	†	†	†	†	†
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru		†	†	†	†	†	†
	SB Right	300	†	†	†	†	†	†
	<i>SB Approach</i>		†	†	--	†	†	--
3. Route 30 (N-S) at I-64 EB Ramps (E-W) Two-Way Stop	EB Left		14.2	B	3	13.0	B	5
	<i>EB Approach</i>		14.2	B	--	13.0	B	--
	NB Thru		†	†	†	†	†	†
	NB Right	275	†	†	†	†	†	†
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru		†	†	†	†	†	†
	<i>SB Approach</i>		†	†	--	†	†	--
4. Route 30 (N-S) at LaGrange Pkwy (E-W) Signalized	WB Left ²		22.8	C	54	21.3	C	77
	WB Right ³		11.1	B	19	11.7	B	41
	<i>WB Approach</i>		15.5	B	--	15.9	B	--
	NB Thru		11.5	B	68	15.2	B	63
	NB Right ⁴	325	0.3	A	0	0.1	A	0
	<i>NB Approach</i>		5.7	A	--	12.4	B	--
	SB Left	200	16.7	B	95	19.7	B	12
	SB Left	200	16.7	B	95	19.7	B	12
	SB Thru		2.9	A	41	6.2	A	54
	<i>SB Approach</i>		9.7	A	--	8.7	A	--
	Overall		9.0	A	--	12.7	B	--
5. Six Mount Zion Rd (E-W) at Mount Laurel Rd (N-S) Two-Way Stop	EB Thru-Right		†	†	†	†	†	†
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left-Thru		0.2	A	0	0.1	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left-Right		11.9	B	1	12.9	B	1
	<i>NB Approach</i>		11.9	B	--	12.9	B	--
6. Six Mount Zion Rd (E-W) at Fieldstone Pkwy (N-S) Two-Way Stop	EB Left-Thru		8.0	A	27	7.4	A	12
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Thru-Right		†	†	†	†	†	†
	<i>WB Approach</i>		†	†	--	†	†	--
	SB Left-Right		9.1	A	18	10.5	B	49
	<i>SB Approach</i>		9.1	A	--	10.5	B	--

¹ Overall intersection LOS and delay not reported for two-way stop controlled intersections.

² Through lane must turn left.

³ Through lane must turn right.

⁴ Channelized right turn not controlled by the signal.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

Proffered improvements shown in **RED** text.

Table 7: Delay, LOS, and 95th Percentile Queue Length Summary
2024 Total Volumes with Applicable Proffered Improvements and Signal at I-64 WB Ramps

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Route 30 (N-S) at Fieldstone Pkwy (E-W) Signalized	WB Left	250	23.3	C	73	28.7	C	68
	WB Left ²		23.3	C	73	28.7	C	68
	WB Right ³		20.9	C	19	26.6	C	30
	<i>WB Approach</i>		<i>23.0</i>	<i>C</i>	<i>--</i>	<i>28.2</i>	<i>C</i>	<i>--</i>
	NB U-Turn	200	0.0	A	0	0.0	A	0
	NB Thru		9.0	A	62	8.6	A	202
	NB Right ⁴	350	0.1	A	0	0.2	A	0
	<i>NB Approach</i>		<i>6.5</i>	<i>A</i>	<i>--</i>	<i>7.0</i>	<i>A</i>	<i>--</i>
	SB Left	150	4.0	A	15	4.1	A	13
	SB Thru		5.8	A	118	3.6	A	48
	<i>SB Approach</i>		<i>5.7</i>	<i>A</i>	<i>--</i>	<i>3.7</i>	<i>A</i>	<i>--</i>
	Overall		9.1	A	--	8.9	A	--
2. Route 30 (N-S) at I-64 WB Ramps (E-W) Signalized	WB Left-Thru		31.2	C	#174	34.4	C	98
	<i>WB Approach</i>		<i>31.2</i>	<i>C</i>	<i>--</i>	<i>34.4</i>	<i>C</i>	<i>--</i>
	NB Left	200	10.1	B	54	4.4	A	60
	NB Thru		4.4	A	22	3.6	A	67
	<i>NB Approach</i>		<i>7.0</i>	<i>A</i>	<i>--</i>	<i>3.9</i>	<i>A</i>	<i>--</i>
	SB Thru		12.9	B	#193	9.8	A	147
	SB Right ⁴	300	0.0	A	m0	0.0	A	m0
	<i>SB Approach</i>		<i>12.4</i>	<i>B</i>	<i>--</i>	<i>9.5</i>	<i>A</i>	<i>--</i>
	Overall		14.0	B	--	8.4	A	--
3. Route 30 (N-S) at I-64 EB Ramps (E-W) Two-Way Stop	EB Left		14.2	B	3	13.0	B	5
	<i>EB Approach</i>		<i>14.2</i>	<i>B</i>	<i>--</i>	<i>13.0</i>	<i>B</i>	<i>--</i>
	NB Thru		†	†	†	†	†	†
	NB Right	275	†	†	†	†	†	†
	<i>NB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	SB Thru		†	†	†	†	†	†
4. Route 30 (N-S) at LaGrange Pkwy (E-W) Signalized	<i>SB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	WB Left ²		22.8	C	54	20.2	C	157
	WB Right ³		11.1	B	19	11.6	B	100
	<i>WB Approach</i>		<i>15.5</i>	<i>B</i>	<i>--</i>	<i>15.4</i>	<i>B</i>	<i>--</i>
	NB Thru		11.5	B	68	15.6	B	124
	NB Right ⁴	325	0.3	A	0	0.1	A	0
	<i>NB Approach</i>		<i>5.7</i>	<i>A</i>	<i>--</i>	<i>12.7</i>	<i>B</i>	<i>--</i>
	SB Left	200	16.7	B	95	20.4	C	34
	SB Left	200	16.7	B	95	20.4	C	34
	SB Thru		2.9	A	41	6.6	A	65
	<i>SB Approach</i>		<i>9.7</i>	<i>A</i>	<i>--</i>	<i>9.1</i>	<i>A</i>	<i>--</i>
	Overall		9.0	A	--	12.7	B	--
5. Six Mount Zion Rd (E-W) at Mount Laurel Rd (N-S) Two-Way Stop	EB Thru-Right		†	†	†	†	†	†
	<i>EB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	WB Left-Thru		0.2	A	0	0.1	A	0
	<i>WB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	NB Left-Right		11.9	B	1	12.9	B	1
6. Six Mount Zion Rd (E-W) at Fieldstone Pkwy (N-S) Two-Way Stop	<i>NB Approach</i>		<i>11.9</i>	<i>B</i>	<i>--</i>	<i>12.9</i>	<i>B</i>	<i>--</i>
	EB Left-Thru		8.0	A	27	7.4	A	12
	<i>EB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	WB Thru-Right		†	†	†	†	†	†
	<i>WB Approach</i>		<i>†</i>	<i>†</i>	<i>--</i>	<i>†</i>	<i>†</i>	<i>--</i>
	SB Left-Right		9.1	A	18	10.5	B	49
	<i>SB Approach</i>		<i>9.1</i>	<i>A</i>	<i>--</i>	<i>10.5</i>	<i>B</i>	<i>--</i>

¹ Overall intersection LOS and delay not reported for two-way stop controlled intersections.

² Through lane must turn left.

³ Through lane must turn right.

⁴ Channelized right turn not controlled by the signal.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m - Volume for 95th percentile queue is metered by upstream signal.

Proffered improvements shown in **RED** text.

**Table 8: Delay, LOS, and 95th Percentile Queue Length Summary
2024 Modified Total Volumes (Phase 1 and 50% Phase 2)
with Applicable Proffered Improvements and Signal at I-64 WB Ramps**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Route 30 (N-S) at Fieldstone Pkwy (E-W) Signalized	WB Left	250	23.3	C	73	28.7	C	68
	WB Left ²		23.3	C	73	28.7	C	68
	WB Right ³		20.9	C	19	26.6	C	30
	<i>WB Approach</i>		23.0	C	--	28.2	C	--
	NB U-Turn	200	0.0	A	0	0.0	A	0
	NB Thru		8.8	A	70	8.7	A	118
	NB Right ⁴	350	0.1	A	0	0.2	A	0
	<i>NB Approach</i>		6.5	A	--	7.2	A	--
	SB Left	150	4.0	A	15	4.3	A	13
	SB Thru		6.0	A	126	3.7	A	52
	<i>SB Approach</i>		5.9	A	--	3.7	A	--
	Overall		9.1	A	--	8.9	A	--
2. Route 30 (N-S) at I-64 WB Ramps (E-W) Signalized	WB Left ²		31.7	C	#153	32.1	C	92
	WB Left-Thru		30.9	C	#149	32.1	C	92
	<i>WB Approach</i>		31.3	C	--	32.1	C	--
	NB Left	200	25.2	C	69	28.7	C	121
	NB Left	200	25.2	C	69	28.7	C	121
	NB Thru		4.1	A	23	3.9	A	86
	<i>NB Approach</i>		15.0	B	--	13.1	B	--
	SB Thru		16.0	B	#167	12.3	B	144
	SB Right ⁴	300	0.0	A	m0	0.0	A	m0
	<i>SB Approach</i>		15.5	B	--	11.9	B	--
	Overall		18.3	B	--	14.9	B	--
3. Route 30 (N-S) at I-64 EB Ramps (E-W) Two-Way Stop	EB Left		16.7	C	4	14.8	B	6
	<i>EB Approach</i>		16.7	C	--	14.8	B	--
	NB Thru		†	†	†	†	†	†
	NB Right	275	†	†	†	†	†	†
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru		†	†	†	†	†	†
	<i>SB Approach</i>		†	†	--	†	†	--
4. Route 30 (N-S) at LaGrange Pkwy (E-W) Signalized	WB Left	250	23.2	C	53	26.7	C	#180
	WB Left ²		23.2	C	53	26.7	C	#180
	WB Right ³		10.1	B	30	18.0	B	329
	<i>WB Approach</i>		15.1	B	--	21.6	C	--
	NB Thru		15.1	B	75	20.6	C	144
	NB Right ⁴	325	0.6	A	0	0.2	A	0
	<i>NB Approach</i>		5.8	A	--	13.4	B	--
	SB Left	200	19.7	B	169	18.3	B	81
	SB Left	200	19.7	B	169	18.3	B	81
	SB Thru		3.2	A	40	5.3	A	47
	<i>SB Approach</i>		13.5	B	--	11.2	B	--
	Overall		11.3	B	--	16.7	B	--
5. Six Mount Zion Rd (E-W) at Mount Laurel Rd (N-S) Two-Way Stop	EB Thru-Right		†	†	†	†	†	†
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left	100	10.0	A	0	8.7	A	0
	WB Thru		†	†	†	†	†	†
	<i>WB Approach</i>		0.1	A	--	0.0	A	--
	NB Left-Right		22.3	C	3	47.0	E	6
	<i>NB Approach</i>		22.3	C	--	47.0	E	--
6. Six Mount Zion Rd (E-W) at Fieldstone Pkwy (N-S) Signalized	EB Left	200	14.7	B	193	17.5	B	#151
	EB Thru		9.4	A	166	8.1	A	117
	<i>EB Approach</i>		11.8	B	--	11.5	B	--
	WB Thru-Right		7.1	A	73	10.7	B	211
	<i>WB Approach</i>		7.1	A	--	10.7	B	--
	SB Left-Right		17.4	B	0	23.8	C	137
	<i>SB Approach</i>		17.4	B	--	23.8	C	--
	Overall		11.8	B	--	14.4	B	--

¹ Overall intersection LOS and delay not reported for two-way stop controlled intersections.

² Through lane must turn left.

³ Through lane must turn right.

⁴ Channelized right turn not controlled by the signal.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m - Volume for 95th percentile queue is metered by upstream signal.

Proffered improvements shown in **RED** text.

NOTE:

- Signals at Route 30/I-64 WB Ramps and Route 30/Fieldstone Parkway assumed to be coordinated.

**Table 9: Delay, LOS, and 95th Percentile Queue Length Summary
2024 Modified Total Volumes (Phase 1 and 100% Phase 2)
with Applicable Proffered Improvements and Signal at I-64 WB Ramps**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Route 30 (N-S) at Fieldstone Pkwy (E-W) Signalized	WB Left	250	23.3	C	73	28.7	C	68
	WB Left ²		23.3	C	73	28.7	C	68
	WB Right ³		20.9	C	19	26.6	C	30
	<i>WB Approach</i>		23.0	C	--	28.2	C	--
	NB U-Turn	200	0.0	A	0	0.0	A	0
	NB Thru		9.6	A	78	8.8	A	122
	NB Right ⁴	350	0.1	A	0	0.2	A	0
	<i>NB Approach</i>		7.2	A	--	7.4	A	--
	SB Left	150	4.0	A	15	4.5	A	13
	SB Thru		6.1	A	134	3.8	A	55
	<i>SB Approach</i>		6.0	A	--	3.8	A	--
	Overall		9.2	A	--	8.9	A	--
2. Route 30 (N-S) at I-64 WB Ramps (E-W) Signalized	WB Left ²		30.3	C	#178	30.5	C	118
	WB Left-Thru		30.9	C	#183	30.5	C	118
	<i>WB Approach</i>		30.6	C	--	30.5	C	--
	NB Left	200	31.8	C	#97	31.7	C	155
	NB Left	200	31.8	C	#97	31.7	C	155
	NB Thru		5.1	A	29	5.1	A	95
	<i>NB Approach</i>		19.6	B	--	16.0	B	--
	SB Thru		21.7	C	#335	15.3	B	173
	SB Right ⁴	300	0.0	A	m0	0.0	A	m0
	<i>SB Approach</i>		21.0	C	--	14.8	B	--
	Overall		22.8	C	--	17.6	B	--
3. Route 30 (N-S) at I-64 EB Ramps (E-W) Two-Way Stop	EB Left		19.3	C	5	16.5	C	8
	<i>EB Approach</i>		19.3	C	--	16.5	C	--
	NB Thru		†	†	†	†	†	†
	NB Right	275	†	†	†	†	†	†
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru		†	†	†	†	†	†
	<i>SB Approach</i>		†	†	--	†	†	--
4. Route 30 (N-S) at LaGrange Pkwy (E-W) Signalized	WB Left	250	23.8	C	73	33.4	C	#287
	WB Left ²		23.8	C	73	33.4	C	#287
	WB Right ³		9.7	A	58	37.4	D	#721
	<i>WB Approach</i>		15.2	B	--	35.8	D	--
	NB Thru		18.0	B	75	34.4	C	144
	NB Right ⁴	325	0.9	A	0	0.4	A	0
	<i>NB Approach</i>		6.0	A	--	19.5	B	--
	SB Left	200	30.3	C	#288	21.8	C	124
	SB Left	200	30.3	C	#288	21.8	C	124
	SB Thru		3.8	A	40	7.6	A	47
	<i>SB Approach</i>		22.3	C	--	15.5	B	--
	Overall		15.6	B	--	26.7	C	--
5. Six Mount Zion Rd (E-W) at Mount Laurel Rd (N-S) Two-Way Stop	EB Thru-Right		†	†	†	†	†	†
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left	100	12.4	B	1	9.8	A	1
	WB Thru		†	†	†	†	†	†
	<i>WB Approach</i>		0.1	A	--	0.0	A	--
	NB Left-Right		55.6	F	8	775.3	F	36
	<i>NB Approach</i>		55.6	F	--	775.3	F	--
6. Six Mount Zion Rd (E-W) at Fieldstone Pkwy (N-S) Signalized	EB Left	200	9.1	A	125	29.9	C	#158
	EB Thru		12.2	B	446	14.6	B	341
	<i>EB Approach</i>		11.2	B	--	18.3	B	--
	WB Thru-Right		17.0	B	117	28.3	C	370
	<i>WB Approach</i>		17.0	B	--	28.3	C	--
	SB Left-Right		31.3	C	0	28.9	C	161
	<i>SB Approach</i>		31.3	C	--	28.9	C	--
	Overall		14.6	B	--	24.8	C	--

¹ Overall intersection LOS and delay not reported for two-way stop controlled intersections.

² Through lane must turn left.

³ Through lane must turn right.

⁴ Channelized right turn not controlled by the signal.

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m - Volume for 95th percentile queue is metered by upstream signal.

Proffered improvements shown in **RED** text.

NOTE:

- Signals at Route 30/I-64 WB Ramps and Route 30/Fieldstone Parkway assumed to be coordinated.

Roundabout Analysis

Per the VDOT Road Design Manual, roundabouts are to be considered when a project includes re-constructing or constructing a new intersection. It should be noted that while this requirement exists, the approved proffers associated with the Stonehouse rezoning provide specific geometric improvements at each intersection and do not include the construction of roundabouts. This supplemental analysis addresses re-structuring the phasing only, not altering the proffers themselves.

With respect to this body of work, two corridors are impacted – the Route 30 (Barhamsville Road) corridor and the LaGrange Parkway/Six Mount Zion Road corridor.

Specific to Route 30 (Barhamsville Road):

- Route 30 is a 4-lane divided corridor with a posted speed limit of 55 mph.
- The 2013 VDOT counts indicate this section of Route 30 carries a high percentage of heavy vehicles (13%).
- The Fieldstone Parkway/Route 30 intersection is constructed to its ultimate geometry, minus the traffic signal.
- The I-64 interchange ramps consist of numerous channelized movements for both entering/exiting traffic movements and cited long term improvements consist of a signal at the westbound ramp terminus and a northbound left turn lane that can be accommodated in the existing median.
- The LaGrange Parkway/Route 30 intersection is also fully built out with the exception of a traffic signal and a southbound left turn lane that can be accommodated in the existing median.

Given the posted speed limit, the presence of heavy vehicles, and the minimal changes necessary to fully build out and accommodate projected traffic volumes along Route 30, roundabouts are not recommended at these locations. Furthermore, it is anticipated that the inscribed diameter of a multilane roundabout along Route 30 would be approximately 200' to 220', which is twice as wide as the existing road and would require additional right of way (ROW).

The LaGrange Parkway/Six Mount Zion Road corridor holds more potential for the installation of roundabouts given the extent of work necessary to accommodate future improvements. That being noted, SIDRA analyses were conducted assuming the installation of a single lane roundabout at both the Mount Laurel Road and Fieldstone Parkway intersections. The operational analysis is summarized in Table 10 below:

Table 10: LOS and Delay Summary
LaGrange Parkway/Six Mount Zion Road Corridor Roundabouts

Scenario	Mount Laurel Road/LaGrange Parkway				Fieldstone Parkway/LaGrange Parkway			
	AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Phase 2 50%	C	18.2	D	25.8	C	18.1	C	15.9
Phase 2 100%	F	98.3	F	134.8	F	97.3	F	84.6

Based on the information above, single lane roundabouts could effectively serve both intersections assuming 50% buildout of Phase 2. At full buildout, a multilane roundabout would be needed at both intersections to provide an acceptable level of service.

It is assumed the inscribed diameter for a single lane roundabout would be approximately 120', while the inscribed diameter for a multilane roundabout would be approximately 175'. Under either scenario, it is anticipated that additional right of way (ROW) will be necessary to accommodate the addition of a roundabout.

Conclusions

The analyses of the 2024 total volumes with Phase 1 site trips indicate that all movements (at both the signalized and unsignalized intersections) will operate at LOS C or better during the AM and PM peak hours with the following proffered improvements:

- The second westbound left turn lane on Fieldstone Parkway at Route 30 (lane has been constructed and is currently striped out);
- A traffic signal on Route 30 at Fieldstone Parkway;
- A traffic signal on Route 30 at I-64 westbound ramps;
- The second southbound left turn lane on Route 30 at LaGrange Parkway; and
- A traffic signal on Route 30 at LaGrange Parkway.

With the addition of 50% of the Phase 2 site trips the following additional proffers are required:

- The second westbound left on LaGrange Parkway at Route 30 (lane has been constructed and is currently striped out).
- The second northbound left turn lane Route 30 at the I-64 westbound on-ramp with corresponding receiving lane on the ramp; and
- The second westbound left turn lane on the I-64 westbound off-ramp at Route 30.
- A westbound left turn lane on Six Mount Zion Road at Mount Laurel Road.
- An eastbound left turn lane on Six Mount Zion Road at Fieldstone Parkway.
- A traffic signal at the Six Mount Zion Road/Fieldstone Parkway intersection.

Assuming the above improvements, all movements will continue to operate at LOS C or better during the AM and PM peak hours with the exception of the unsignalized, stop-controlled intersections of Six Mount Zion Road at Mount Laurel Road, which operate at LOS E during the PM peak hour.

With the addition of 100% of the Phase 2 site trips the following additional proffers are required:

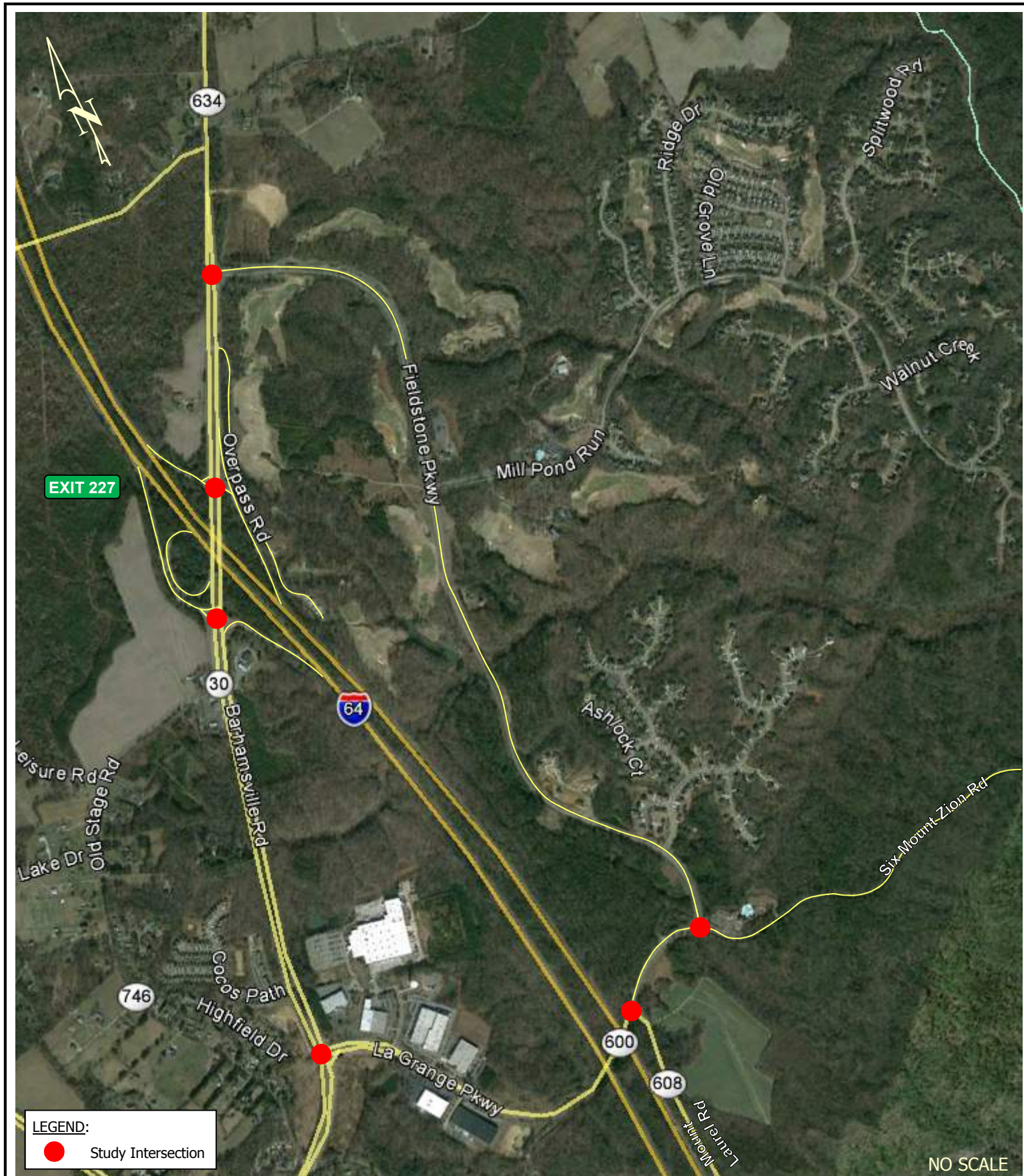
- Westbound Six Mount Zion Road will need to be widened to 2 lanes through the Fieldstone Parkway intersection.

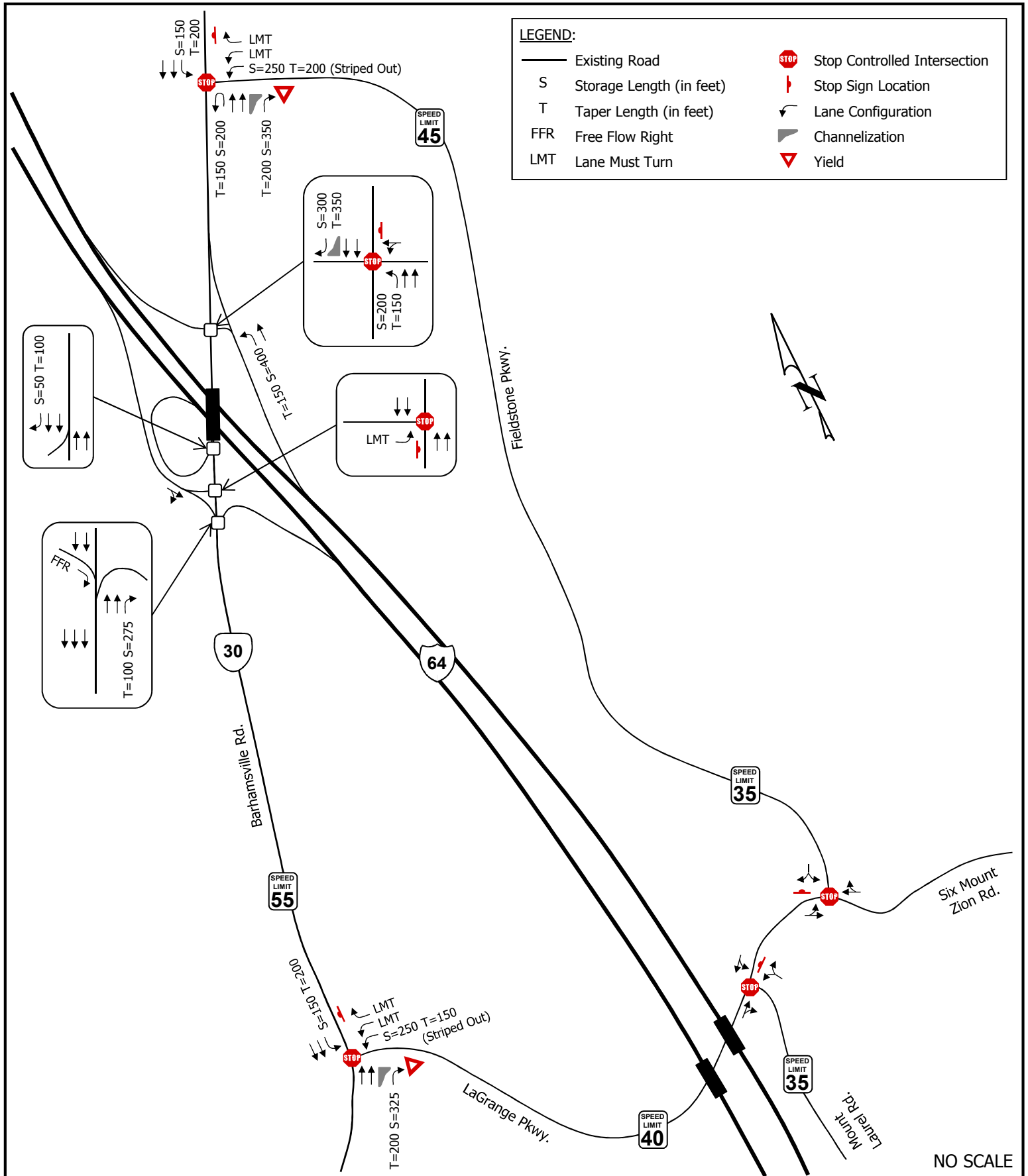
Assuming the above improvements, all movements will continue to operate at LOS C or better during the AM and PM peak hours with following exceptions:

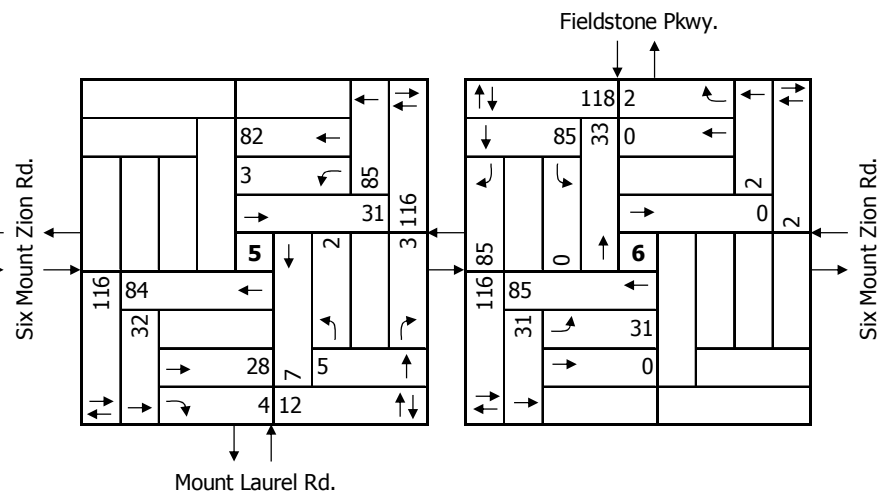
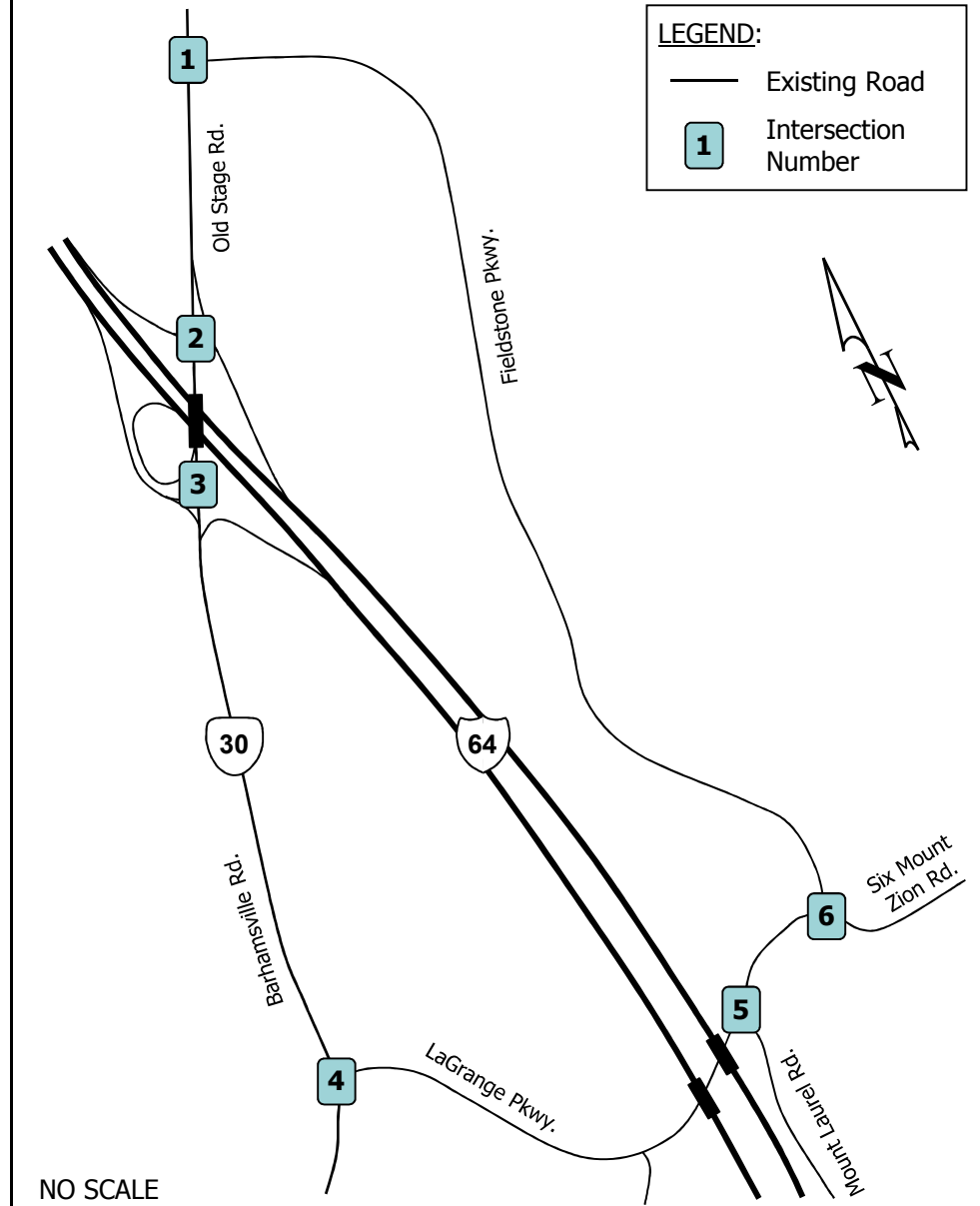
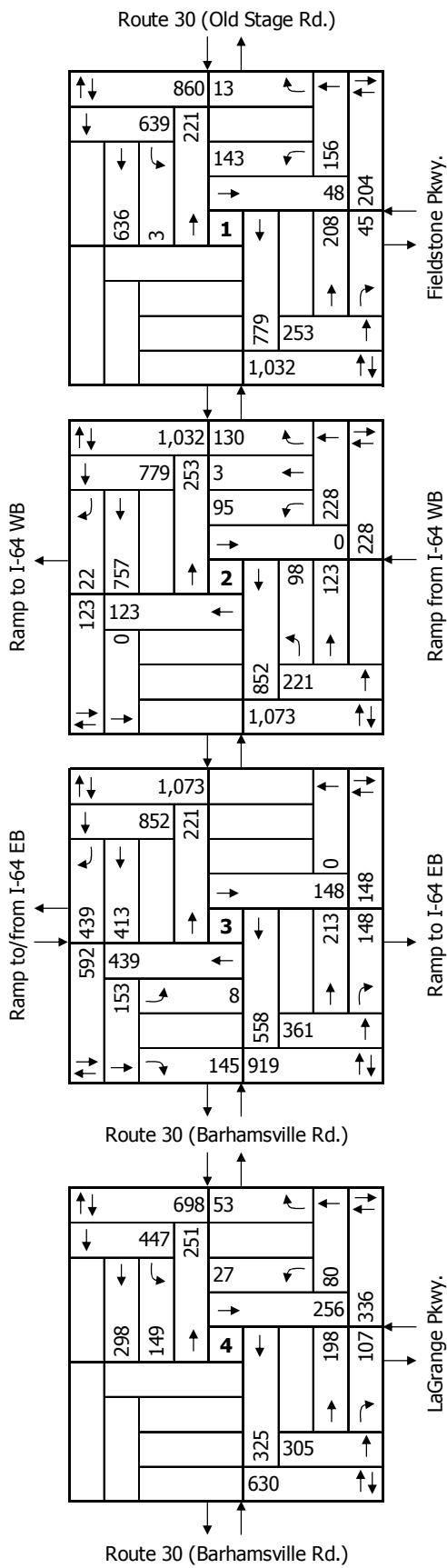
- The westbound right turn at the intersection of Route 30 and LaGrange Parkway operates at a LOS D during the PM peak hour.
- At the unsignalized intersection of Six Mount Zion Road and Mount Laurel Road, the stop-controlled northbound approach operates at LOS F during the AM and PM peak hours.

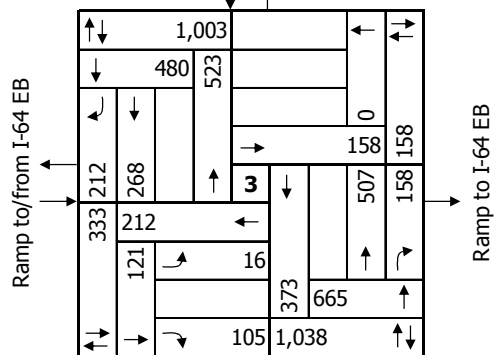
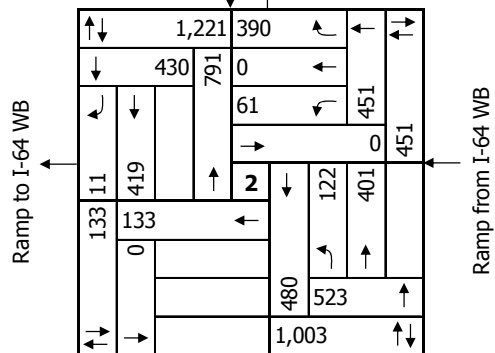
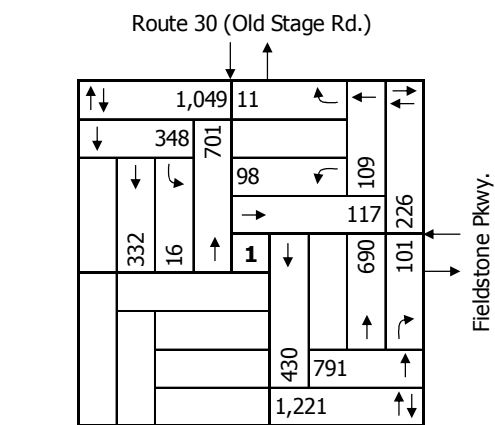
A couple additional items should be noted:

- VDOT was contacted regarding the underpass at Six Mount Zion Road and I-64. There are no truck/vehicle restrictions shown for the facility indicating that it is sufficient to accommodate all traffic. In addition, the Structures and Bridges database indicates that both overpasses have 16 feet of clearance and can accommodate tractor trailers.
- The operational analyses indicate that additional carrying capacity is available at the subject intersections following the build out of Phase 2 to accommodate potential development in Phases 3 and 4. Accommodations will need to be made to provide access to Six Mount Zion Road via facilities other than Ware Creek Road.

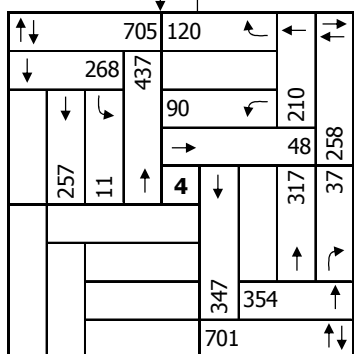








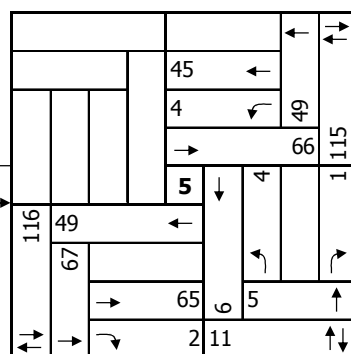
Route 30 (Barhamsville Rd.)



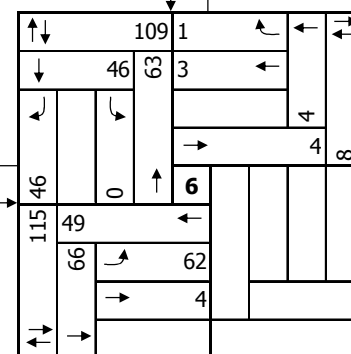
Route 30 (Barhamsville Rd.)

LaGrange Pkwy.

Six Mount Zion Rd.



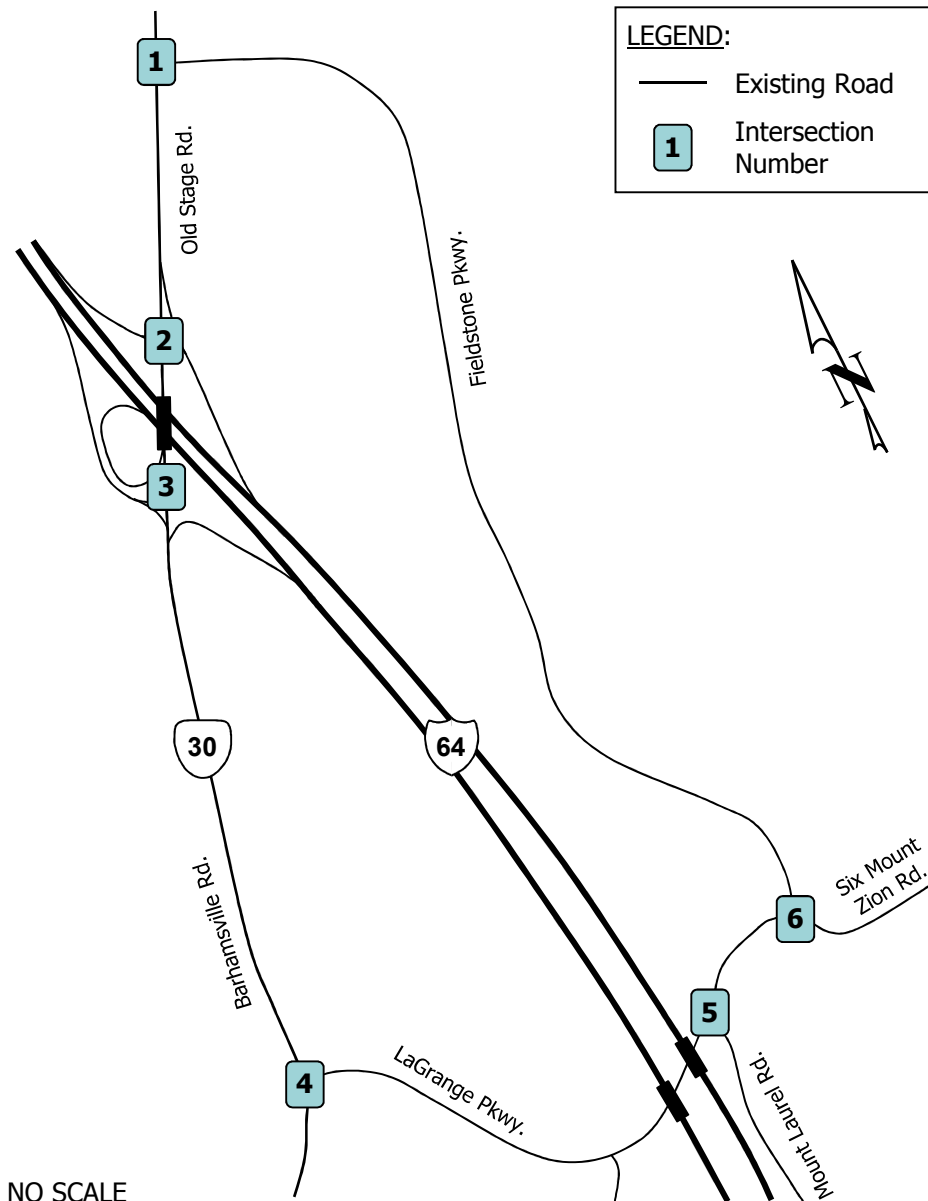
Mount Laurel Rd.

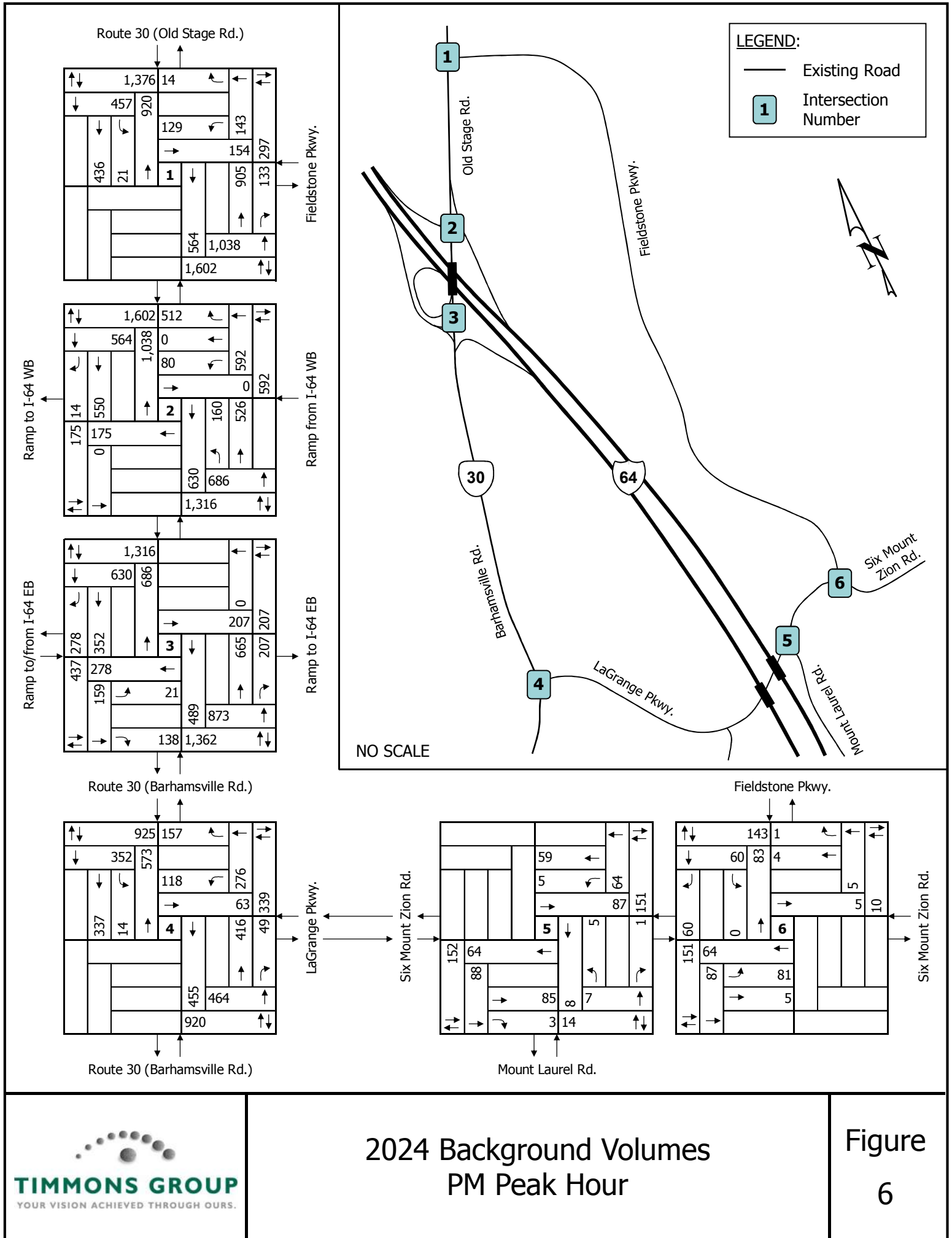


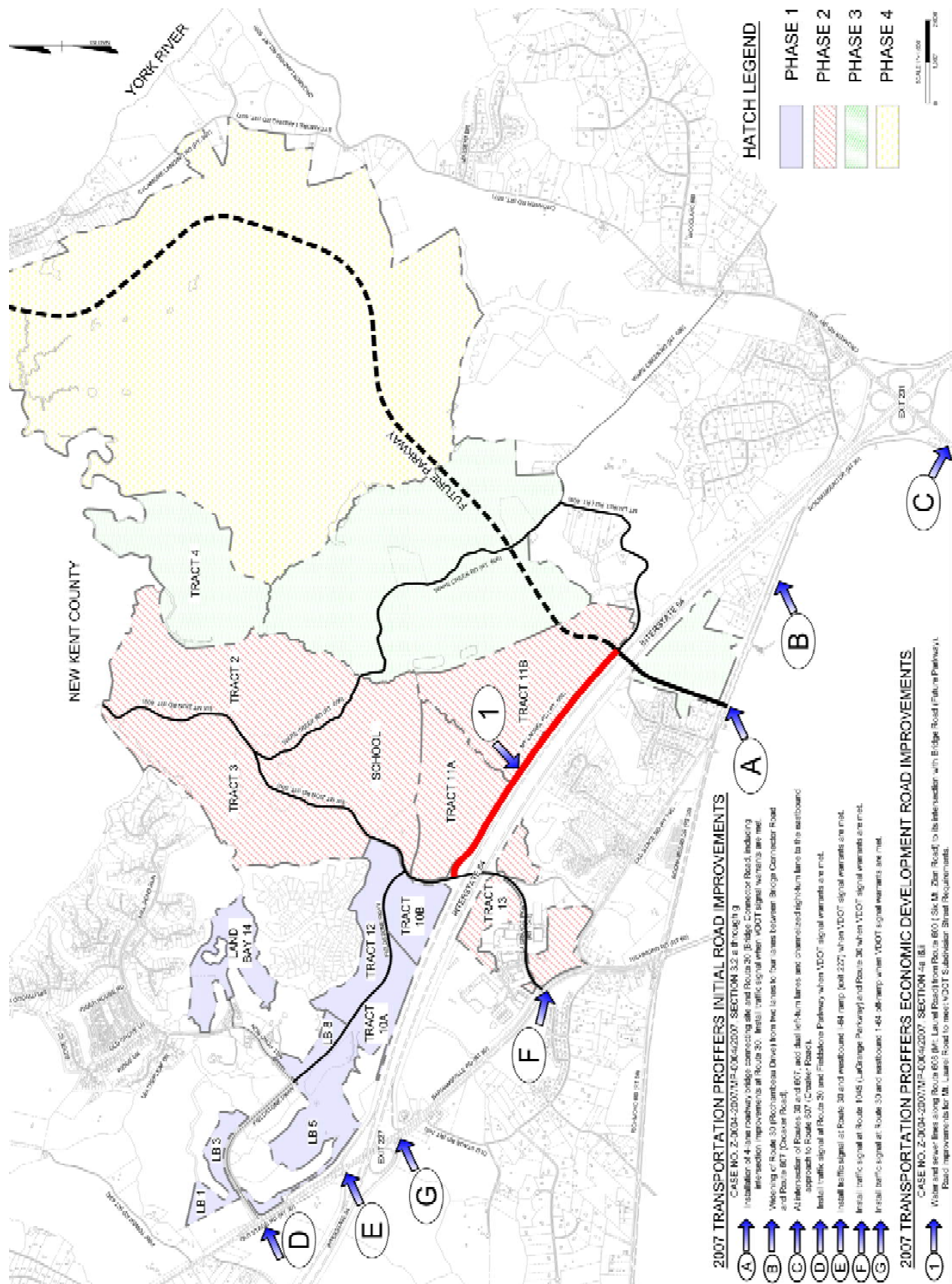
Six Mount Zion Rd.

LEGEND:

- Existing Road
- Intersection Number







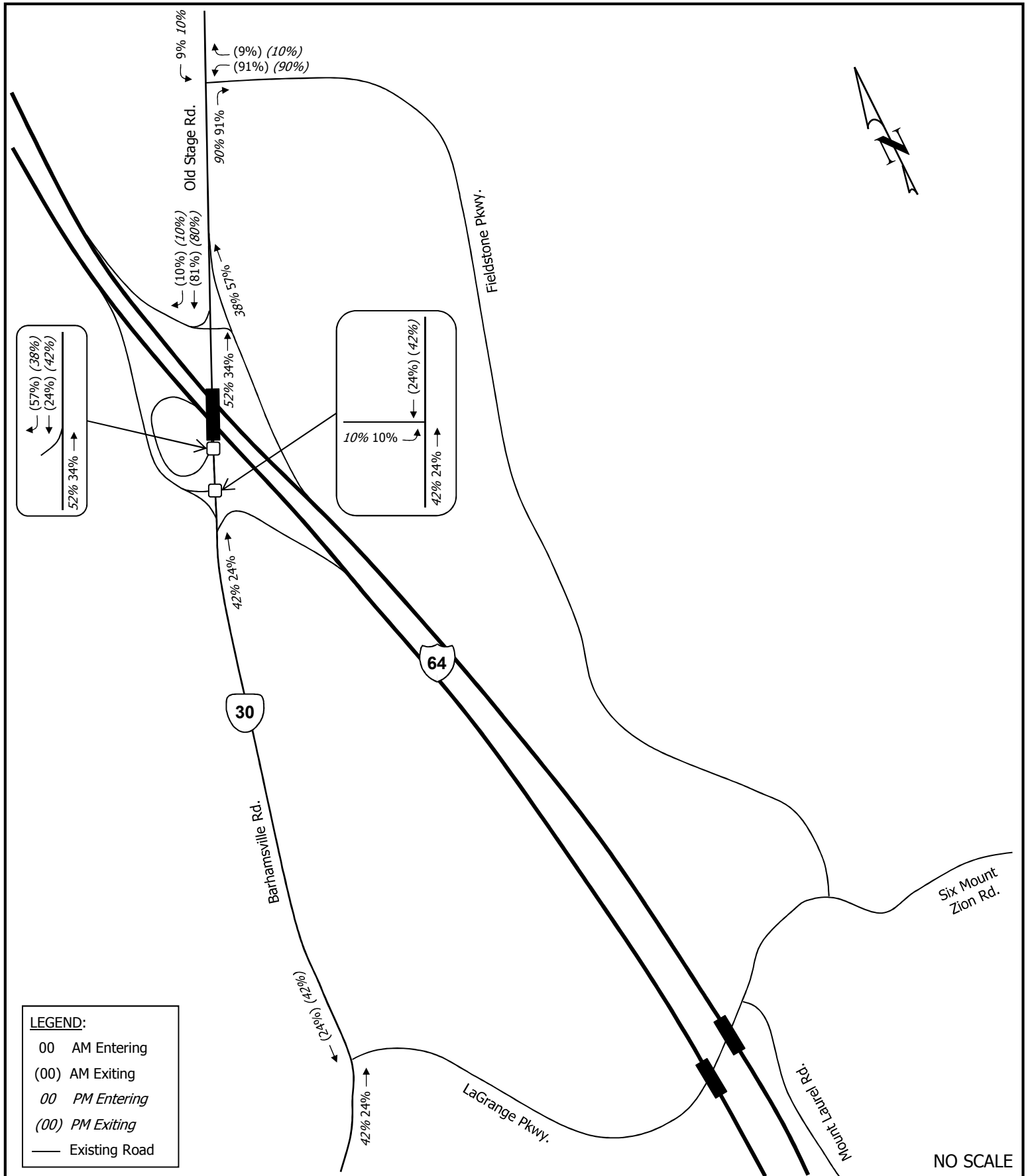
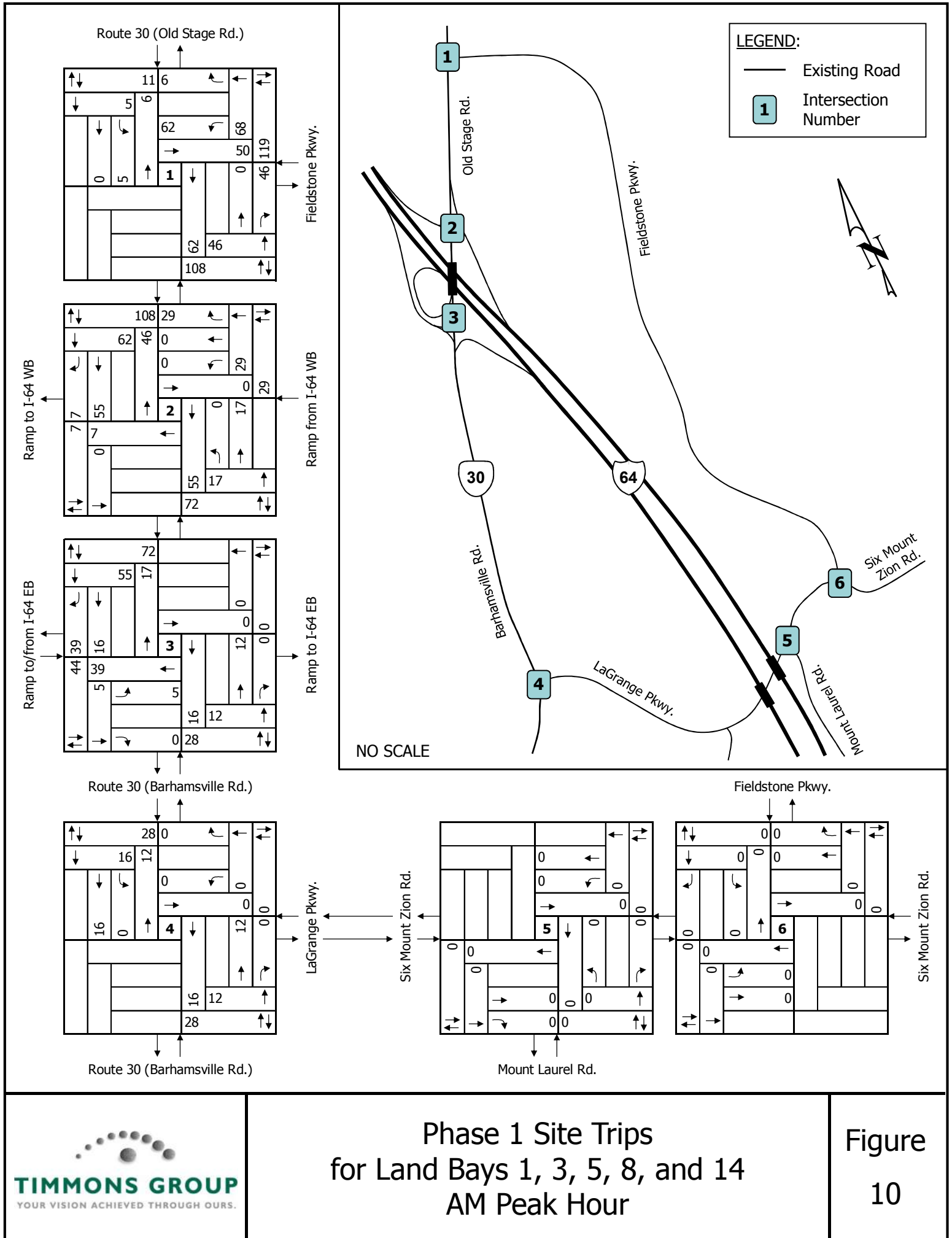
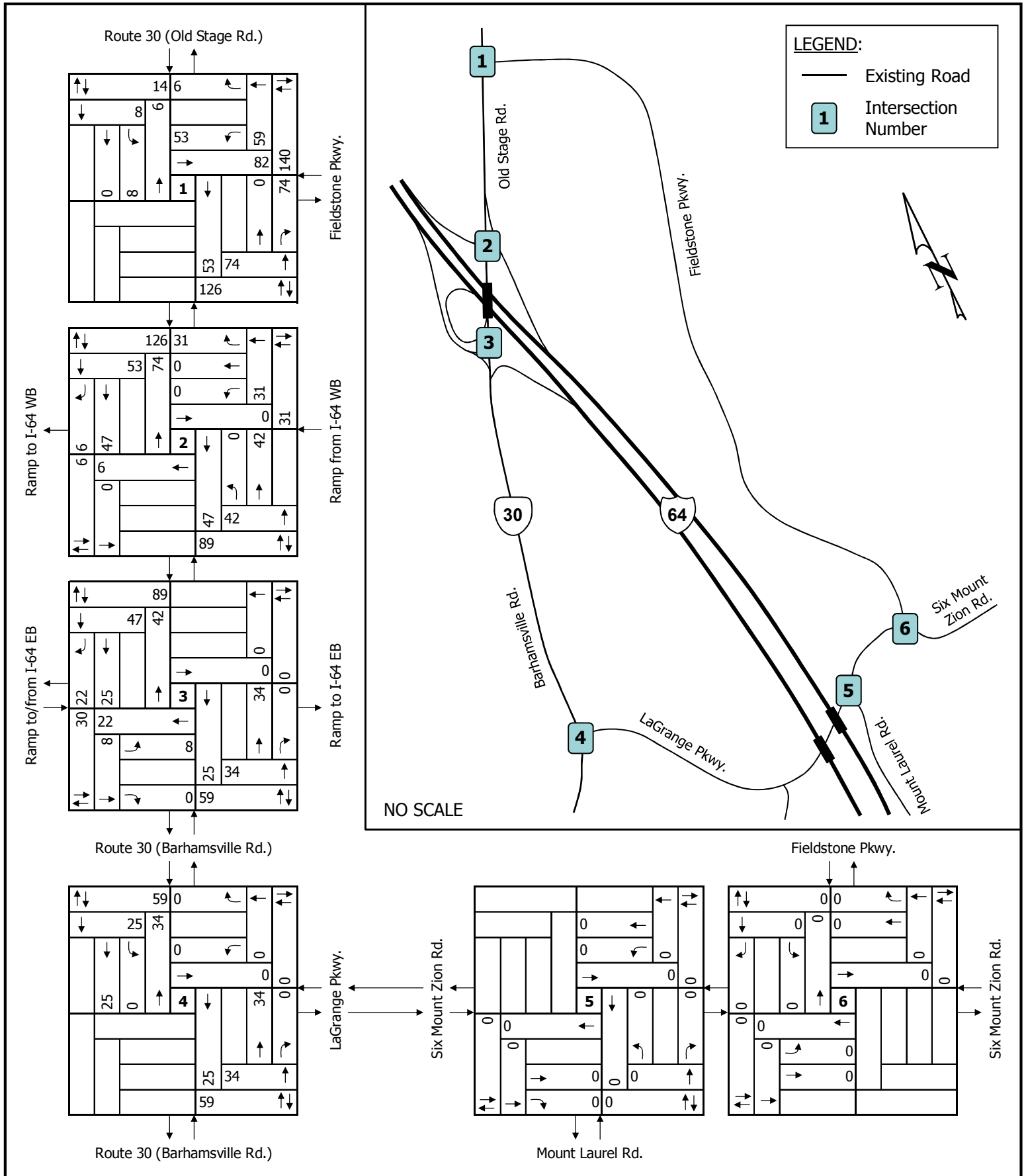


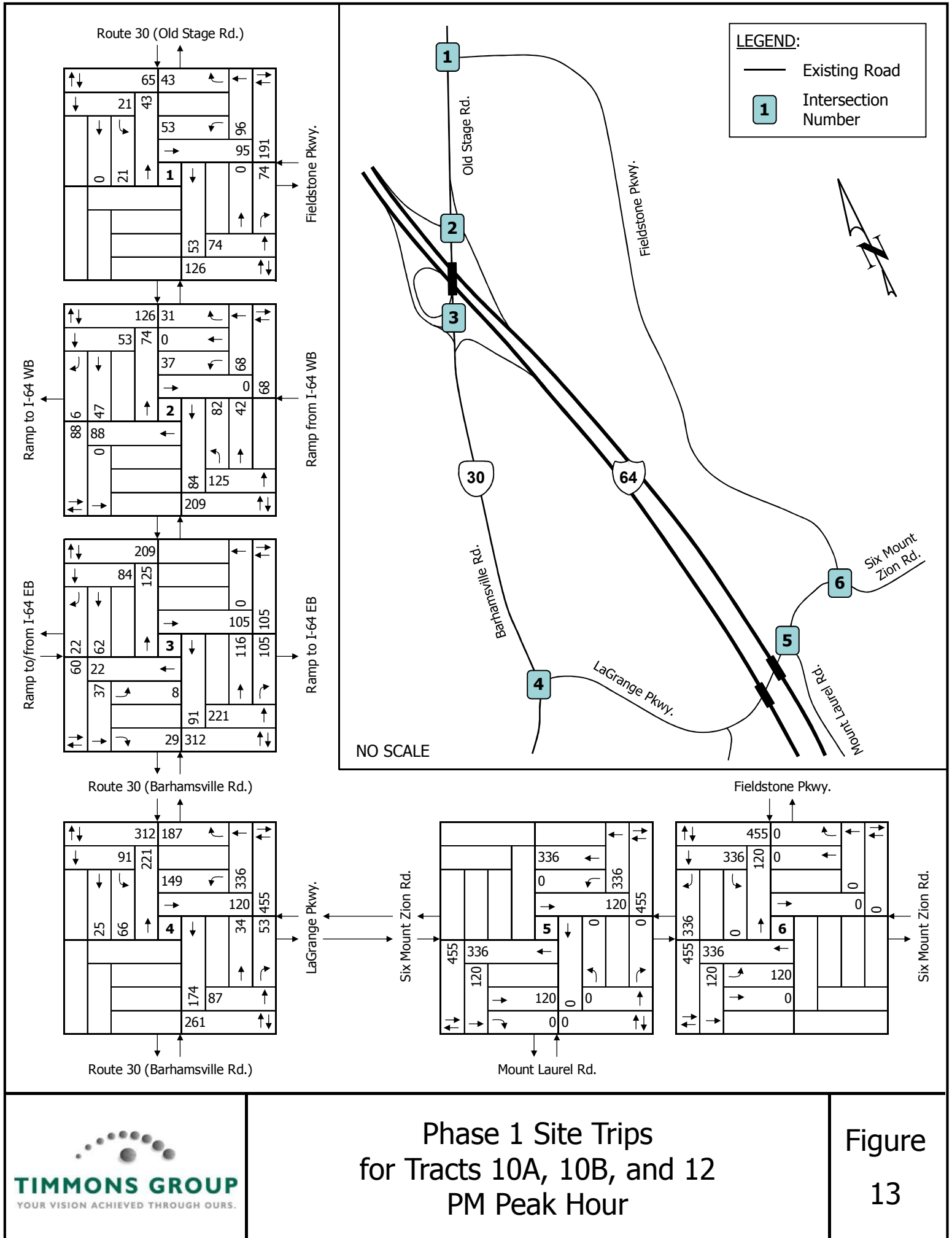


Figure
9

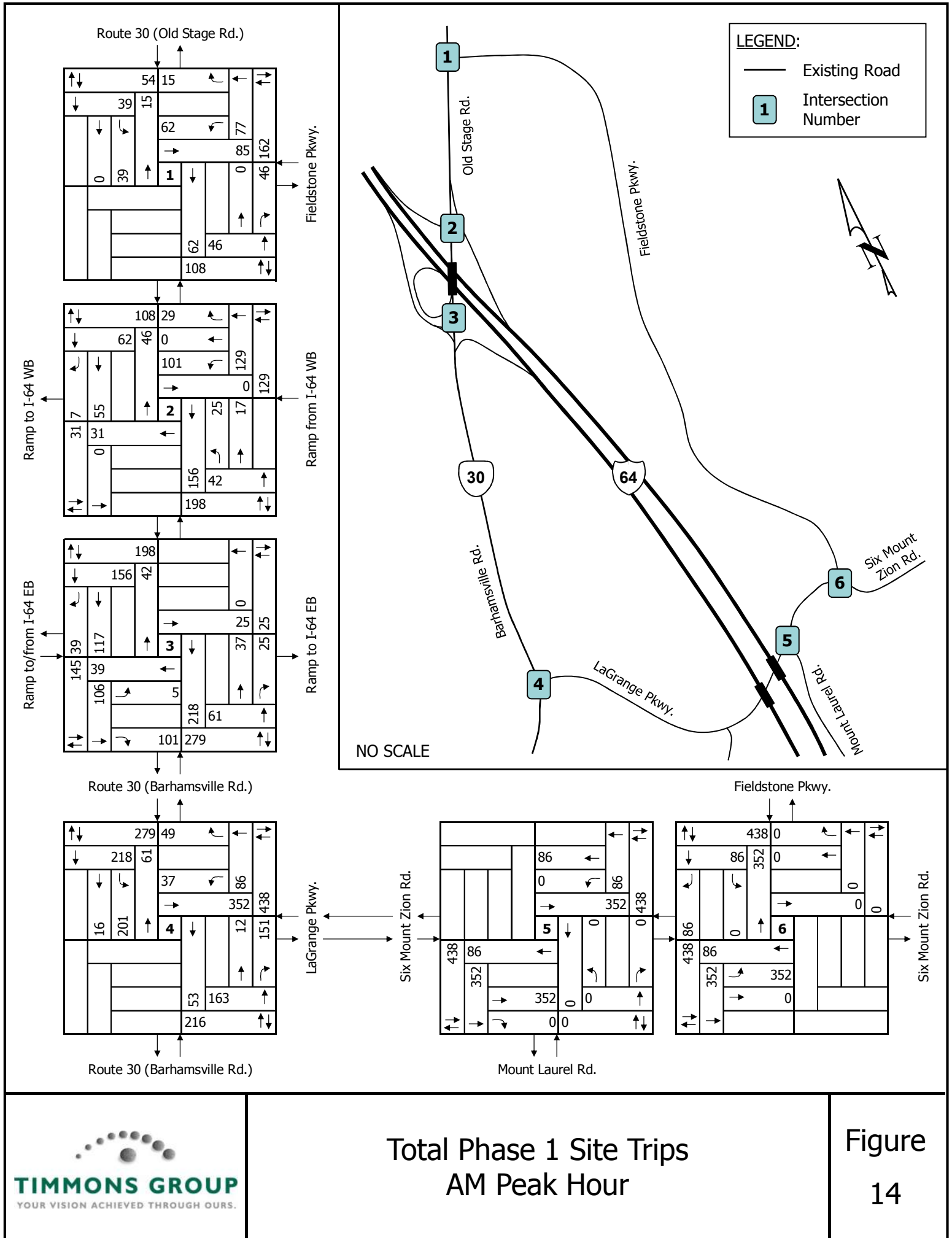


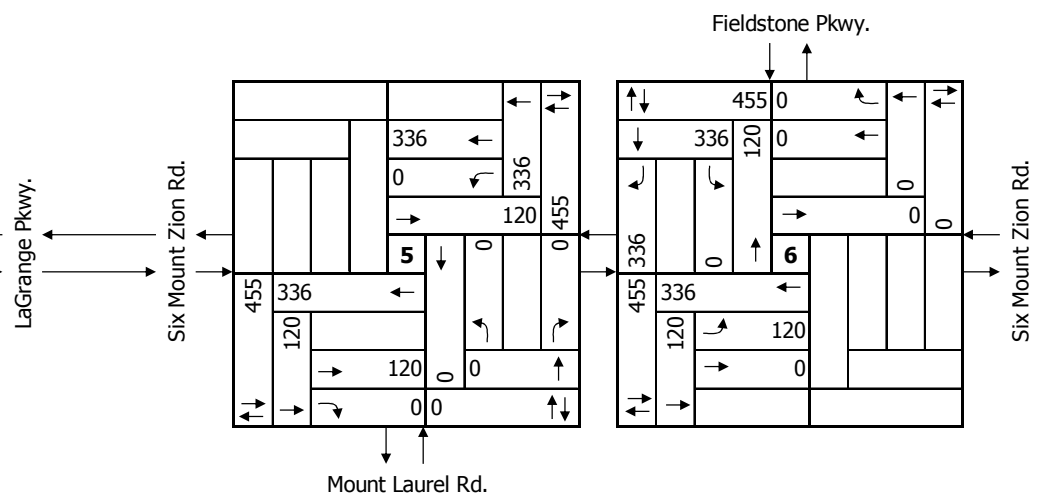
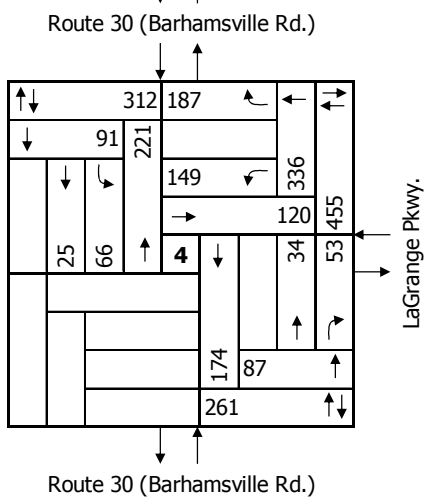
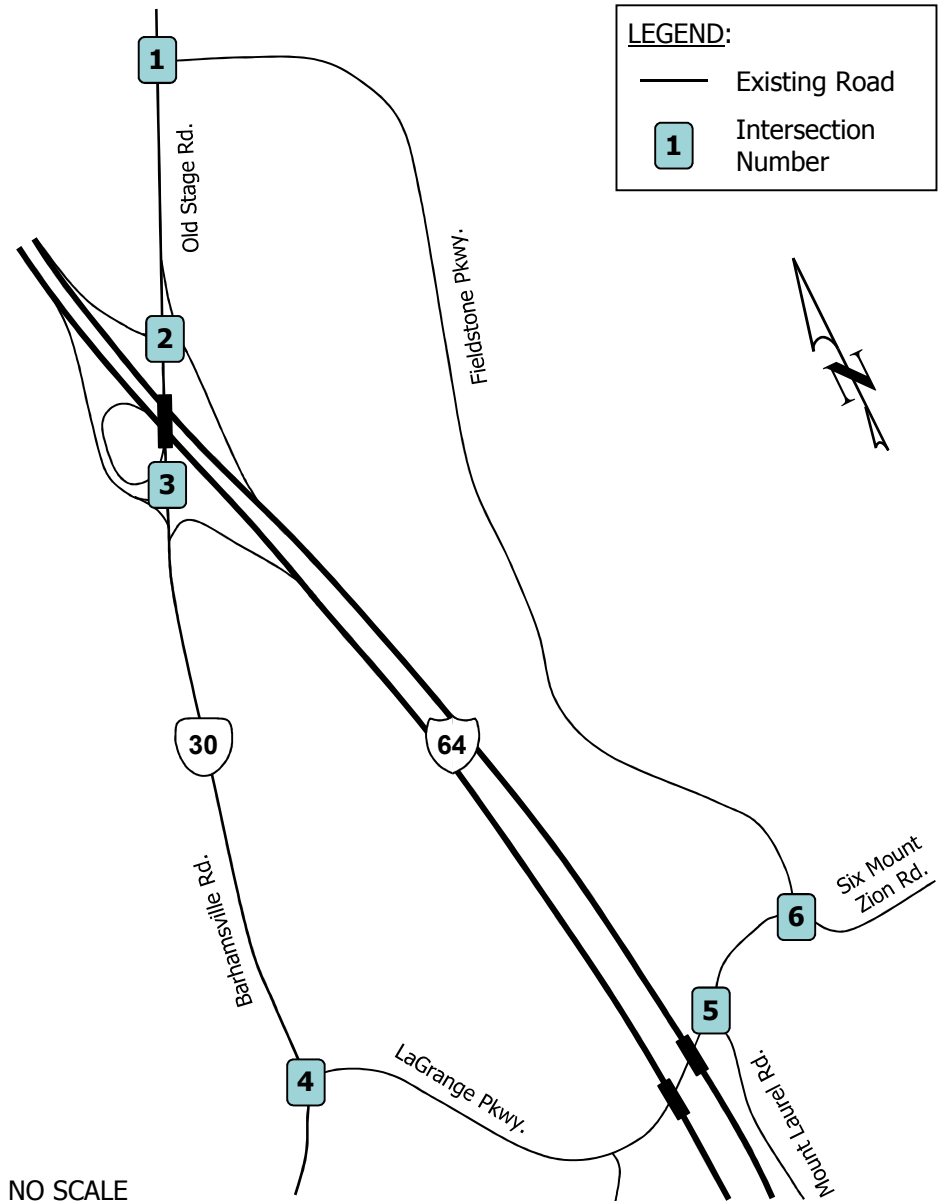
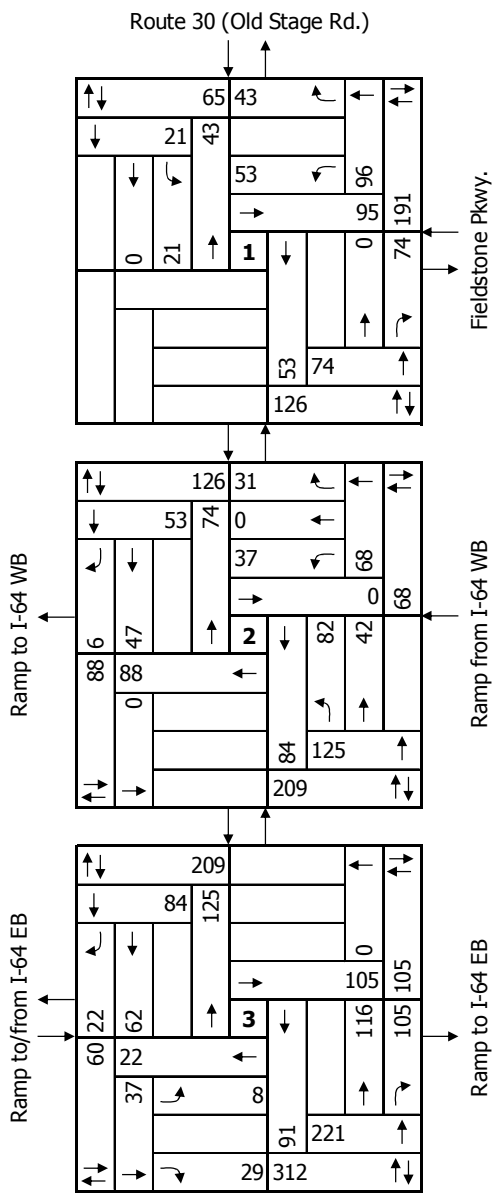


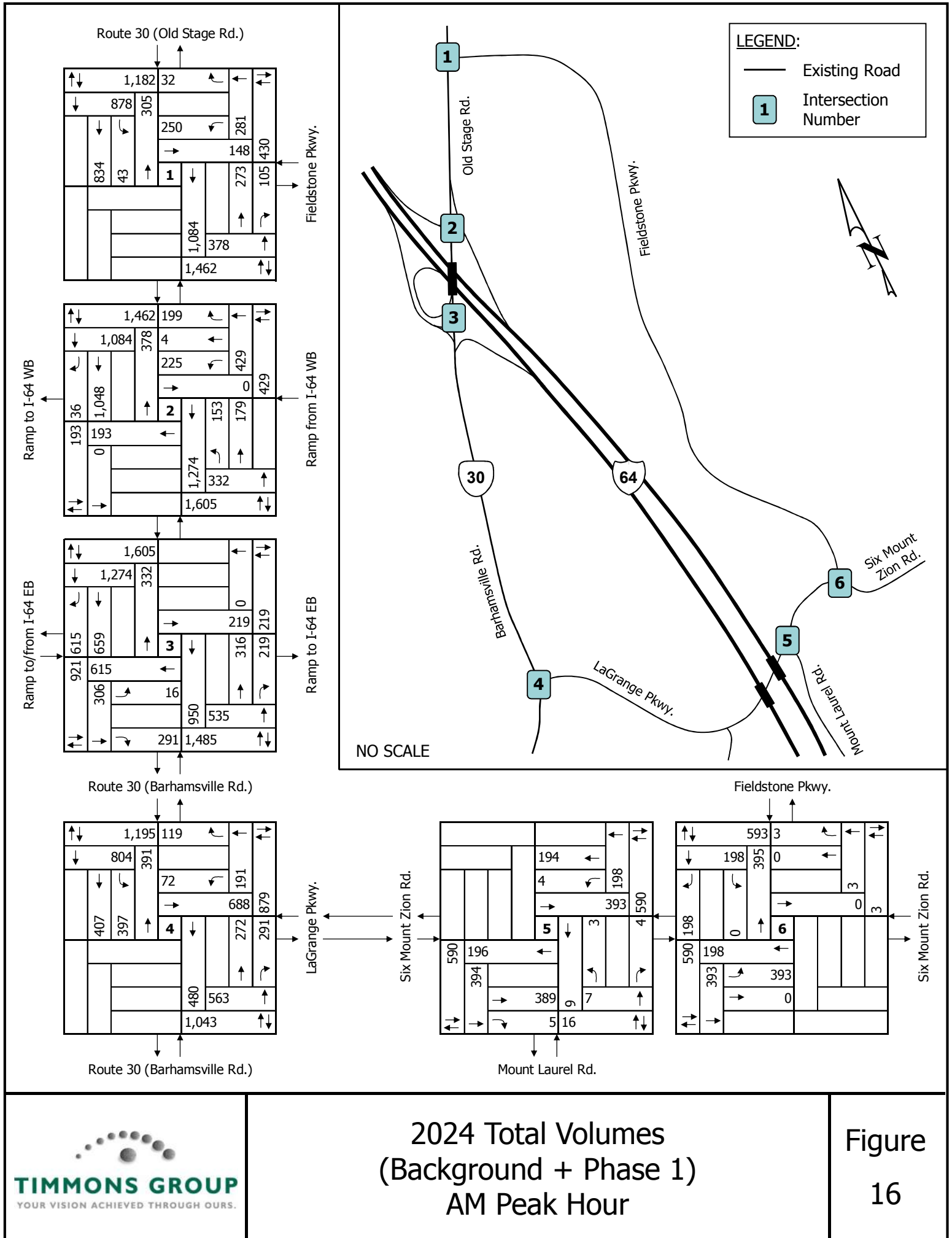
Phase 1 Site Trips
for Land Bays 1, 3, 5, 8, and 14
PM Peak Hour

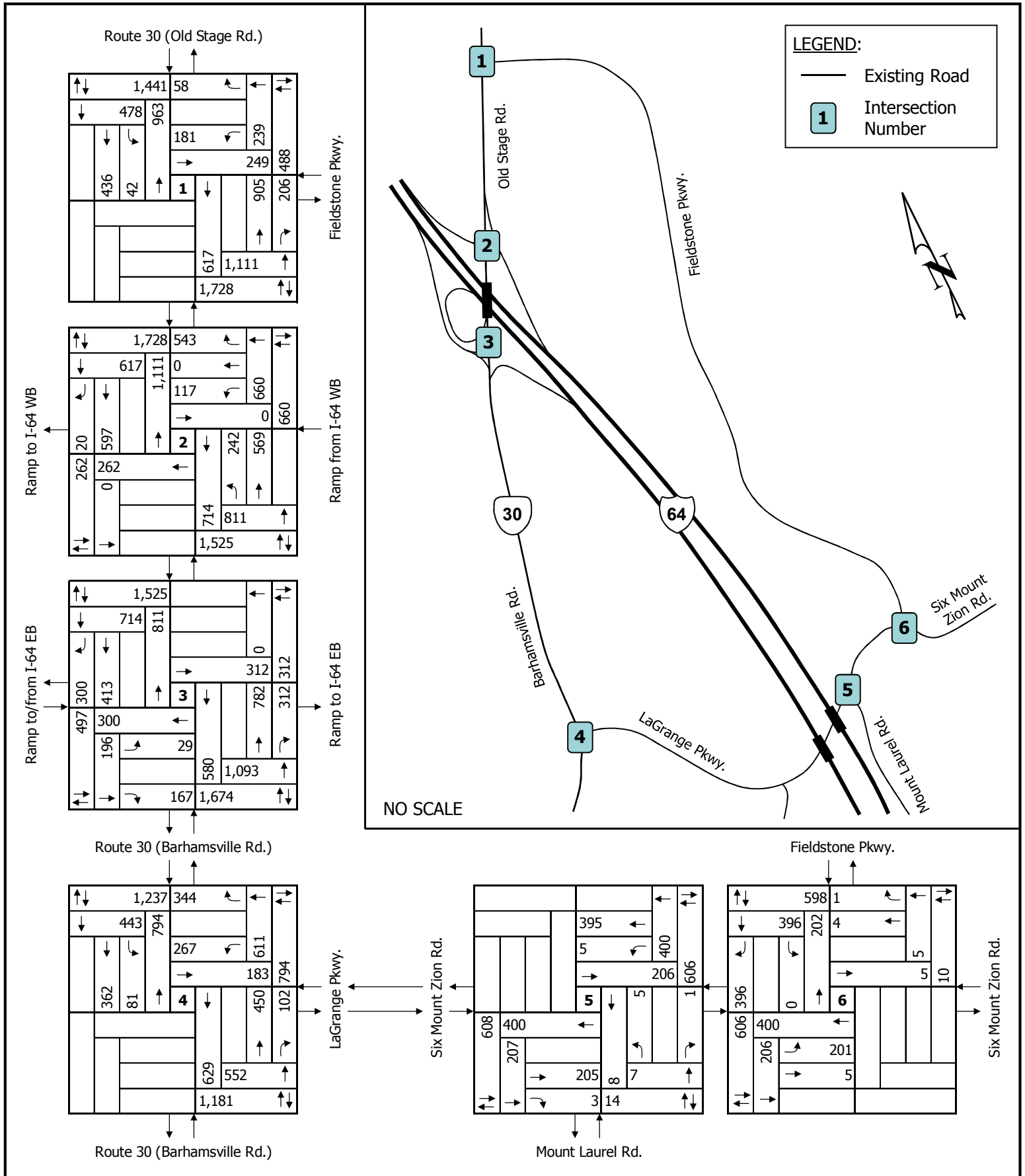


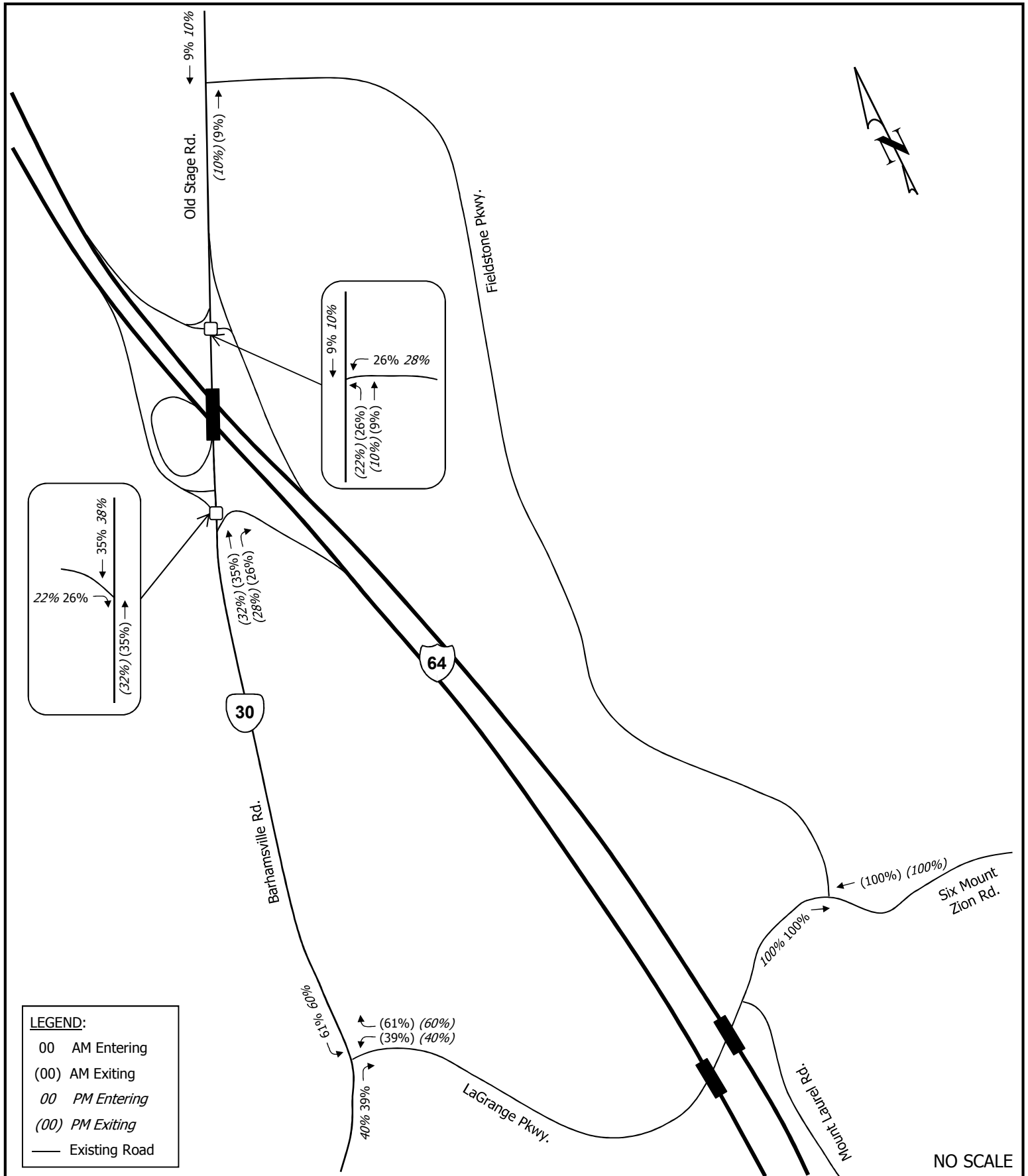
Phase 1 Site Trips
for Tracts 10A, 10B, and 12
PM Peak Hour

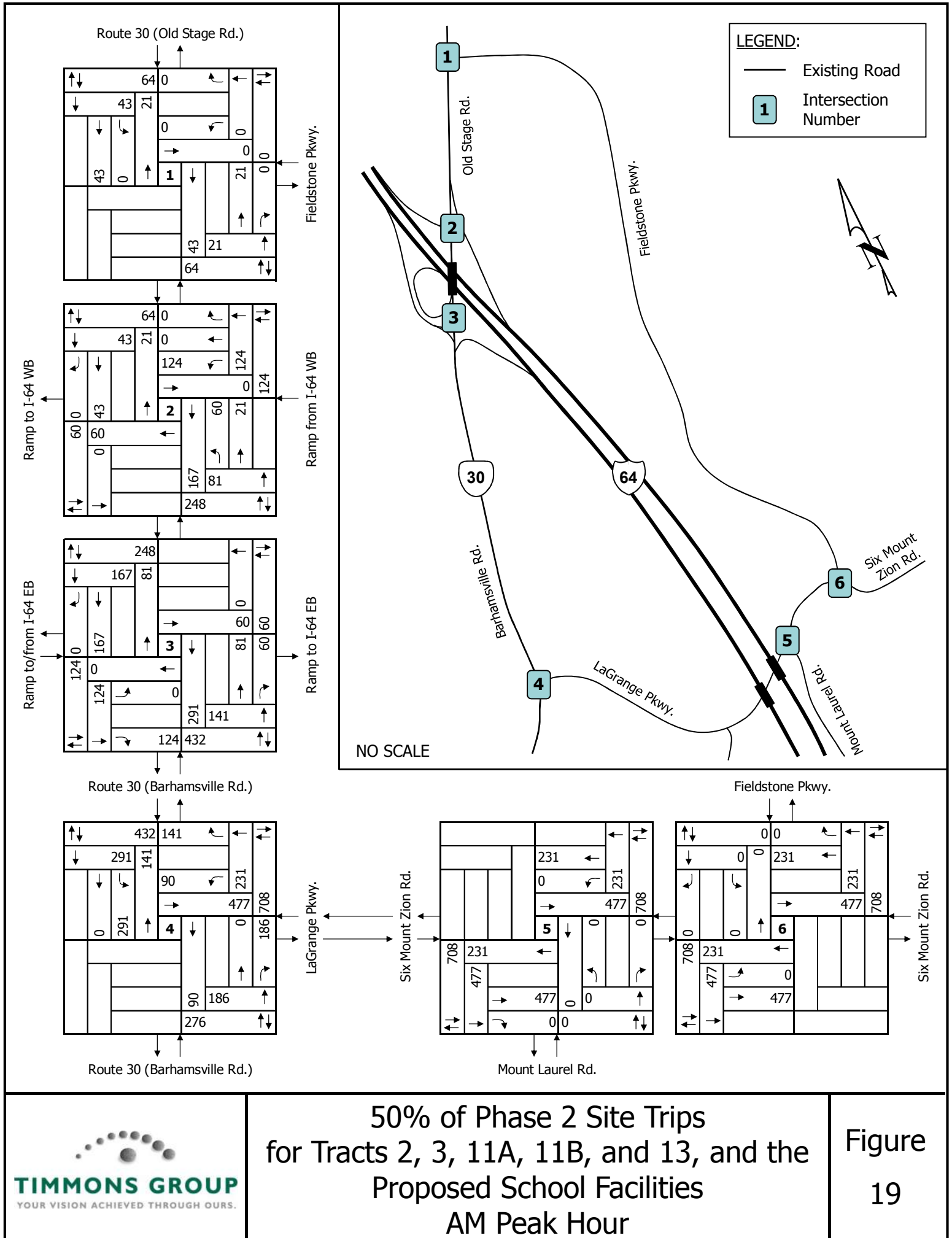


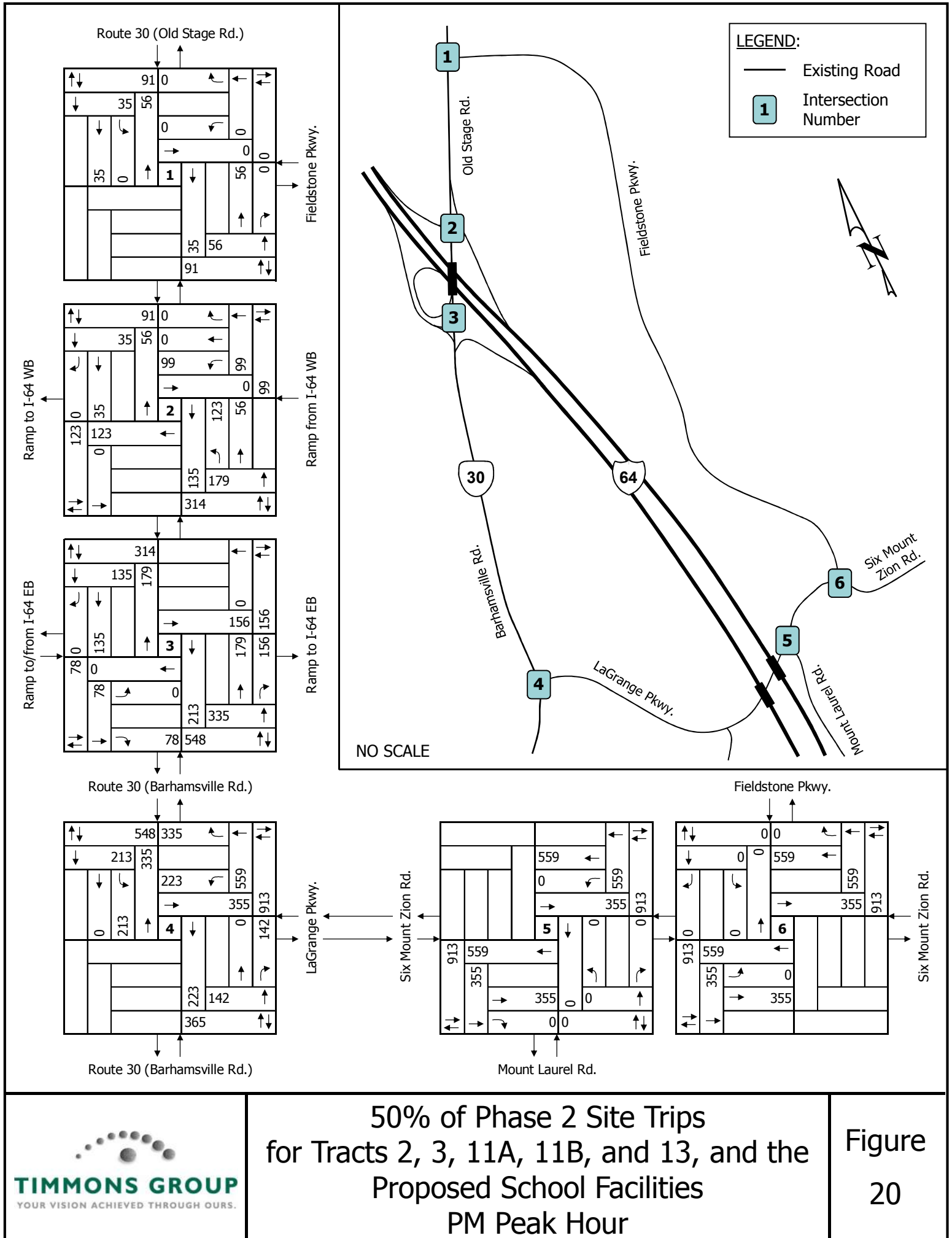


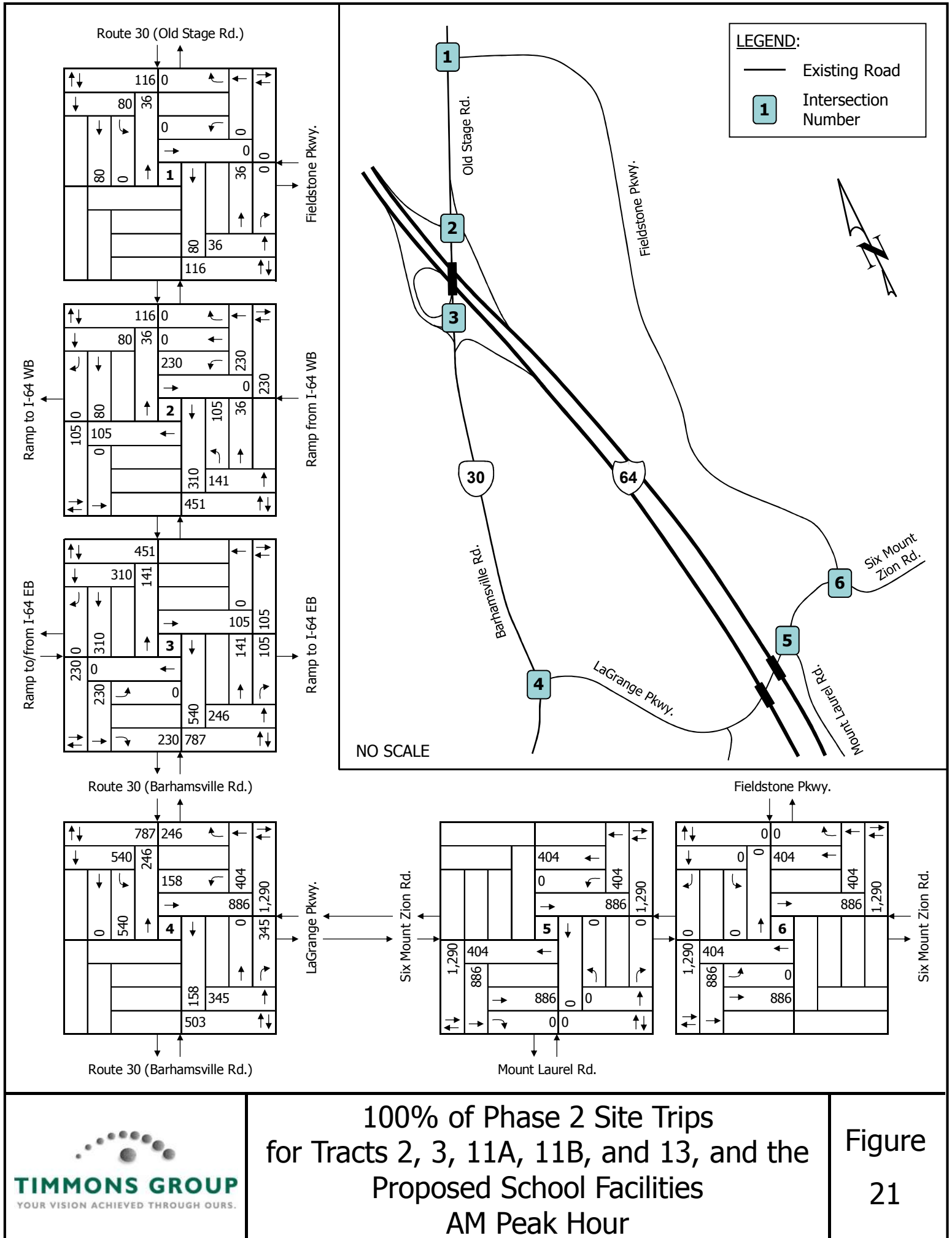


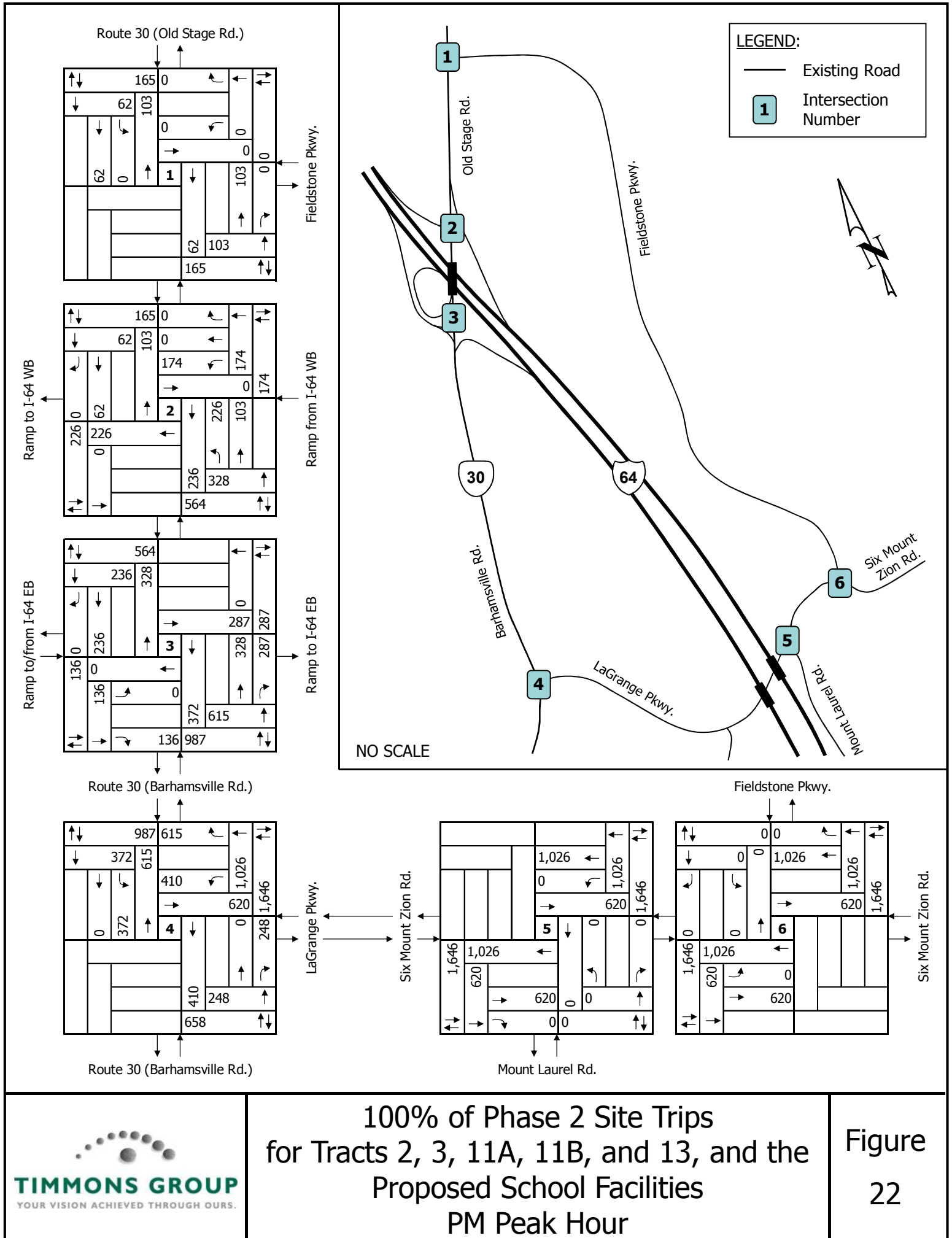






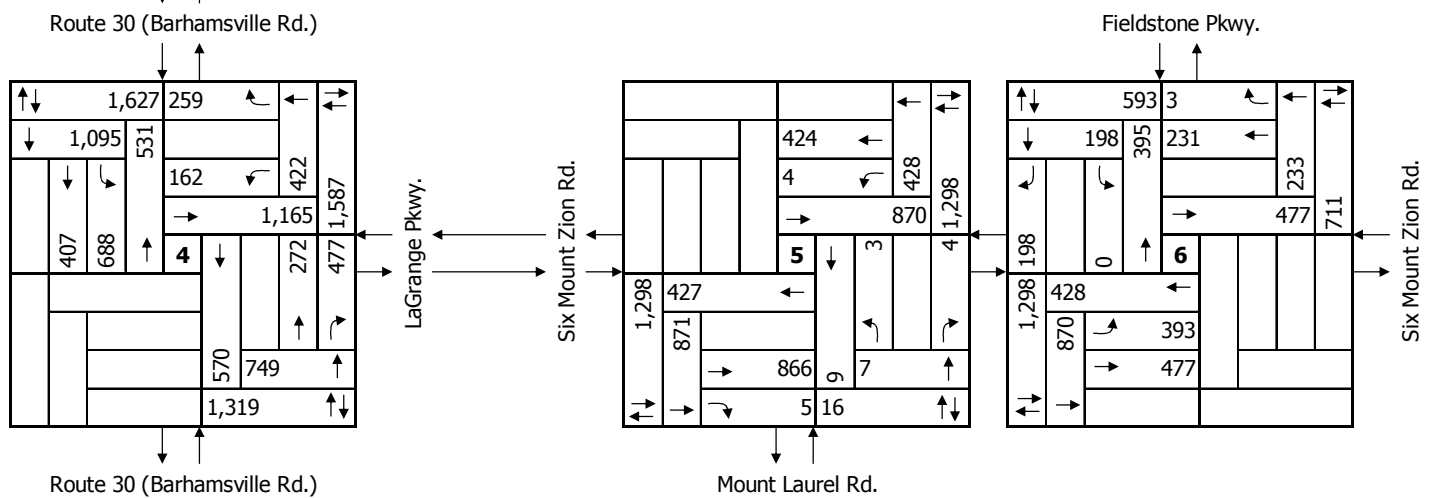


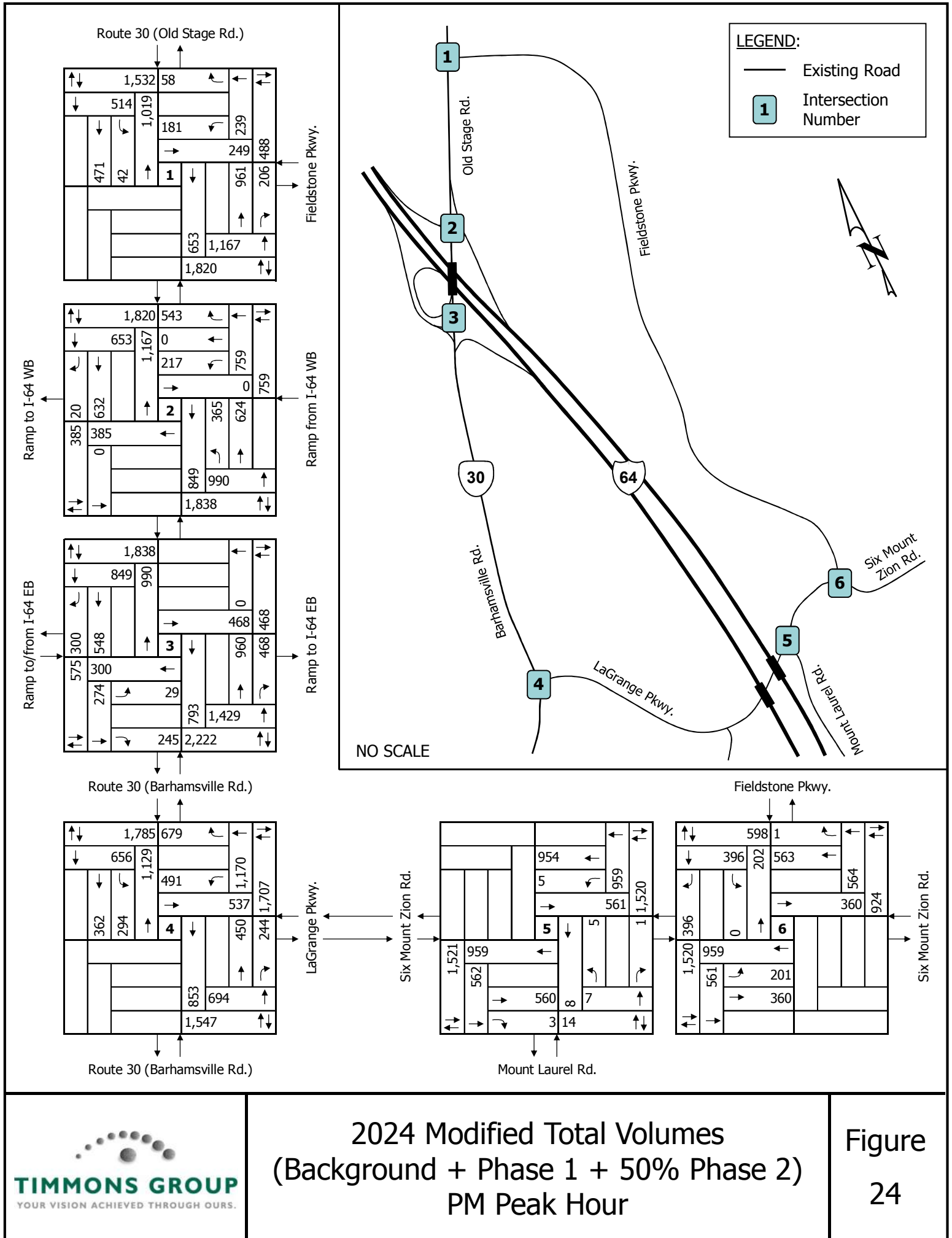


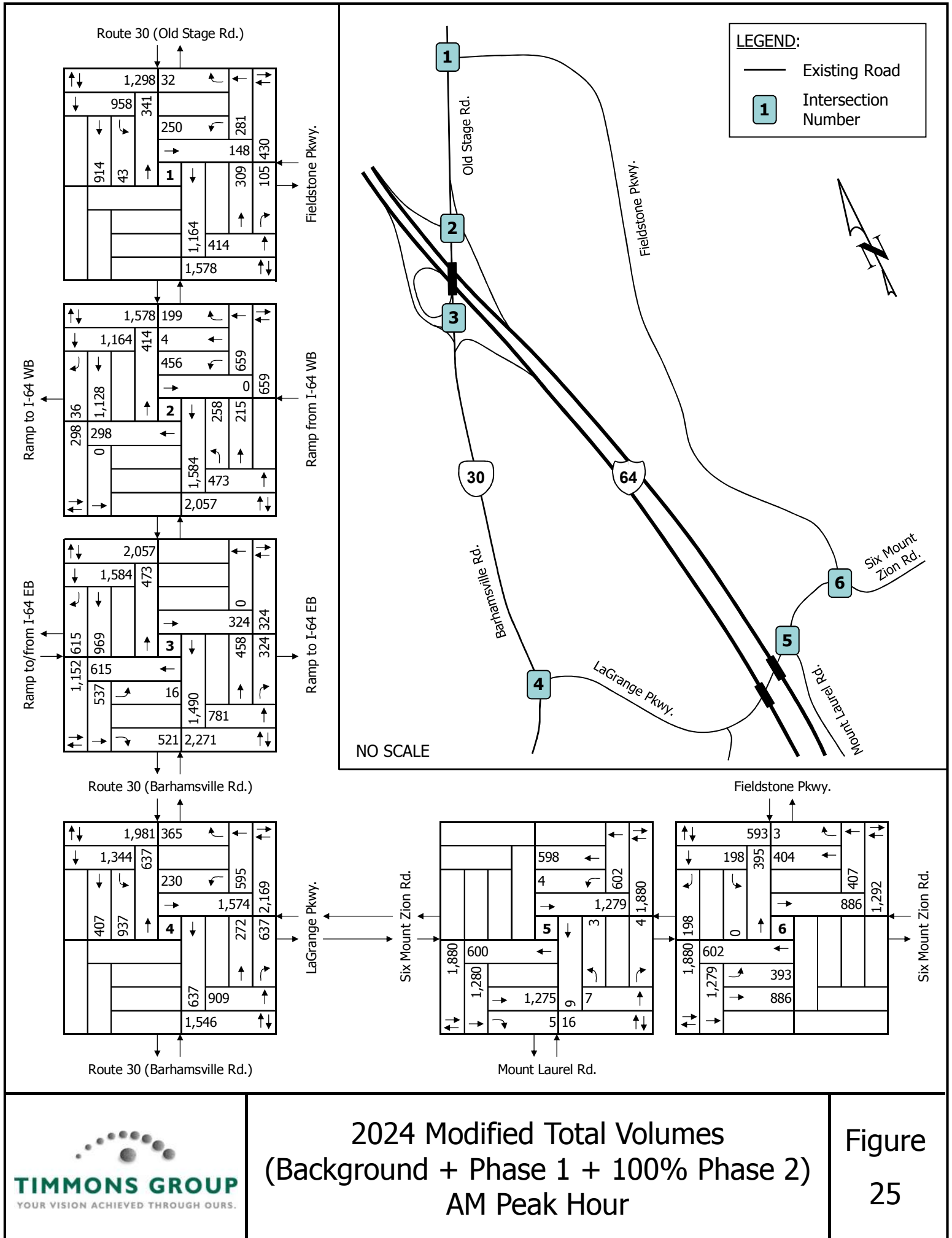


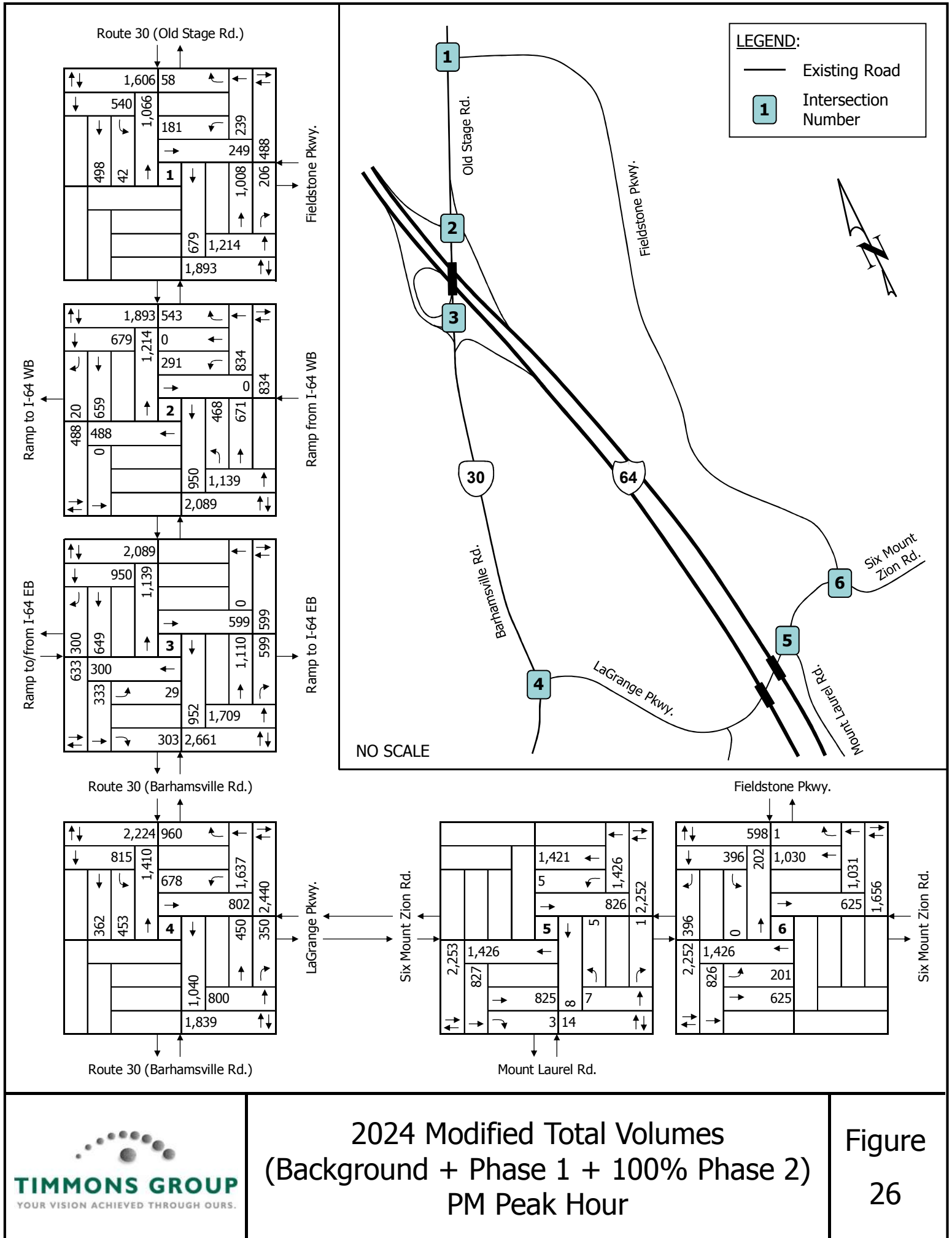
100% of Phase 2 Site Trips
for Tracts 2, 3, 11A, 11B, and 13, and the
Proposed School Facilities
PM Peak Hour

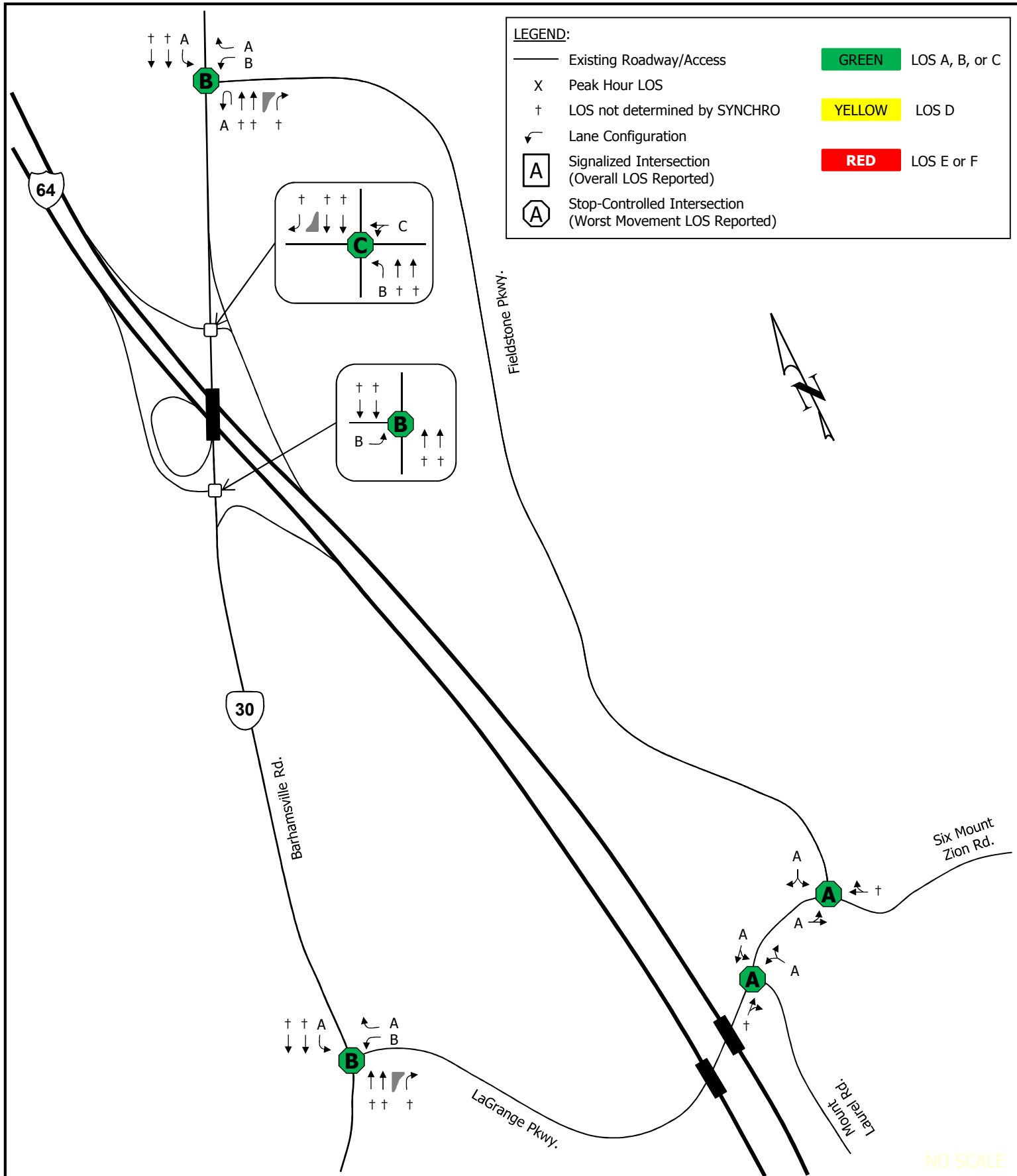
Figure
22

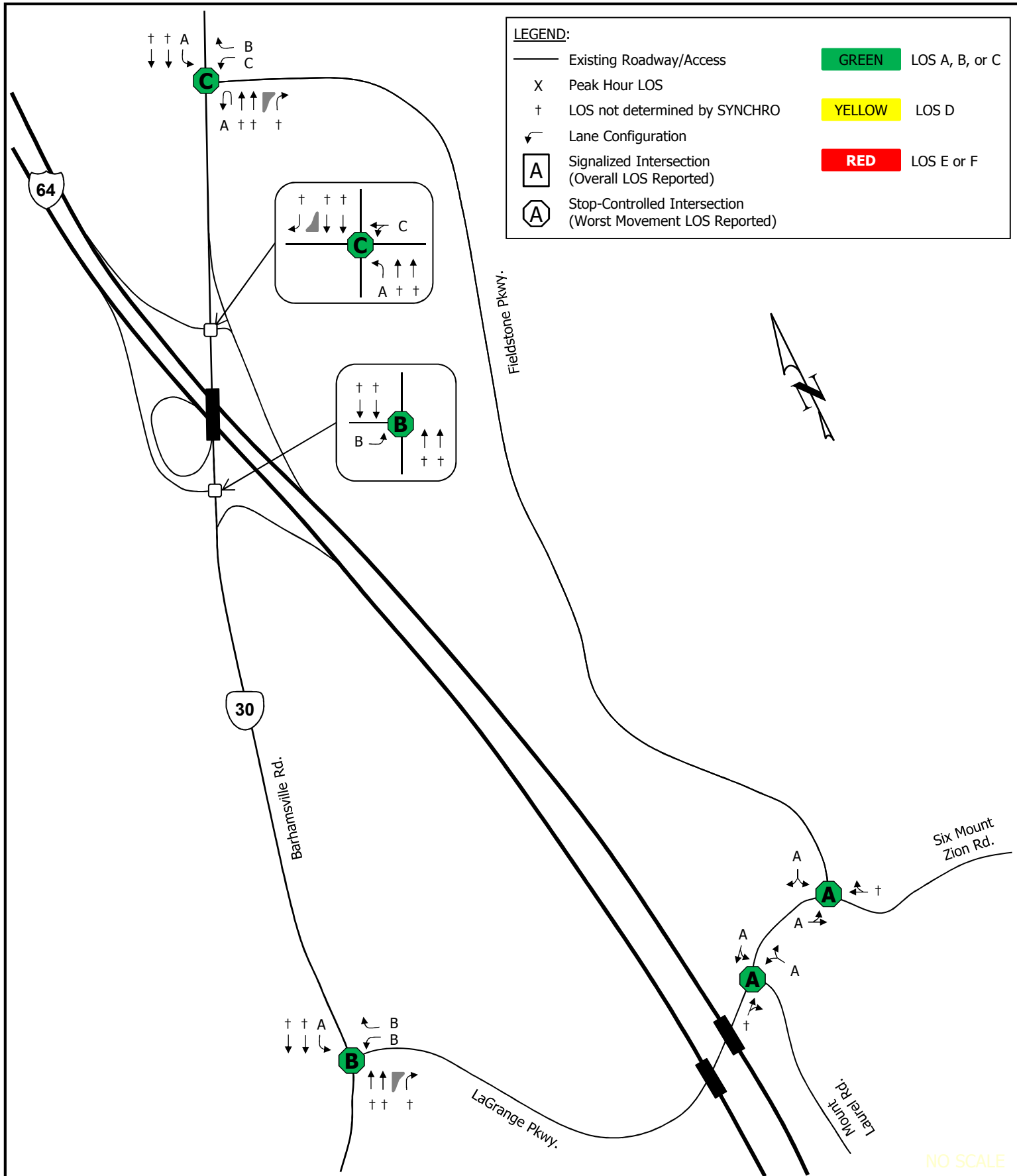


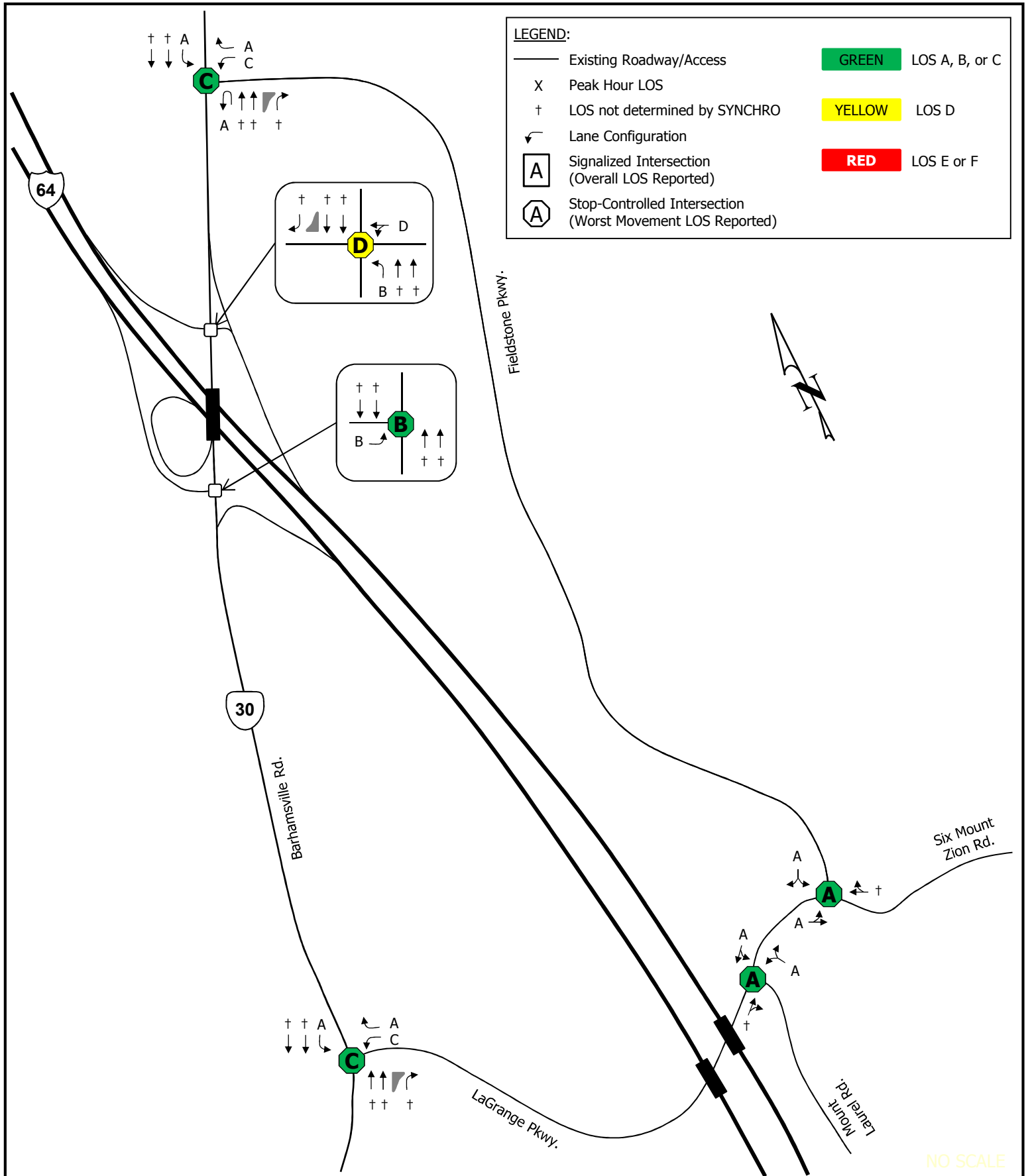


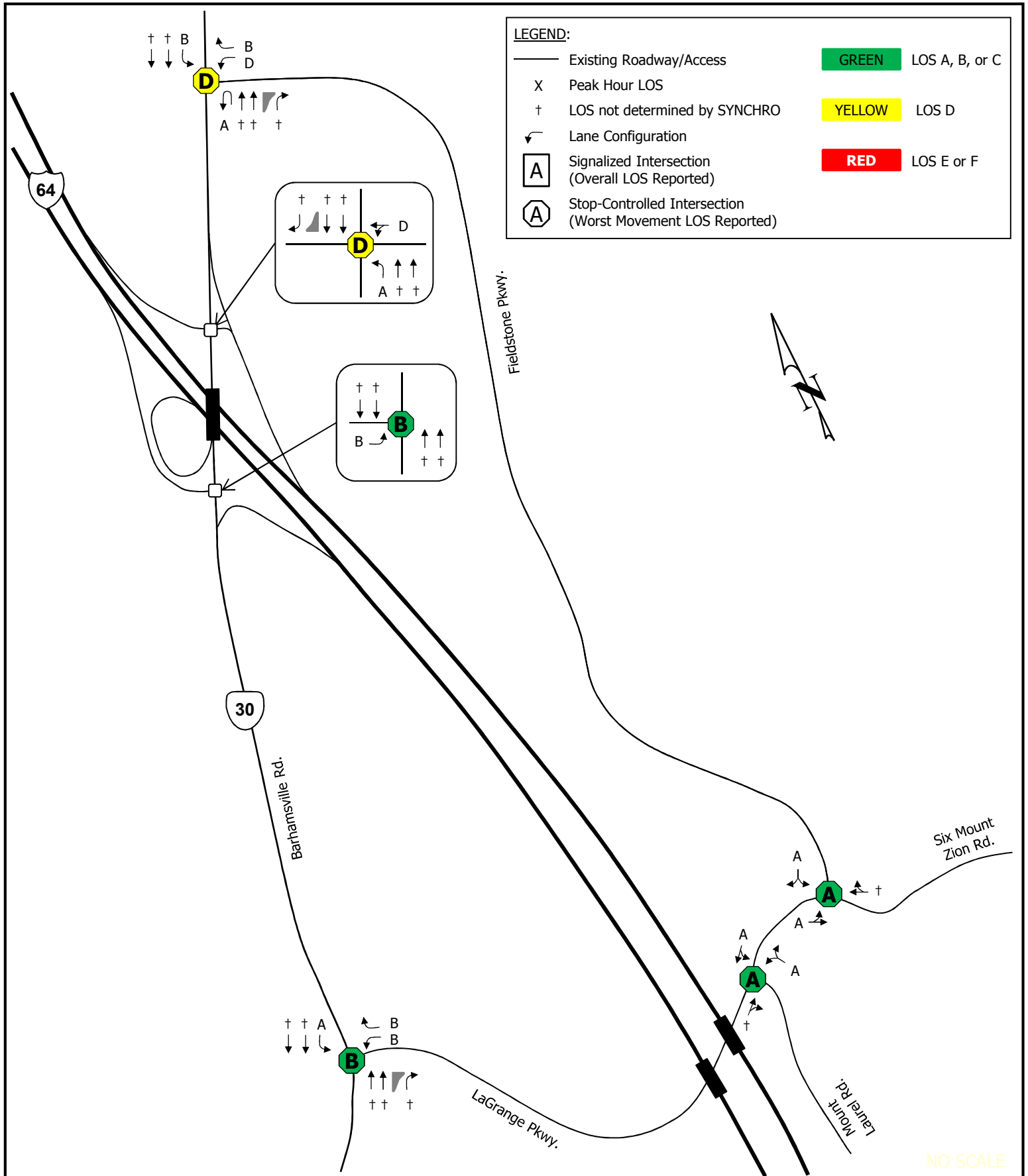


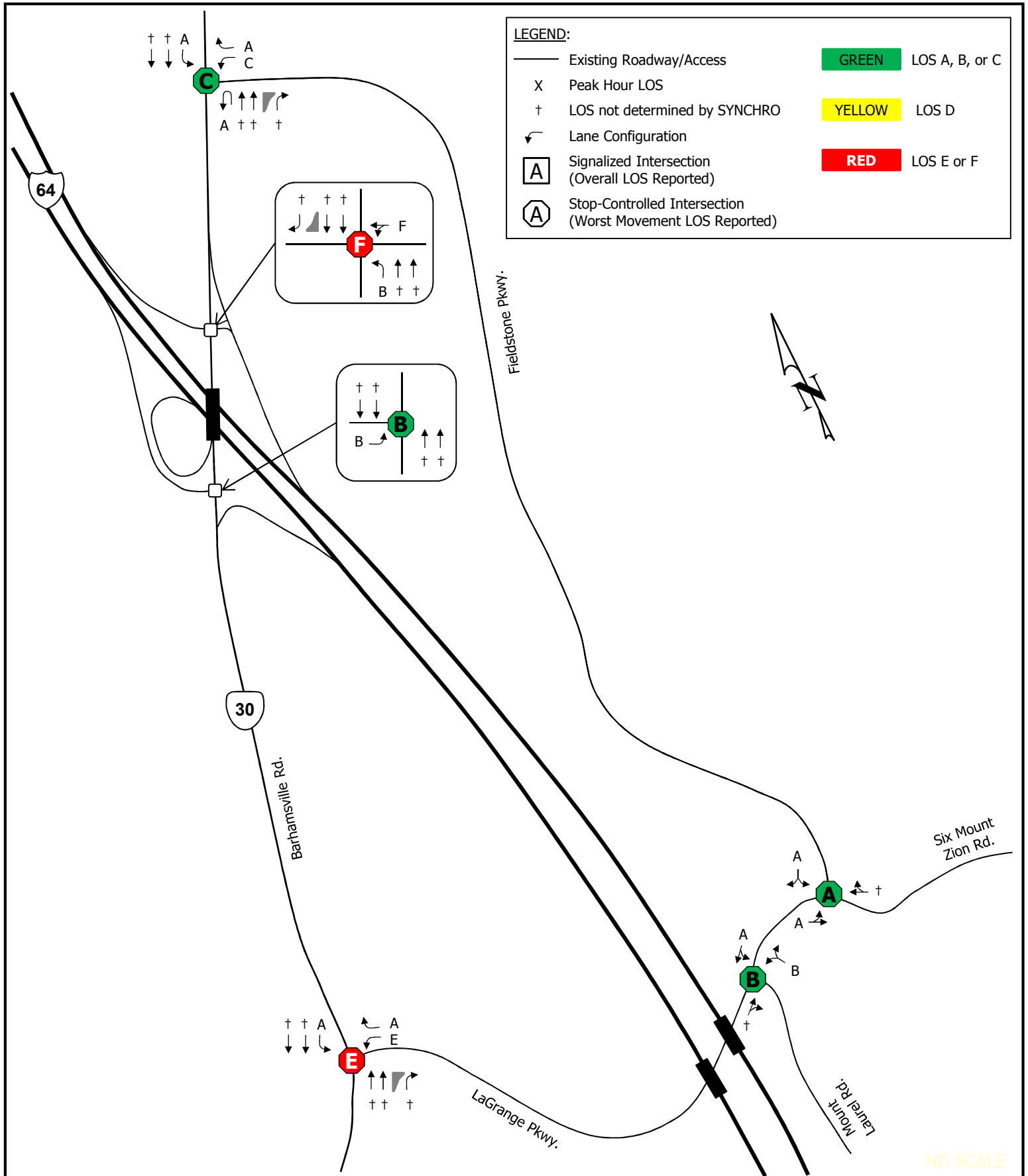


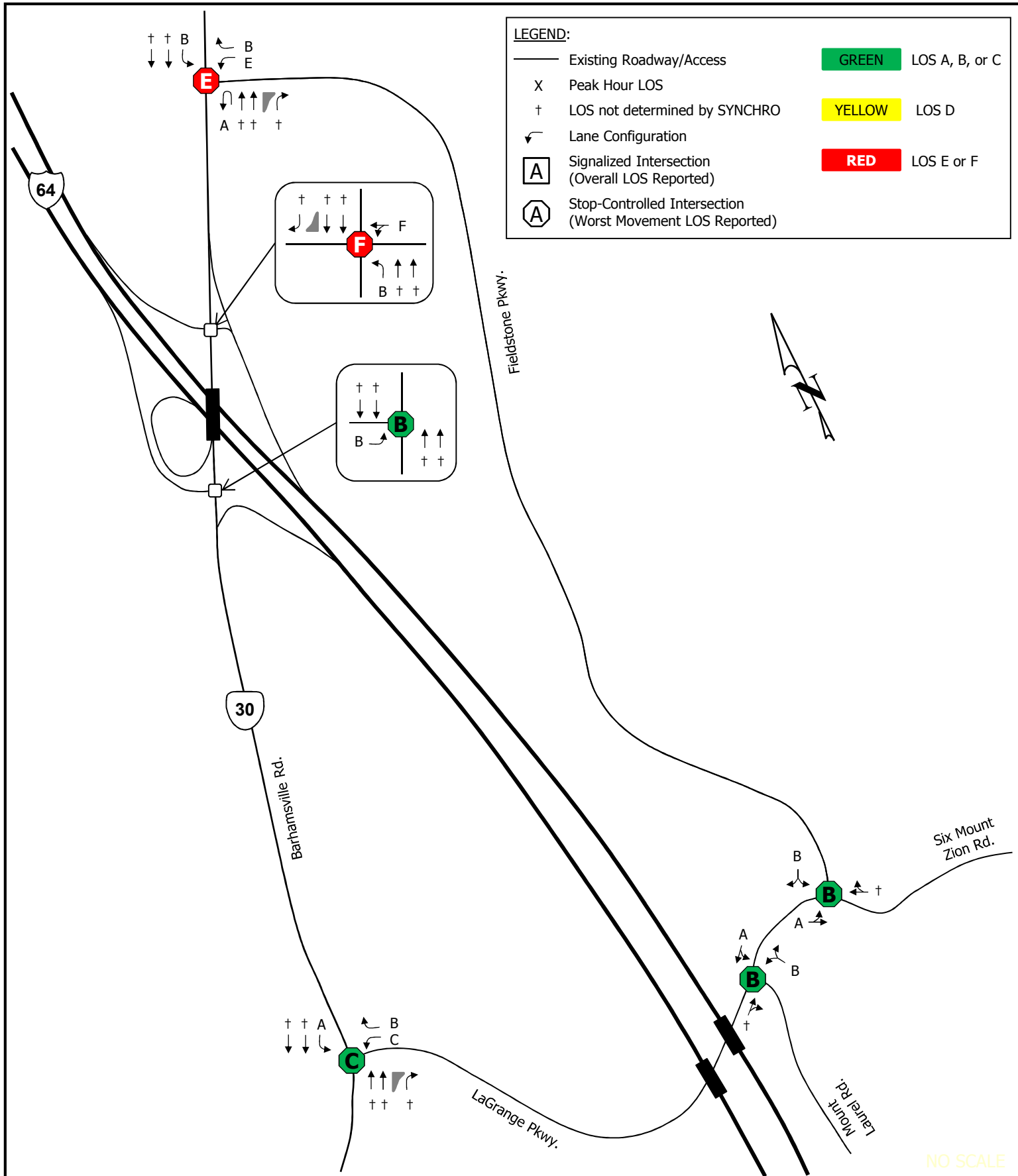


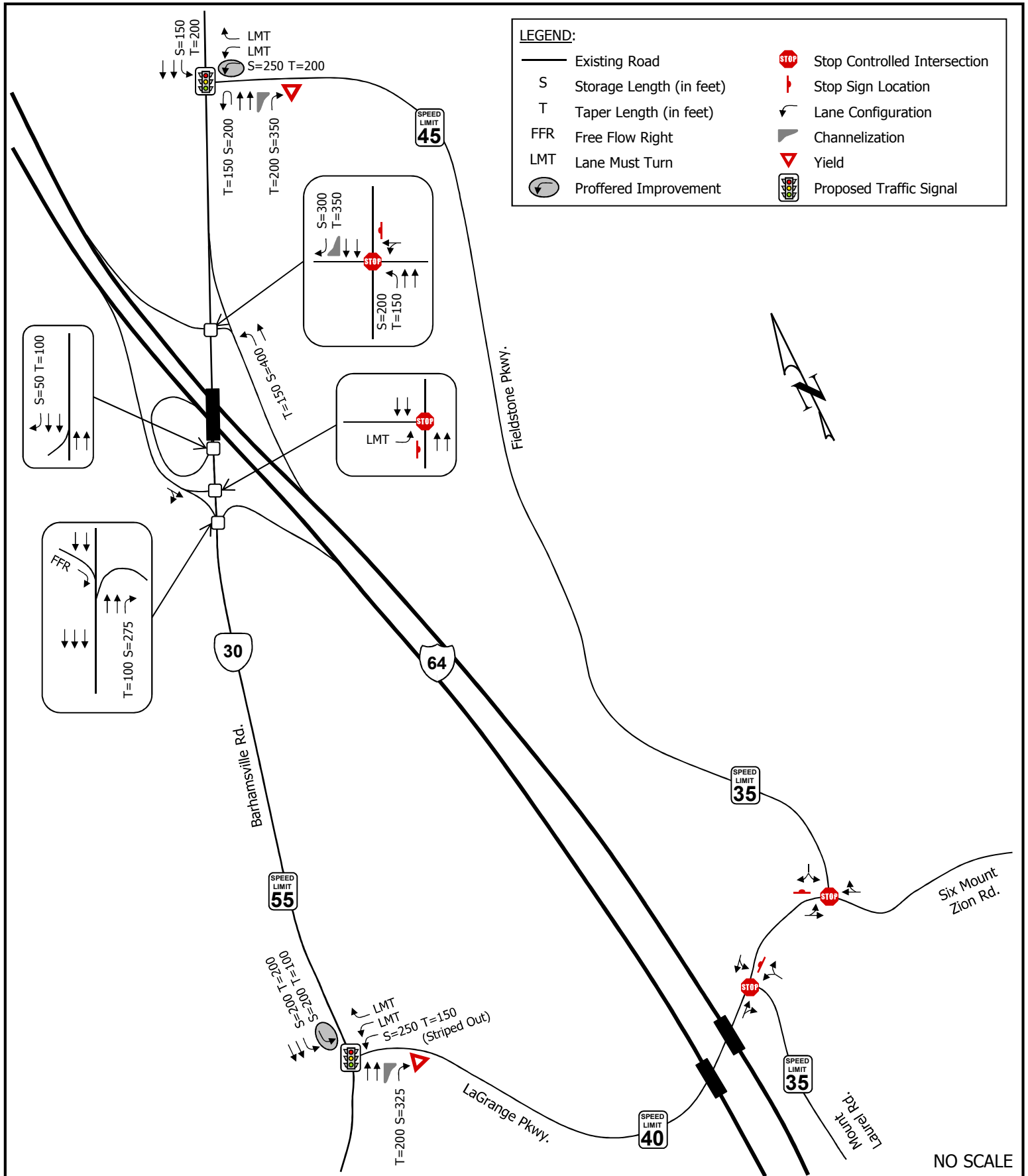






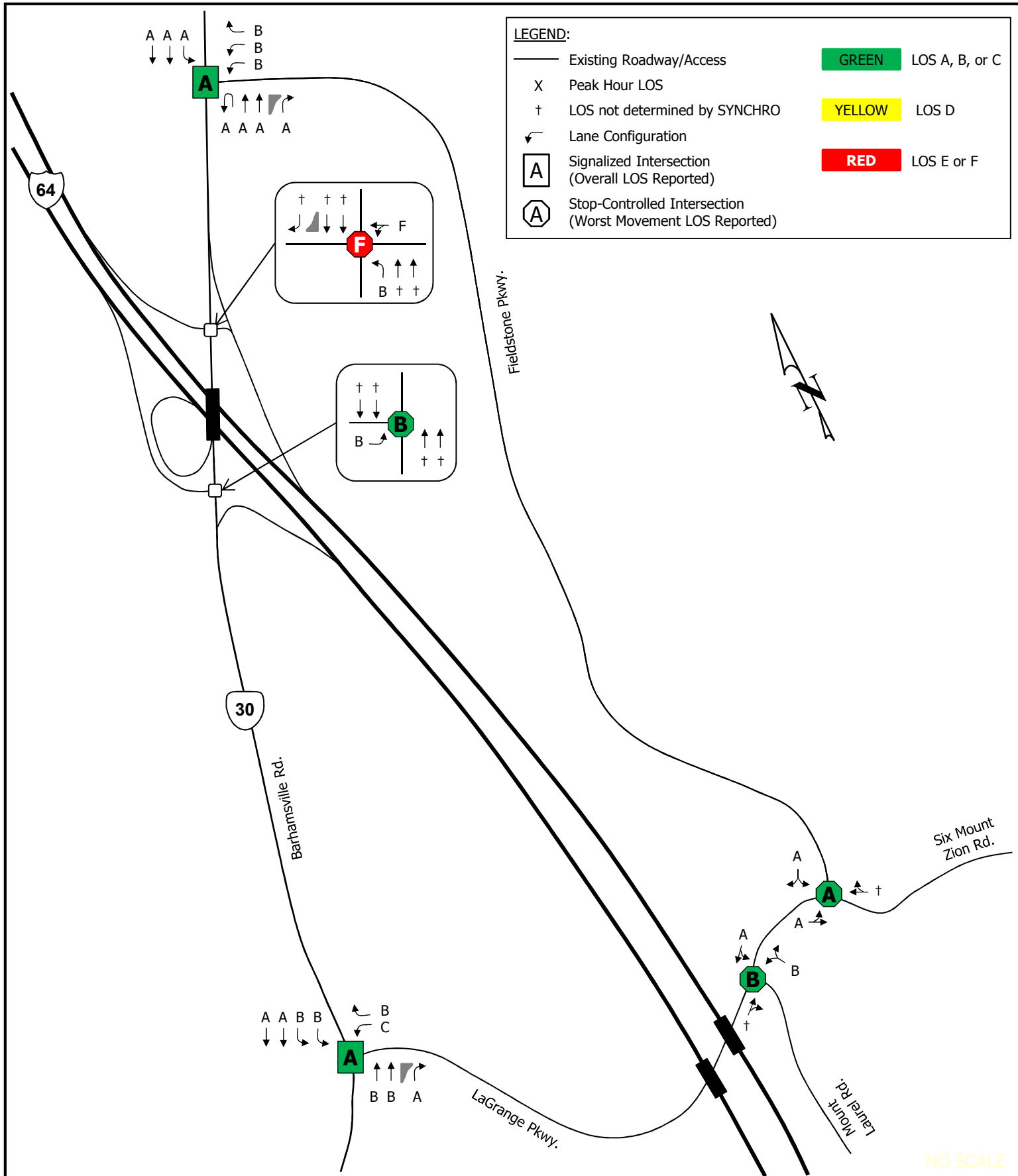


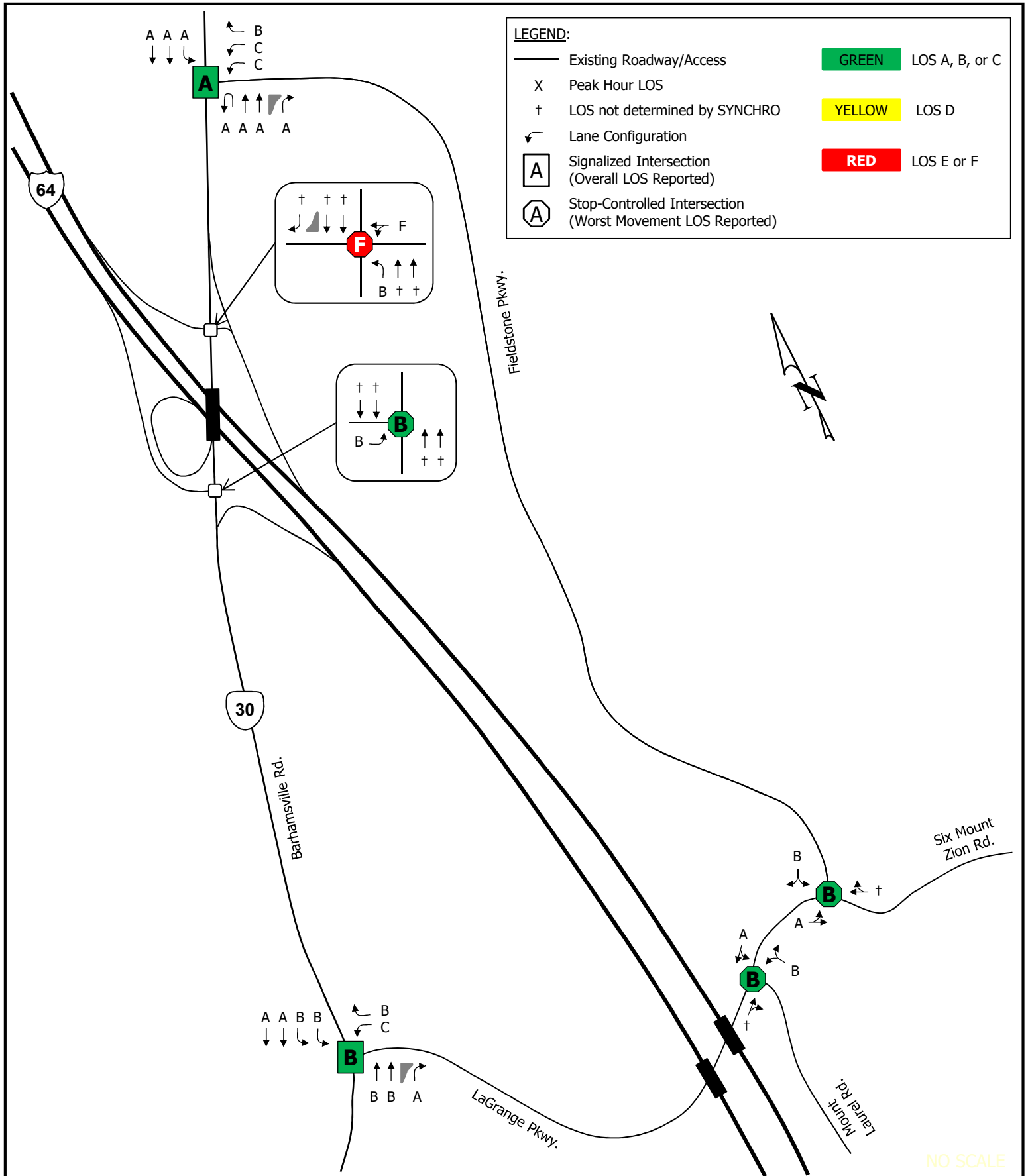


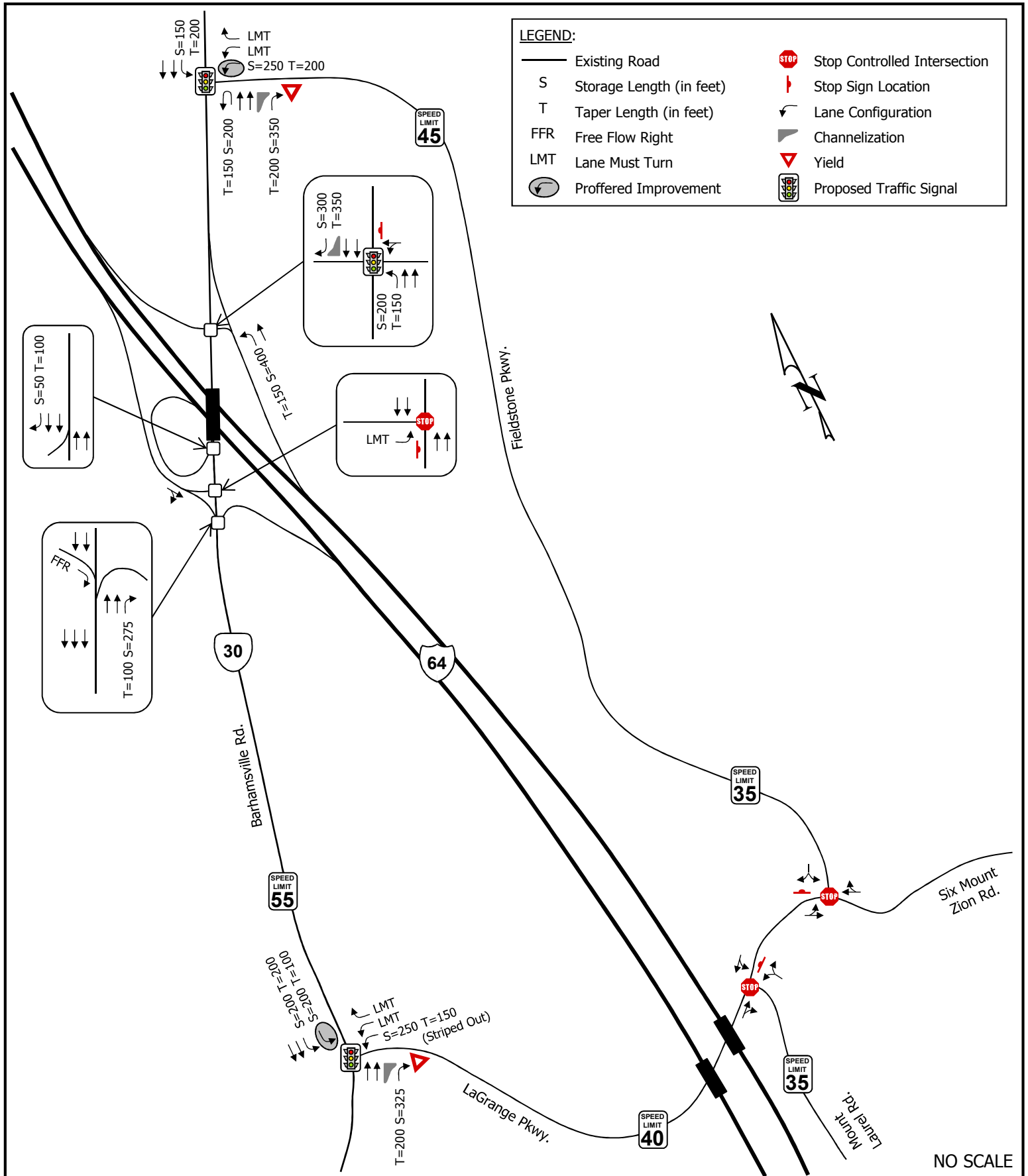


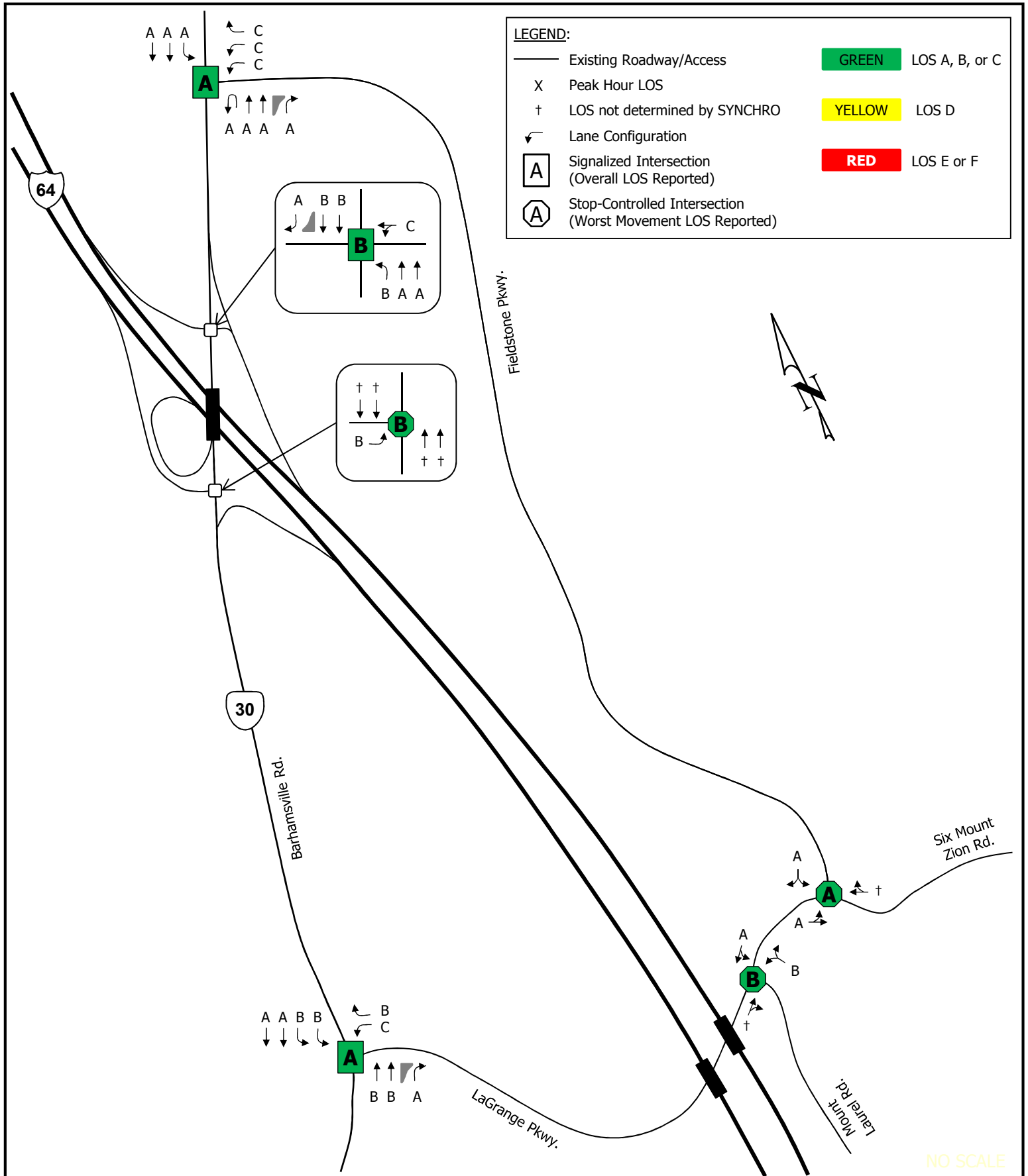
2024 Proposed Geometry
for Phase 1 Site Trips
(Applicable Proffered Improvements)

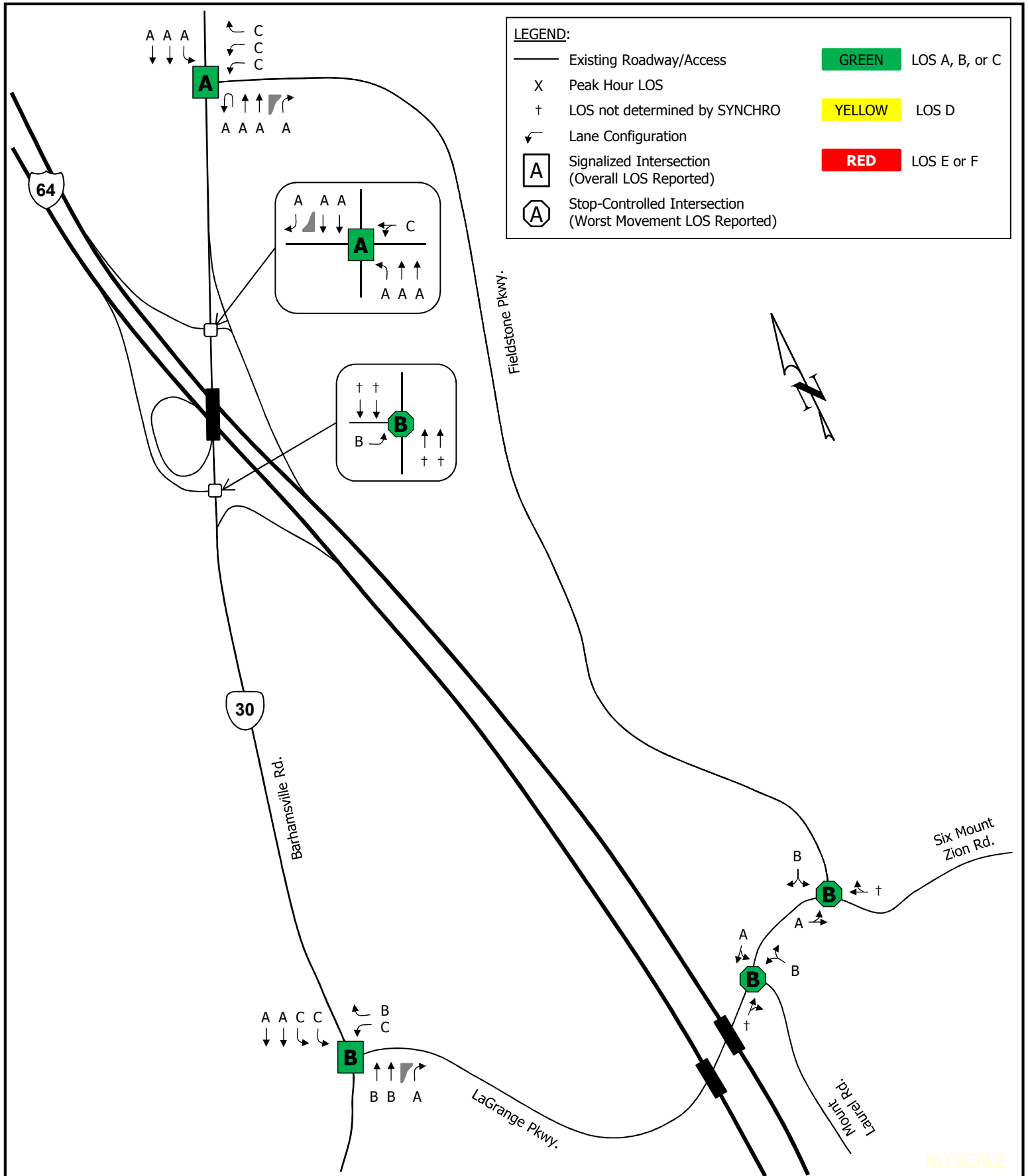
Figure
33

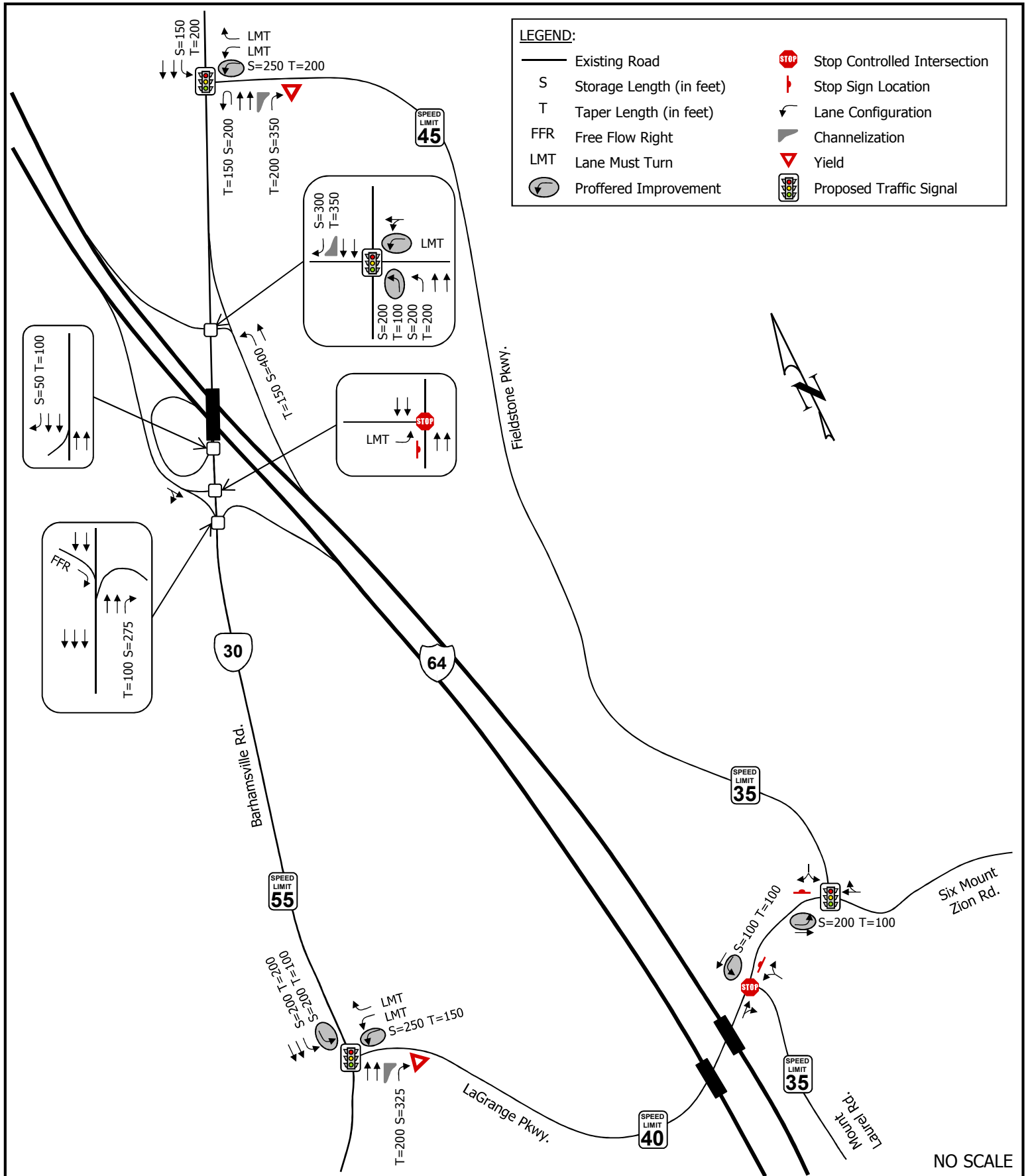


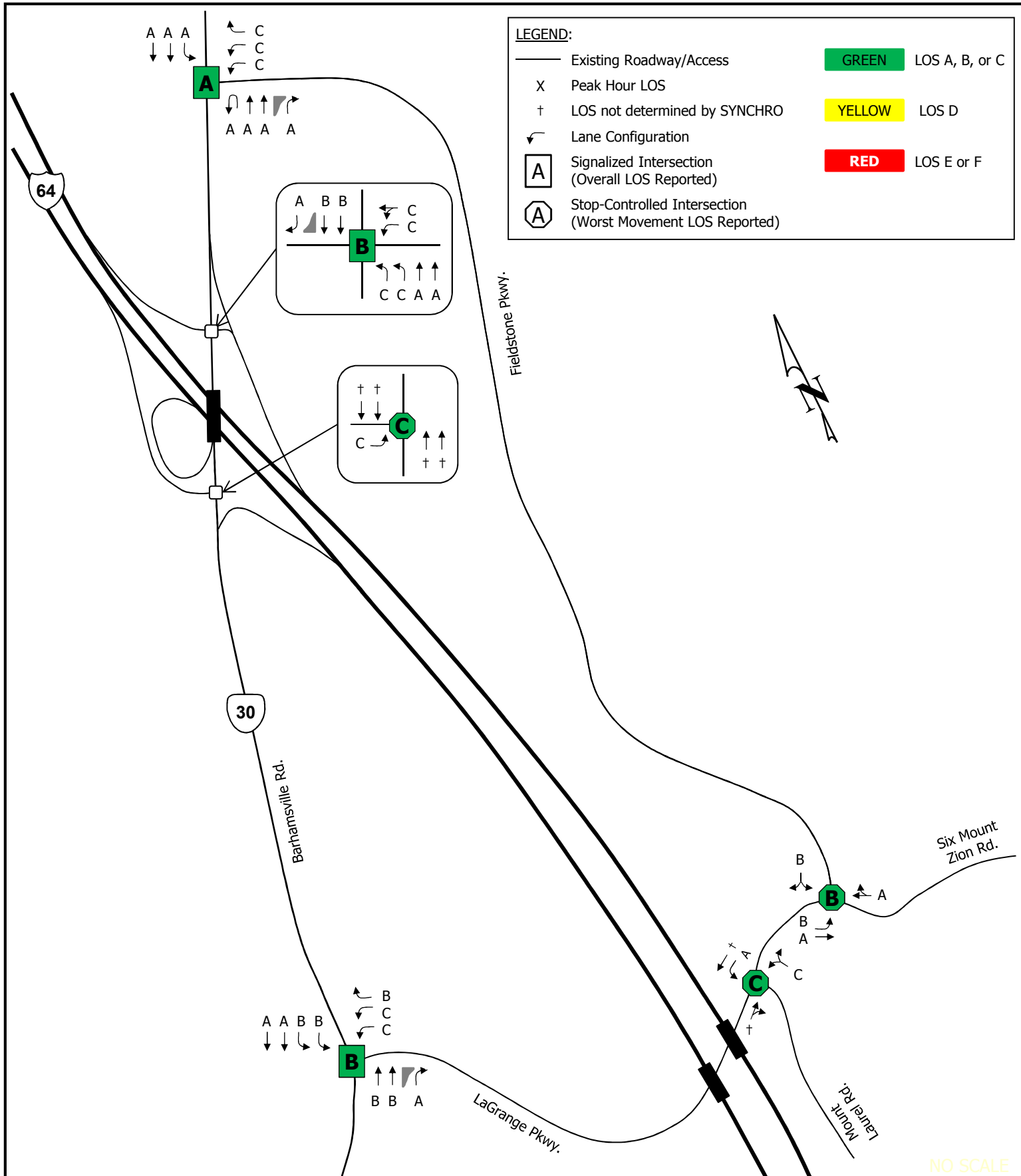






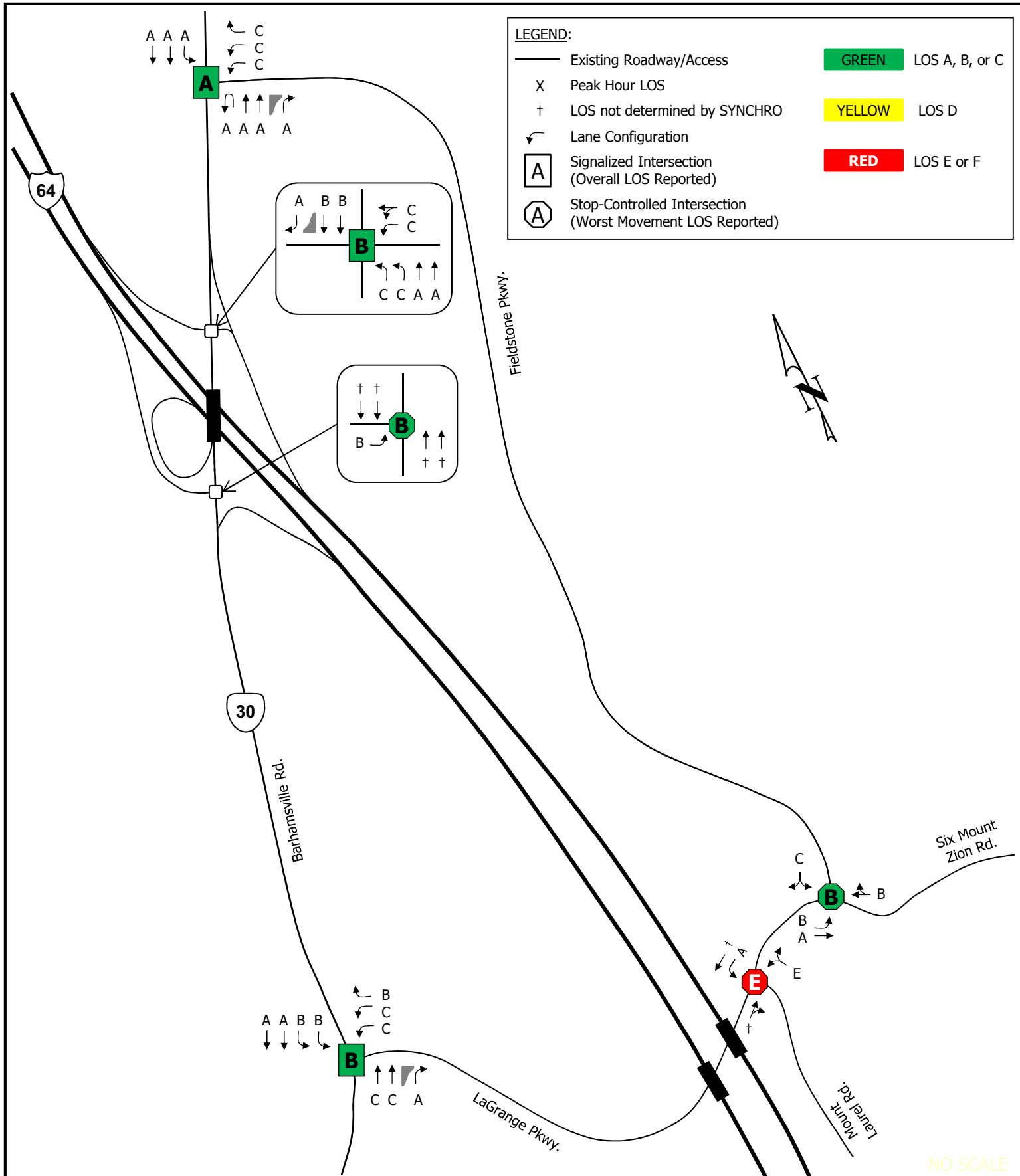






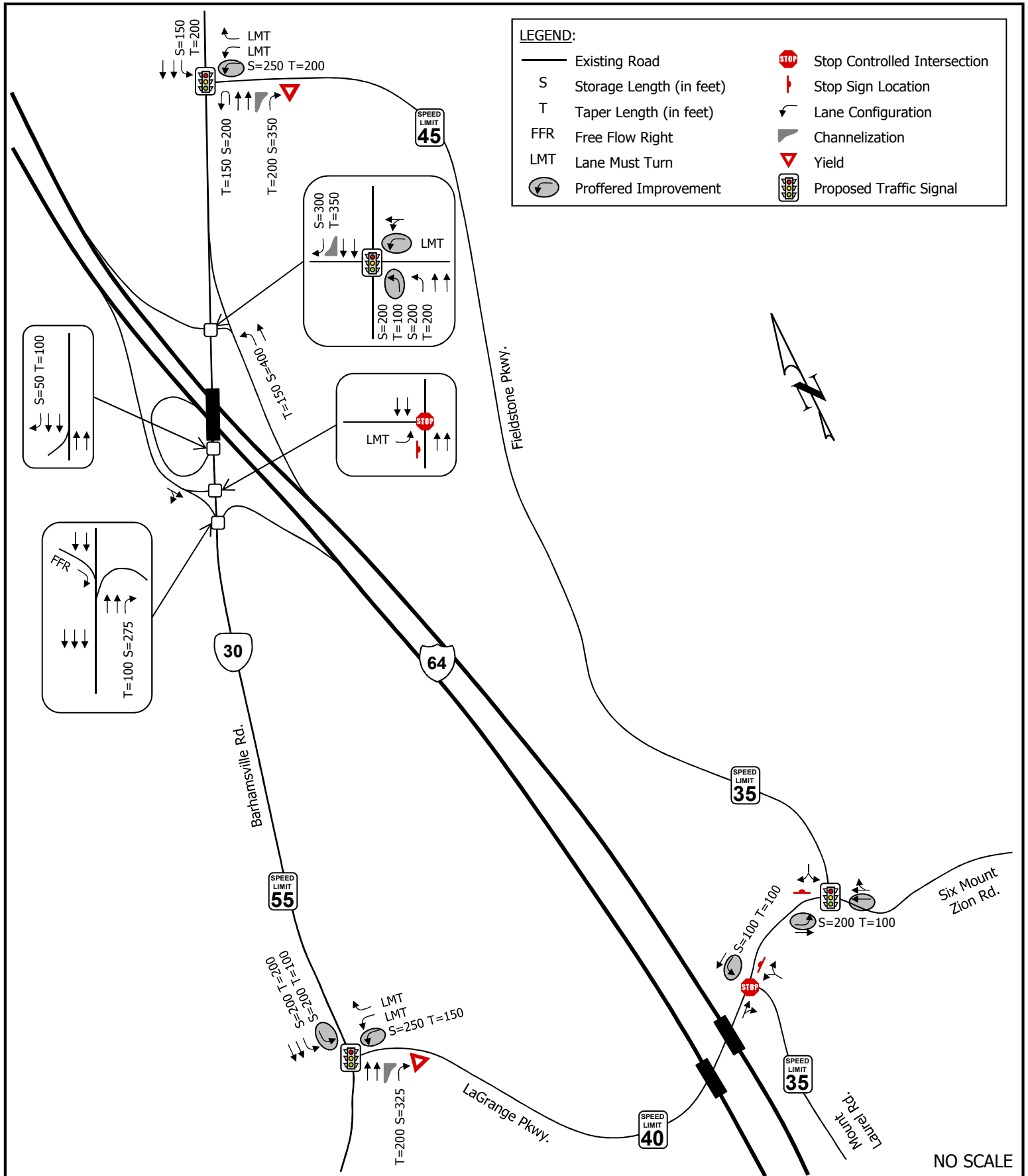
2024 Total AM Peak Hour Volumes
(100% Phase 1 and 50% Phase 2)
with Applicable Proffered Improvements and
Signal at I-64 WB Ramps
Levels of Service

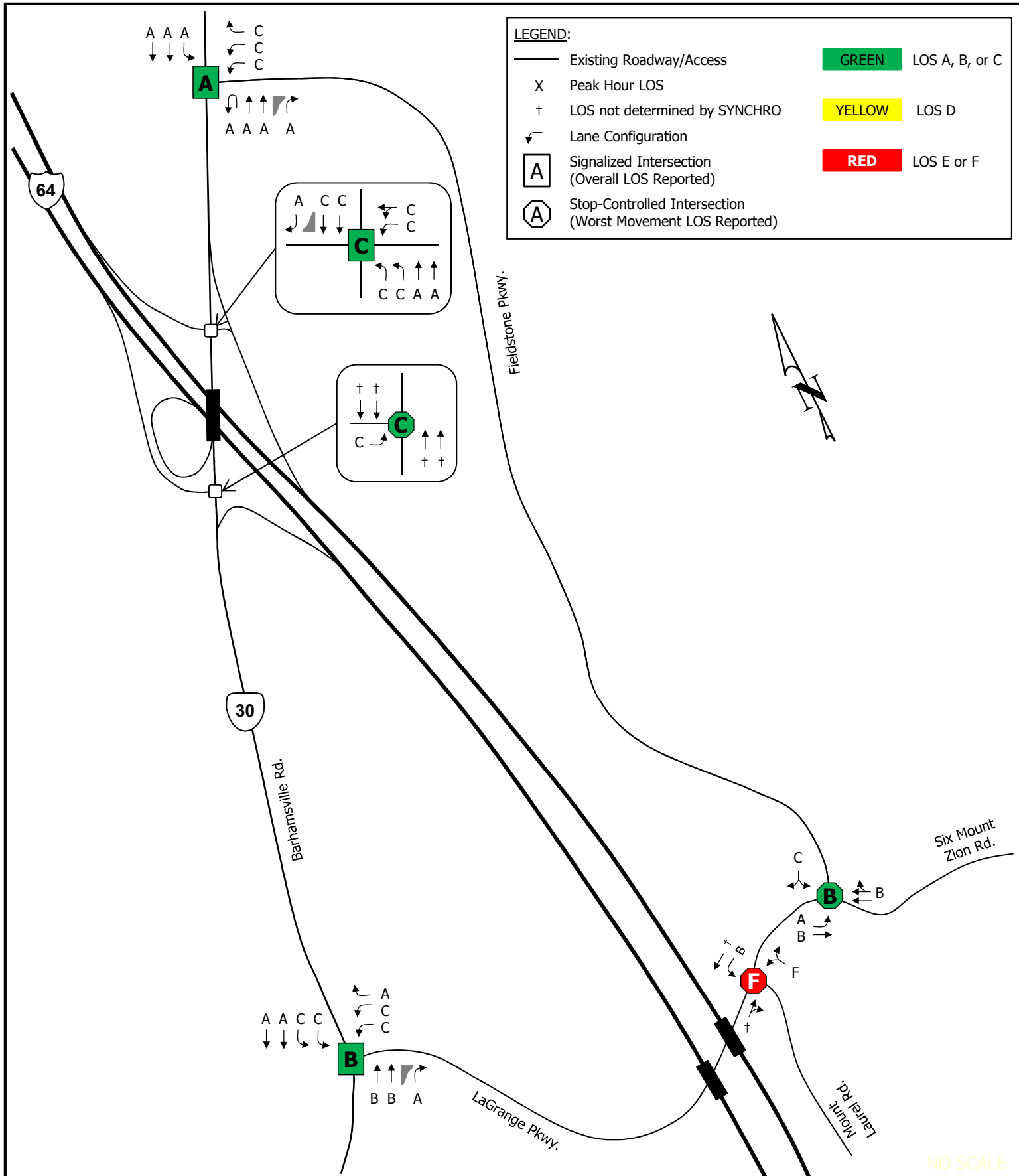
Figure
40



2024 Total PM Peak Hour Volumes
(100% Phase 1 and 50% Phase 2)
with Applicable Proffered Improvements and
Signal at I-64 WB Ramps
Levels of Service

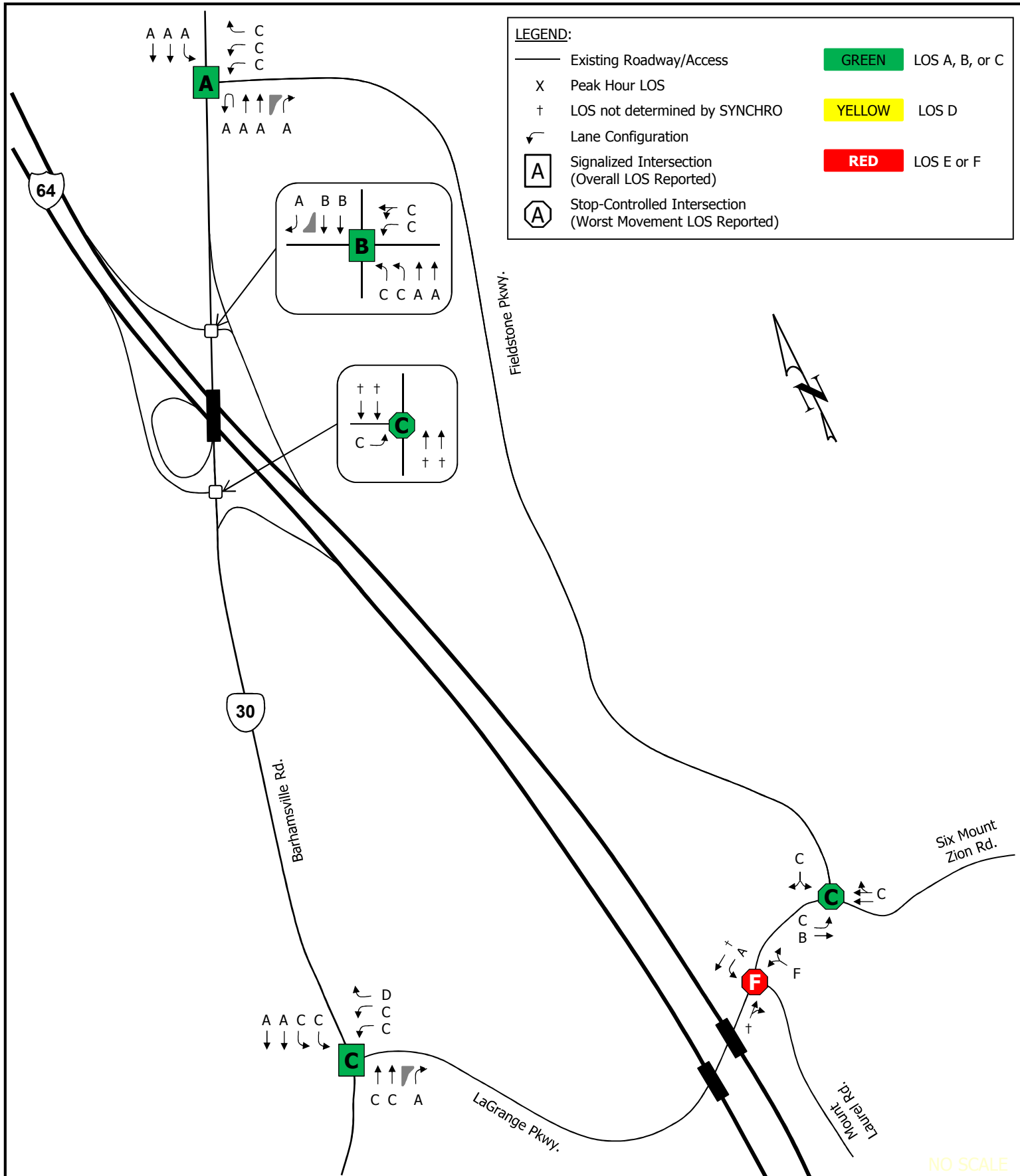
Figure
41





2024 Total AM Peak Hour Volumes
(100% Phase 1 and 100% Phase 2)
with Applicable Proffered Improvements and
Signal at I-64 WB Ramps
Levels of Service

Figure
43



SECTION 2

Stonehouse Submittal

March 26, 2015

To: Ellen Cook (James City County); Tommy Catlett (VDOT)
From: Scott Dunn, AICP, PTP
Re: Stonehouse Development – 2024 Supplemental Analyses on Six Mount Zion Road (Revised Final)
Date: March 26, 2015
Copy: Mike Etchemendy (Greenfield Partners, LLC); Vernon Geddy; Steve Worthington, PE (TG);
Thomas Ruff, EIT (TG)

In response to the recent comments received from James City County (JCC) and the Virginia Department of Transportation (VDOT), Timmons Group has completed supplemental analyses using adjusted 2024 total volumes for the following two intersections:

- Six Mount Zion Road at Mount Laurel Road; and
- Six Mount Zion Road at Fieldstone Parkway.

2024 Volume Projections:

Per the comments received, the volumes from Tracts 11A and 11B were redistributed onto the network as follows:

- Tract 11A – 50% of the traffic enters/exits Six Mount Zion Road opposite Fieldstone Parkway and 50% is assigned to Mount Laurel Road
- Tract 11B – 100% of the traffic will enter/exits Six Mount Zion via Mount Laurel Road.

It should be noted that a minor percentage of traffic associated with Tracts 11A and 11B was assigned to Fieldstone Parkway and Six Mount Zion Road to the east given the commercial nature of the development and its interaction with the residential development and associated traffic. This adjustment will decrease the previously provided 2024 volumes at the Route 30/LaGrange Parkway intersection; however, not to the extent that the previous recommendations will change.

Figure 1 shows the 2024 total volumes with all of Phase 1 and both 50% and 100% Phase 2 site trips for the AM and PM peak hours, excluding the traffic from Tracts 11A and 11B.

Figure 2 shows the projected site-generated traffic for Tracts 11A and 11B based on the revised distributions summarized above.

The trip generation estimates for Tracts 11A and 11B were taken directly from the January 2015 submittal and are shown highlighted in Table 1.

The trip generation total of Tract 11B for the Retail – Shopping Center land use (ITE Code 820) was reduced by 25% to account for internal site capture. The 25% internal capture rate was approved by James City County during the project scoping process.

Table 1: Phase 2 Trip Generation Summary

50% of Phase 2 Development					WEEKDAY					
AREA	LAND USE	ITE CODE	AMOUNT	UNITS	AM PEAK HOUR		TOTAL	PM PEAK HOUR		TOTAL
					IN	OUT		IN	OUT	
RESIDENTIAL USES										
Tract 2	Single Family Detached	210	200	DU	34	46	80	55	40	95
Tract 3	Single Family Detached	210	175	DU	30	40	70	48	35	83
			375	DU	64	87	151	104	75	179
NON-RESIDENTIAL USES										
Tract 11A	Non-Retail Commercial	110	338,400	SF	125	27	152	39	120	159
Tract 11B	Non-Retail Commercial	110	331,600	SF	123	27	149	38	118	156
Tract 11B	Retail - Shopping Center	820	50,000	SF	47	29	77	136	147	282
Tract 13	Non-Retail Commercial	110	210,000	SF	78	17	95	24	75	99
Tract S	Municipal/School		838,000	SF	52	43	95	48	36	84
			1,768,000	SF	425	143	568	285	495	780
Phase 2 (50%) Total Development:					489	229	718	389	570	959

100% of Phase 2 Development					WEEKDAY					
AREA	LAND USE	ITE CODE	AMOUNT	UNITS	AM PEAK HOUR		TOTAL	PM PEAK HOUR		TOTAL
					IN	OUT		IN	OUT	
RESIDENTIAL USES										
Tract 2	Single Family Detached	210	400	DU	68	92	161	111	80	190
Tract 3	Single Family Detached	210	350	DU	60	81	141	97	70	167
			750	DU	128	173	302	208	149	357
NON-RESIDENTIAL USES										
Tract 11A	Non-Retail Commercial	110	676,800	SF	250	54	305	78	240	318
Tract 11B	Non-Retail Commercial	110	663,200	SF	245	53	298	76	235	312
Tract 11B	Retail - Shopping Center	820	100,000	SF	72	44	117	216	234	449
Tract 13	Non-Retail Commercial	110	420,000	SF	155	34	189	48	149	197
Tract S	Municipal/School		838,000	SF	52	43	95	48	36	84
			2,698,000	SF	776	228	1,004	466	894	1,361
Phase 2 (100%) Total Development:					904	401	1,305	674	1,044	1,718

Source: Trip generation estimates for single family, non-retail commercial, and municipal/school calculated using rates from 2007 URS Stonehouse Traffic Impact Study. Retail-shopping center estimates calculated using ITE Trip Generation Manual, 9th Edition.

Figure 3 shows the project 2024 Total traffic volumes, for the Six Mount Zion Road/Mount Laurel Road and Six Mount Zion Road/Fieldstone Parkway intersections. The projected volumes were calculated by combining the volumes from Figure 1 with the redistributed Tract 11A and Tract 11B volumes from Figure 2.

Operational Analysis/Signal Timings

Several items should be noted with respect to the completed analyses:

1. Capacity analyses at signalized and stop controlled intersections were completed using SYNCHRO 8.
2. The peak hour factor (PHF) by approach based on original 2013 counts was used for the 2024 analyses. A minimum PHF of 0.92 was used for the 2024 analyses.
3. The heavy vehicle percentages for each movement were calculated using the AM and PM peak hour counts.
4. The timings for the proposed traffic signals on Six Mount Zion Road within the study area were optimized using a minimum cycle length of 90 seconds.

Preliminary Findings

Based on the revised 2024 total volumes shown on Figure 3, Phase 1 and 50% of Phase 2 (including traffic from Tracts 11A and 11B) development will require the following seven (7) improvements:

1. A traffic signal at the Six Mount Zion Road/Fieldstone Parkway intersection;
2. An eastbound left turn lane on Six Mount Zion Road at Fieldstone Parkway;
3. A southbound right turn lane on Fieldstone Parkway at Six Mount Zion Road;
4. A traffic signal at the Six Mount Zion Road/Mount Laurel Road intersection;
5. A westbound left turn lane on Six Mount Zion Road at Mount Laurel Road;
6. An eastbound right turn lane on Six Mount Zion Road at Mount Laurel Road; and
7. A northbound right turn lane on Mount Laurel Road at Six Mount Zion Road.

Each of the above improvements is contained in the original Stonehouse proffers.

The operation analysis indicates that each of the two intersections and their respective movements will operate at a LOS C or better. A summary of the findings, including level of service (LOS), delay, and 95th percentile queue lengths are summarized in Table 2.

Based on the revised 2024 total volumes shown on Figure 3, Phase 1 and 100% of Phase 2 development will require the installation of a second eastbound left turn lane on Six Mount Zion Road at Fieldstone Parkway; again, this is an original Stonehouse proffered improvement.

It should be noted that the northbound Mount Laurel Road approach shows 462 PM peak hour lefts. While this volume exceeds the established threshold for dual lefts, the operational analysis indicates the additional lane is not necessary with respect to LOS.

The operational analysis indicates that each of the two intersections and their respective movements will operate at a LOS C or better. A summary of the findings, LOS, delay, and 95th percentile queue lengths are summarized in Table 3.

**Table 2: Delay, LOS, and 95th Percentile Queue Length Summary
 2024 Modified Total Volumes (Phase 1 and 50% Phase 2)**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Six Mount Zion Road (E-W) at Fieldstone Parkway (N-S) Signalized	EB Left	200	28.8	C	165	16.7	B	153
	EB Thru-Right		7.3	A	74	4.1	A	62
	<i>EB Approach</i>		<i>20.7</i>	<i>C</i>	--	<i>10.5</i>	<i>B</i>	--
	WB Left-Thru-Right		28.1	C	158	16.8	B	152
	<i>WB Approach</i>		<i>28.1</i>	<i>C</i>	--	<i>16.8</i>	<i>B</i>	--
	NB Left-Thru-Right		18.4	B	21	18.1	B	51
	<i>NB Approach</i>		<i>18.4</i>	<i>B</i>	--	<i>18.1</i>	<i>B</i>	--
	SB Left-Thru		18.2	B	19	17.1	B	9
	SB Right	200	4.4	A	22	6.6	A	50
	<i>SB Approach</i>		<i>5.1</i>	<i>A</i>	--	<i>6.7</i>	<i>A</i>	--
	Overall		18.6	B	--	10.7	B	--
2. Six Mount Zion Road (E-W) at Mt. Laurel Road (N-S) Signalized	EB Thru		7.8	A	177	8.2	A	170
	EB Right	200	4.3	A	17	6.5	A	24
	<i>EB Approach</i>		<i>7.0</i>	<i>A</i>	--	<i>7.7</i>	<i>A</i>	--
	WB Left	200	4.6	A	18	6.5	A	25
	WB Thru		5.1	A	80	12.0	B	317
	<i>WB Approach</i>		<i>5.1</i>	<i>A</i>	--	<i>11.7</i>	<i>B</i>	--
	NB Left	LMT	13.2	B	43	16.5	B	192
	NB Right	200	12.5	B	14	12.8	B	26
	<i>NB Approach</i>		<i>13.0</i>	<i>B</i>	--	<i>15.8</i>	<i>B</i>	--
	Overall		6.8	A	--	11.2	B	--

¹ Overall intersection LOS and delay reported for signalized intersections and roundabouts only.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

**Table 3: Delay, LOS, and 95th Percentile Queue Length Summary
 2024 Modified Total Volumes (Phase 1 and 100% Phase 2)**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Six Mount Zion Road (E-W) at Fieldstone Parkway (N-S) Signalized	EB Dual Left ²	200	23.9	C	140	20.6	C	104
	EB Thru-Right		8.1	A	135	5.5	A	149
	<i>EB Approach</i>		<i>15.7</i>	<i>B</i>	--	<i>11.5</i>	<i>B</i>	--
	WB Left-Thru-Right		24.9	C	222	18.5	B	254
	<i>WB Approach</i>		<i>24.9</i>	<i>C</i>	--	<i>18.5</i>	<i>B</i>	--
	NB Left-Thru-Right		17.8	B	32	20.4	C	96
	<i>NB Approach</i>		<i>17.8</i>	<i>B</i>	--	<i>20.4</i>	<i>C</i>	--
	SB Left-Thru		17.4	B	28	17.9	B	13
	SB Right	200	6.9	A	32	9.7	A	111
	<i>SB Approach</i>		<i>7.7</i>	<i>A</i>	--	<i>9.8</i>	<i>A</i>	--
	Overall		16.4	B	--	13.4	B	--
2. Six Mount Zion Road (E-W) at Mt. Laurel Road (N-S) Signalized	EB Thru		9.4	A	330	14.1	B	331
	EB Right	200	4.4	A	22	10.2	B	38
	<i>EB Approach</i>		<i>7.9</i>	<i>A</i>	--	<i>12.8</i>	<i>B</i>	--
	WB Left	200	6.1	A	48	11.0	B	55
	WB Thru		5.2	A	135	28.9	C	#720
	<i>WB Approach</i>		<i>5.3</i>	<i>A</i>	--	<i>27.5</i>	<i>C</i>	--
	NB Left	LMT	19.8	B	98	33.2	C	379
	NB Right	200	18.0	B	24	17.2	B	33
	<i>NB Approach</i>		<i>19.4</i>	<i>B</i>	--	<i>30.1</i>	<i>C</i>	--
	Overall		7.9	A	--	23.0	C	--

¹ Overall intersection LOS and delay reported for signalized intersections and roundabouts only.

² Dual left turn lanes; average storage is provided.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Roundabout Analysis

Per the VDOT Road Design Manual, roundabouts are to be considered when a project includes re-constructing or constructing a new intersection. It should be noted that while this requirement exists, the approved proffers associated with the Stonehouse rezoning provide specific geometric improvements at each intersection and do not include the construction of roundabouts. This supplemental analysis addresses re-structuring the phasing only, not altering the proffers themselves.

The LaGrange Parkway/Six Mount Zion Road corridor holds more potential for the installation of roundabouts given the extent of work necessary to accommodate future improvements. That being noted, SIDRA analyses were conducted assuming the installation of a single lane roundabout at both the Mount Laurel Road and Fieldstone Parkway intersections. Roundabout analyses were completed using SIDRA 5.1. The operational analysis is summarized in Table 4 below:

Table 4: LOS and Delay Summary
LaGrange Parkway/Six Mount Zion Road Corridor Roundabouts

Scenario	Mount Laurel Road/Six Mount Zion Road				Fieldstone Parkway/Six Mount Zion Road			
	AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Phase 2 50%	A	6.2	A	8.8	A	8.8	A	8.0
Phase 2 100%	B	14.9	D	48.8	A	8.8	A	8.9

Based on the information above, a single lane roundabout could effectively serve the Fieldstone Parkway at Six Mount Zion Road intersection at both the 50% buildout and 100% buildout. A single lane roundabout could effectively serve the Mount Laurel Road at Six Mount Zion Road intersection assuming 50% buildout of Phase 2; at full buildout, a multilane roundabout would be needed at the Mount Laurel Road at Six Mount Zion Road intersection to provide an acceptable level of service.

It is assumed the inscribed diameter for a single lane roundabout would be approximately 120', while the inscribed diameter for a multilane roundabout would be approximately 175'. Under either scenario, it is anticipated that additional right of way (ROW) will be necessary to accommodate a roundabout.

Conclusions

The analyses of the revised 2024 total volumes with Phase 1 site trips plus the addition of 50% of the Phase 2 site trips, indicate that all movements on Six Mount Zion Road will operate at LOS C or better during the AM and PM peak hours assuming the inclusion of the following proffered improvements:

1. A traffic signal at the Six Mount Zion Road/Fieldstone Parkway intersection;
2. An eastbound left turn lane on Six Mount Zion Road at Fieldstone Parkway;
3. A southbound right turn lane on Fieldstone Parkway at Six Mount Zion Road;
4. A traffic signal at the Six Mount Zion Road/Mount Laurel Road intersection;
5. A westbound left turn lane on Six Mount Zion Road at Mount Laurel Road;
6. An eastbound right turn lane on Six Mount Zion Road at Mount Laurel Road; and
7. A northbound right turn lane on Mount Laurel Road at Six Mount Zion Road.

At full buildout, Phase 1 site trips plus 100% of the Phase 2 site trips, the following additional proffered improvements are required:

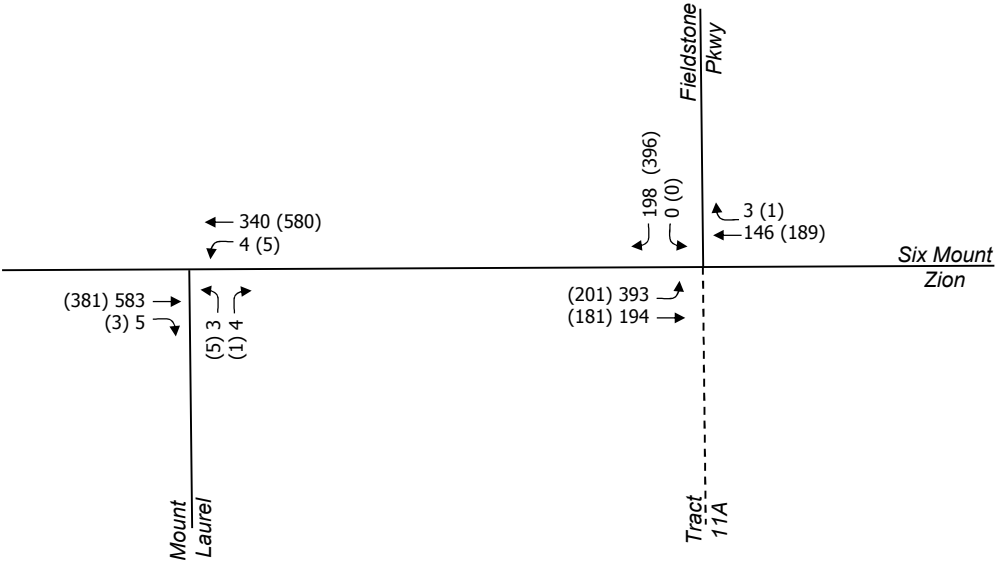
- A second left turn lane will need to be installed on Six Mount Zion Road at Fieldstone Parkway.

Assuming the above improvements, all movements on Six Mount Zion Road, Fieldstone Parkway, and Mount Laurel Road will continue to operate at LOS C or better during the AM and PM peak hours.

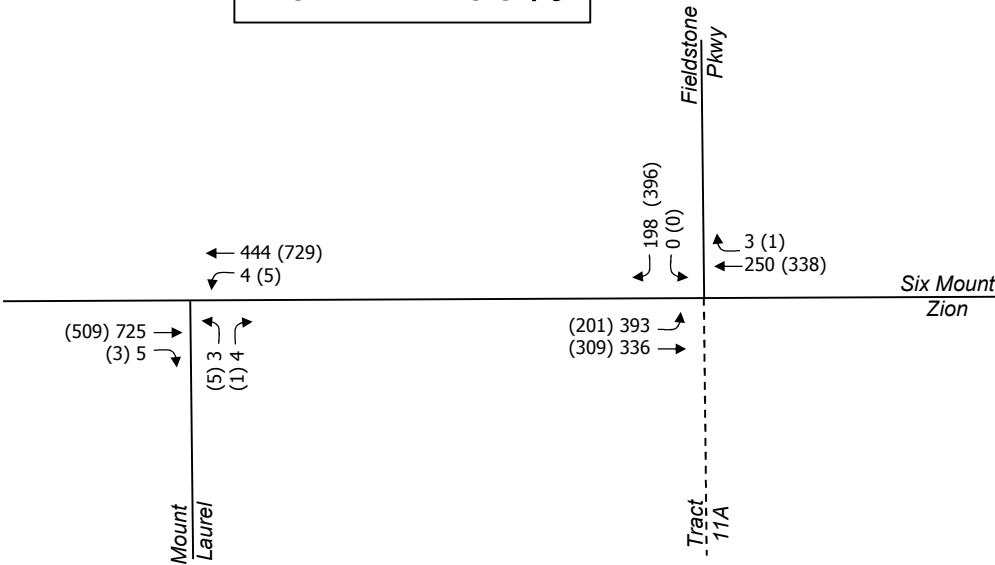
Lastly, the roundabout analysis indicates that a single lane roundabout may be a viable alternative to a conventional signalized intersection at Six Mount Zion Road and Fieldstone Parkway.



2024 – 50%



2024 – 100%



LEGEND:

- 00 AM Peak Hour
- (00) PM Peak Hour
- Existing Road
- - - Proposed Road

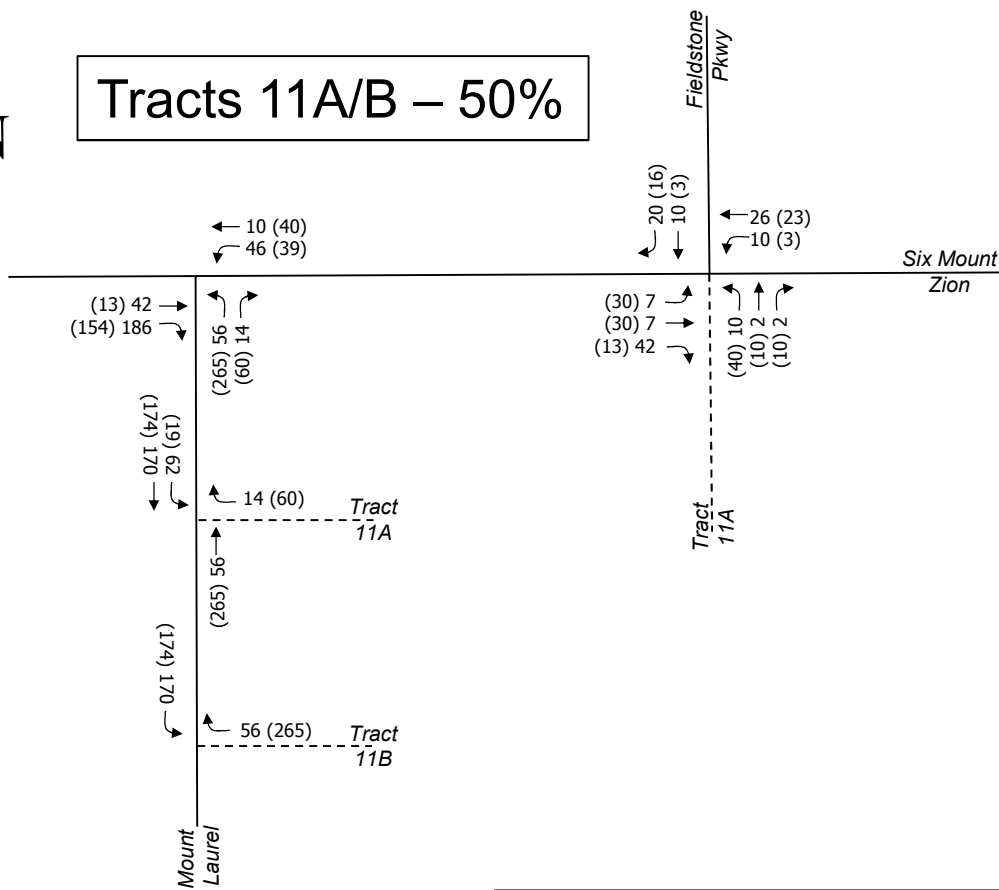
NOT TO SCALE

2024 Volumes
Excluding Tracts 11A and 11B

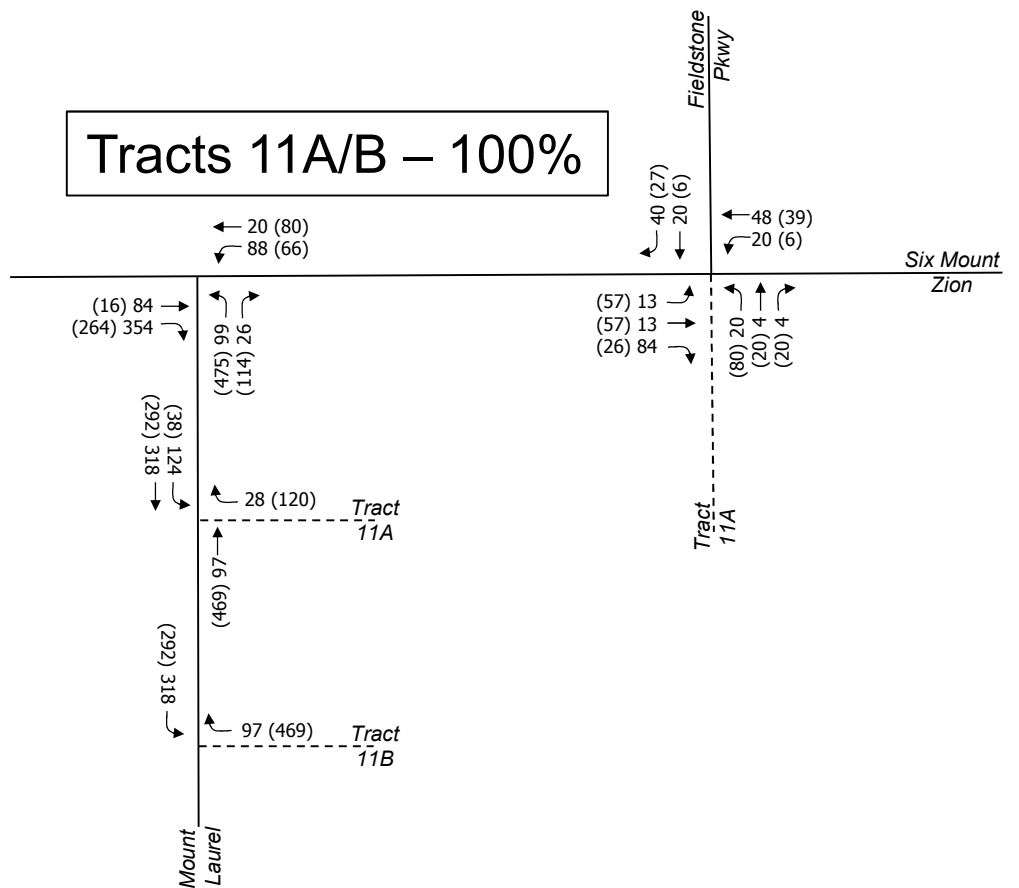
Figure
1



Tracts 11A/B – 50%



Tracts 11A/B – 100%



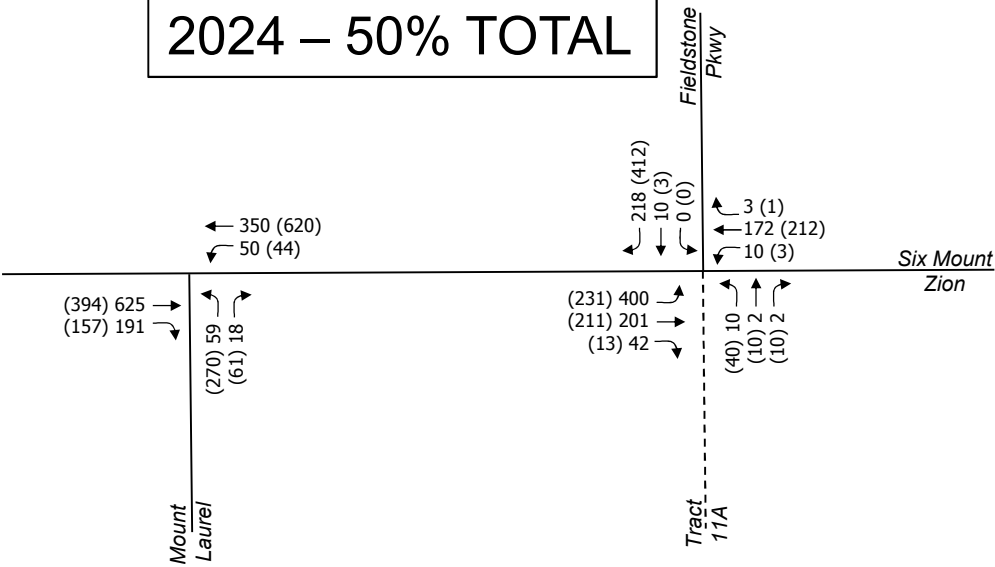
LEGEND:

- 00 AM Peak Hour
- (00) PM Peak Hour
- Existing Road
- - - Proposed Road

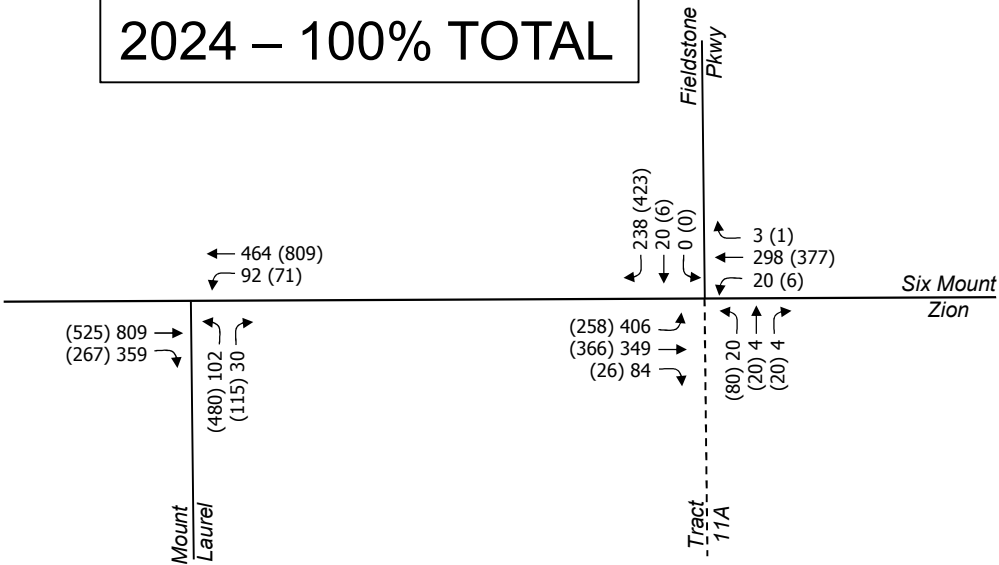
NOT TO SCALE



2024 – 50% TOTAL



2024 – 100% TOTAL



LEGEND:

- 00 AM Peak Hour
- (00) PM Peak Hour
- Existing Road
- - - Proposed Road

NOT TO SCALE

2024 Volumes
Including Tracts 11A and 11B

Figure
3

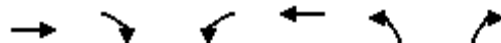
Appendix A

SYNCHRO & SimTraffic Analysis of 2024 Future Conditions

Queues

5: Mount Laurel Rd & Six Mount Zion Rd

3/24/2015



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	679	208	54	380	64	20
v/c Ratio	0.68	0.22	0.18	0.38	0.19	0.06
Control Delay	10.1	1.4	5.9	6.1	17.2	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	1.4	5.9	6.1	17.2	9.3
Queue Length 50th (ft)	81	0	5	36	11	0
Queue Length 95th (ft)	177	17	18	80	43	14
Internal Link Dist (ft)	982			397	583	
Turn Bay Length (ft)		200	200			200
Base Capacity (vph)	1863	1583	559	1863	963	870
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.13	0.10	0.20	0.07	0.02
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

5: Mount Laurel Rd & Six Mount Zion Rd

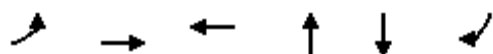
3/24/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	625	191	50	350	59	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted	1.00	1.00	0.30	1.00	0.95	1.00
Satd. Flow (perm)	1863	1583	559	1863	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	679	208	54	380	64	20
RTOR Reduction (vph)	0	94	0	0	0	16
Lane Group Flow (vph)	679	114	54	380	64	4
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	20.7	20.7	20.7	20.7	7.2	7.2
Effective Green, g (s)	20.7	20.7	20.7	20.7	7.2	7.2
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.19	0.19
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1017	864	305	1017	336	300
v/s Ratio Prot	c0.36			0.20	c0.04	
v/s Ratio Perm		0.07	0.10			0.00
v/c Ratio	0.67	0.13	0.18	0.37	0.19	0.01
Uniform Delay, d1	6.1	4.2	4.3	4.9	12.9	12.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7	0.1	0.3	0.2	0.3	0.0
Delay (s)	7.8	4.3	4.6	5.1	13.2	12.5
Level of Service	A	A	A	A	B	B
Approach Delay (s)	7.0			5.1	13.0	
Approach LOS	A			A	B	
Intersection Summary						
HCM 2000 Control Delay			6.8		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.54			
Actuated Cycle Length (s)			37.9		Sum of lost time (s)	10.0
Intersection Capacity Utilization			52.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Queues

6: Tract 11A Entrance/Fieldstone Pkwy & Six Mount Zion Rd

3/24/2015





















Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	435	264	201	15	12	237
v/c Ratio	0.79	0.25	0.59	0.03	0.02	0.21
Control Delay	33.1	6.6	34.3	22.3	23.7	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	6.6	34.3	22.3	23.7	1.3
Queue Length 50th (ft)	165	44	78	4	4	0
Queue Length 95th (ft)	295	74	158	21	19	22
Internal Link Dist (ft)		738	646	282	897	
Turn Bay Length (ft)	200					200
Base Capacity (vph)	803	1586	661	449	512	1320
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.17	0.30	0.03	0.02	0.18
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

6: Tract 11A Entrance/Fieldstone Pkwy & Six Mount Zion Rd

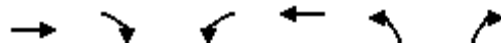
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	400	201	42	10	172	3	10	2	2	1	10	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.0			5.0	5.0
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	1.00
Frt	1.00	0.97			1.00			0.98			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			1.00	1.00
Satd. Flow (prot)	1770	1814			1854			1765			1855	1583
Flt Permitted	0.95	1.00			0.97			0.88			0.99	1.00
Satd. Flow (perm)	1770	1814			1807			1610			1843	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	435	218	46	11	187	3	11	2	2	1	11	237
RTOR Reduction (vph)	0	11	0	0	1	0	0	1	0	0	0	79
Lane Group Flow (vph)	435	253	0	0	200	0	0	14	0	0	12	158
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	7	4			8			2			6	6
Permitted Phases				8			2			6		
Actuated Green, G (s)	21.9	40.2			13.3			19.4			19.4	46.3
Effective Green, g (s)	21.9	40.2			13.3			19.4			19.4	46.3
Actuated g/C Ratio	0.31	0.58			0.19			0.28			0.28	0.67
Clearance Time (s)	5.0	5.0			5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	556	1047			345			448			513	1053
v/s Ratio Prot	c0.25	0.14										c0.10
v/s Ratio Perm					c0.11			0.01			0.01	
v/c Ratio	0.78	0.24			0.58			0.03			0.02	0.15
Uniform Delay, d1	21.7	7.2			25.6			18.3			18.2	4.3
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	7.1	0.1			2.5			0.1			0.0	0.1
Delay (s)	28.8	7.3			28.1			18.4			18.2	4.4
Level of Service	C	A			C			B			B	A
Approach Delay (s)		20.7			28.1			18.4			5.1	
Approach LOS		C			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			18.6									
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			69.6									
Intersection Capacity Utilization			51.9%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

5: Mount Laurel Rd & Six Mount Zion Rd

3/24/2015















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	428	171	48	674	293	66
v/c Ratio	0.46	0.20	0.11	0.72	0.58	0.13
Control Delay	10.3	2.1	8.0	15.5	22.7	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	2.1	8.0	15.5	22.7	6.2
Queue Length 50th (ft)	69	0	6	132	71	0
Queue Length 95th (ft)	170	24	25	317	192	26
Internal Link Dist (ft)	982			397	583	
Turn Bay Length (ft)		200	200			200
Base Capacity (vph)	1702	1461	781	1702	1057	972
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.12	0.06	0.40	0.28	0.07
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

5: Mount Laurel Rd & Six Mount Zion Rd

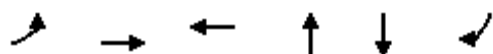
3/24/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	394	157	44	620	270	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted	1.00	1.00	0.46	1.00	0.95	1.00
Satd. Flow (perm)	1863	1583	855	1863	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	428	171	48	674	293	66
RTOR Reduction (vph)	0	84	0	0	0	47
Lane Group Flow (vph)	428	87	48	674	293	19
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	4			8	5	
Permitted Phases		4	8			5
Actuated Green, G (s)	25.6	25.6	25.6	25.6	14.7	14.7
Effective Green, g (s)	25.6	25.6	25.6	25.6	14.7	14.7
Actuated g/C Ratio	0.51	0.51	0.51	0.51	0.29	0.29
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	948	805	435	948	517	462
v/s Ratio Prot	0.23			c0.36	c0.17	
v/s Ratio Perm		0.05	0.06			0.01
v/c Ratio	0.45	0.11	0.11	0.71	0.57	0.04
Uniform Delay, d1	7.9	6.4	6.4	9.5	15.1	12.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.1	0.1	2.5	1.4	0.0
Delay (s)	8.2	6.5	6.5	12.0	16.5	12.8
Level of Service	A	A	A	B	B	B
Approach Delay (s)	7.7			11.7	15.8	
Approach LOS	A			B	B	
Intersection Summary						
HCM 2000 Control Delay			11.2		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.66			
Actuated Cycle Length (s)			50.3		Sum of lost time (s)	10.0
Intersection Capacity Utilization			55.9%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Queues

6: Tract 11A Entrance/Fieldstone Pkwy & Six Mount Zion Rd

3/24/2015





















Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	251	243	242	65	4	448
v/c Ratio	0.54	0.21	0.53	0.25	0.01	0.44
Control Delay	21.9	4.7	22.6	20.7	21.0	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	4.7	22.6	20.7	21.0	3.0
Queue Length 50th (ft)	57	21	55	13	1	9
Queue Length 95th (ft)	153	62	152	51	9	50
Internal Link Dist (ft)		738	646	282	897	
Turn Bay Length (ft)	200					200
Base Capacity (vph)	968	1765	958	739	876	1365
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.14	0.25	0.09	0.00	0.33
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

6: Tract 11A Entrance/Fieldstone Pkwy & Six Mount Zion Rd

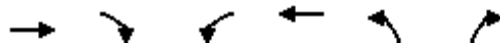
3/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	231	211	13	10	212	1	40	10	10	1	3	412
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.0			5.0	5.0
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	1.00
Frt	1.00	0.99			1.00			0.98			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.97			0.99	1.00
Satd. Flow (prot)	1770	1847			1857			1762			1840	1583
Flt Permitted	0.95	1.00			0.98			0.80			0.93	1.00
Satd. Flow (perm)	1770	1847			1822			1454			1737	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	251	229	14	11	230	1	43	11	11	1	3	448
RTOR Reduction (vph)	0	2	0	0	0	0	0	9	0	0	0	172
Lane Group Flow (vph)	251	241	0	0	242	0	0	56	0	0	4	276
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	7	4			8			2			6	6 7
Permitted Phases				8			2			6		
Actuated Green, G (s)	13.3	31.1			12.8			8.6			8.6	26.9
Effective Green, g (s)	13.3	31.1			12.8			8.6			8.6	26.9
Actuated g/C Ratio	0.27	0.63			0.26			0.17			0.17	0.54
Clearance Time (s)	5.0	5.0			5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	473	1155			469			251			300	856
v/s Ratio Prot	c0.14	0.13										c0.17
v/s Ratio Perm					c0.13			0.04			0.00	
v/c Ratio	0.53	0.21			0.52			0.22			0.01	0.32
Uniform Delay, d1	15.5	4.0			15.8			17.7			17.0	6.3
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	1.1	0.1			1.0			0.5			0.0	0.2
Delay (s)	16.7	4.1			16.8			18.1			17.1	6.6
Level of Service	B	A			B			B			B	A
Approach Delay (s)		10.5			16.8			18.1			6.7	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM 2000 Control Delay			10.7									
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			49.7									
Intersection Capacity Utilization			53.1%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

5: Mount Laurel Rd & Six Mount Zion Rd

3/24/2015



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	879	390	100	504	111	33
v/c Ratio	0.76	0.34	0.43	0.44	0.36	0.11
Control Delay	11.9	1.4	11.6	6.2	27.6	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	1.4	11.6	6.2	27.6	11.5
Queue Length 50th (ft)	148	0	12	61	30	0
Queue Length 95th (ft)	330	22	48	135	98	24
Internal Link Dist (ft)	982			397	583	
Turn Bay Length (ft)		200	200			200
Base Capacity (vph)	1780	1530	357	1780	575	537
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.25	0.28	0.28	0.19	0.06
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

5: Mount Laurel Rd & Six Mount Zion Rd

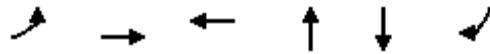
3/24/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	809	359	92	464	102	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted	1.00	1.00	0.20	1.00	0.95	1.00
Satd. Flow (perm)	1863	1583	374	1863	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	879	390	100	504	111	33
RTOR Reduction (vph)	0	143	0	0	0	27
Lane Group Flow (vph)	879	247	100	504	111	6
Turn Type	NA	Perm	Perm	NA	Prot	Prot
Protected Phases	4			8	2	2
Permitted Phases		4	8			
Actuated Green, G (s)	33.6	33.6	33.6	33.6	9.5	9.5
Effective Green, g (s)	33.6	33.6	33.6	33.6	9.5	9.5
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.18	0.18
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1178	1001	236	1178	316	283
v/s Ratio Prot	c0.47			0.27	c0.06	0.00
v/s Ratio Perm		0.16	0.27			
v/c Ratio	0.75	0.25	0.42	0.43	0.35	0.02
Uniform Delay, d1	6.8	4.2	4.9	4.9	19.1	18.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.6	0.1	1.2	0.3	0.7	0.0
Delay (s)	9.4	4.4	6.1	5.2	19.8	18.0
Level of Service	A	A	A	A	B	B
Approach Delay (s)	7.9			5.3	19.4	
Approach LOS	A			A	B	
Intersection Summary						
HCM 2000 Control Delay			7.9		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.66			
Actuated Cycle Length (s)			53.1		Sum of lost time (s)	10.0
Intersection Capacity Utilization			65.8%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Queues

6: Tract 11A Entrance/Fieldstone Pkwy & Six Mount Zion Rd

3/24/2015





















Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	441	470	349	30	23	259
v/c Ratio	0.60	0.45	0.71	0.07	0.05	0.26
Control Delay	27.0	8.3	29.6	20.4	22.2	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	8.3	29.6	20.4	22.2	2.1
Queue Length 50th (ft)	78	85	118	7	7	0
Queue Length 95th (ft)	140	135	222	32	28	32
Internal Link Dist (ft)		738	646	282	897	
Turn Bay Length (ft)	200					200
Base Capacity (vph)	1247	1702	980	418	497	1200
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.28	0.36	0.07	0.05	0.22
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

6: Tract 11A Entrance/Fieldstone Pkwy & Six Mount Zion Rd

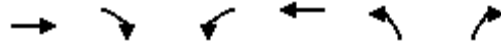
3/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	406	349	84	20	298	3	20	4	4	1	20	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.0			5.0	5.0
Lane Util. Factor	0.97	1.00			1.00			1.00			1.00	1.00
Frt	1.00	0.97			1.00			0.98			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			1.00	1.00
Satd. Flow (prot)	3433	1809			1855			1765			1859	1583
Flt Permitted	0.95	1.00			0.95			0.85			0.99	1.00
Satd. Flow (perm)	3433	1809			1773			1547			1851	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	441	379	91	22	324	3	22	4	4	1	22	259
RTOR Reduction (vph)	0	14	0	0	1	0	0	3	0	0	0	113
Lane Group Flow (vph)	441	456	0	0	348	0	0	27	0	0	23	146
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	7	4			8			2			6	6 7
Permitted Phases				8			2			6		
Actuated Green, G (s)	13.9	37.0			18.1			17.3			17.3	36.2
Effective Green, g (s)	13.9	37.0			18.1			17.3			17.3	36.2
Actuated g/C Ratio	0.22	0.58			0.28			0.27			0.27	0.56
Clearance Time (s)	5.0	5.0			5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	742	1040			499			416			498	891
v/s Ratio Prot	c0.13	0.25										c0.09
v/s Ratio Perm					c0.20			0.02			0.01	
v/c Ratio	0.59	0.44			0.70			0.07			0.05	0.16
Uniform Delay, d1	22.7	7.8			20.7			17.5			17.4	6.8
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	1.3	0.3			4.2			0.3			0.0	0.1
Delay (s)	23.9	8.1			24.9			17.8			17.4	6.9
Level of Service	C	A			C			B			B	A
Approach Delay (s)		15.7			24.9			17.8			7.7	
Approach LOS		B			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			16.4									
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			64.3									
Intersection Capacity Utilization			61.2%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues

5: Mount Laurel Rd & Six Mount Zion Rd

3/24/2015



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	571	290	77	879	522	125
v/c Ratio	0.59	0.30	0.26	0.91	0.84	0.20
Control Delay	17.4	2.5	15.1	34.2	37.5	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	2.5	15.1	34.2	37.5	4.5
Queue Length 50th (ft)	193	0	21	391	252	0
Queue Length 95th (ft)	331	38	55	#720	379	33
Internal Link Dist (ft)	982			397	583	
Turn Bay Length (ft)		200	200			200
Base Capacity (vph)	1079	1039	336	1079	798	782
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.28	0.23	0.81	0.65	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

5: Mount Laurel Rd & Six Mount Zion Rd

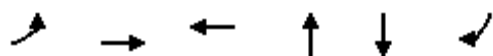
3/24/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	525	267	71	809	480	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted	1.00	1.00	0.31	1.00	0.95	1.00
Satd. Flow (perm)	1863	1583	581	1863	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	571	290	77	879	522	125
RTOR Reduction (vph)	0	139	0	0	0	81
Lane Group Flow (vph)	571	151	77	879	522	44
Turn Type	NA	Perm	Perm	NA	Prot	Prot
Protected Phases	4			8	2	2
Permitted Phases		4	8			
Actuated Green, G (s)	41.5	41.5	41.5	41.5	28.1	28.1
Effective Green, g (s)	41.5	41.5	41.5	41.5	28.1	28.1
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.35	0.35
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	971	825	302	971	624	558
v/s Ratio Prot	0.31			c0.47	c0.29	0.03
v/s Ratio Perm		0.10	0.13			
v/c Ratio	0.59	0.18	0.25	0.91	0.84	0.08
Uniform Delay, d1	13.1	10.1	10.5	17.3	23.6	17.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.1	0.4	11.7	9.5	0.1
Delay (s)	14.1	10.2	11.0	28.9	33.2	17.2
Level of Service	B	B	B	C	C	B
Approach Delay (s)	12.8			27.5	30.1	
Approach LOS	B			C	C	
Intersection Summary						
HCM 2000 Control Delay			23.0		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.88			
Actuated Cycle Length (s)			79.6		Sum of lost time (s)	10.0
Intersection Capacity Utilization			77.5%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

Queues

6: Six Mount Zion Rd & Fieldstone Pkwy

3/24/2015





















Lane Group	EBL	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	280	426	418	131	8	460
v/c Ratio	0.44	0.38	0.69	0.44	0.02	0.50
Control Delay	25.6	7.1	23.8	25.1	20.9	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	7.1	23.8	25.1	20.9	6.1
Queue Length 50th (ft)	40	53	113	34	2	27
Queue Length 95th (ft)	104	149	254	96	13	111
Internal Link Dist (ft)		738	646	282	897	
Turn Bay Length (ft)	200					200
Base Capacity (vph)	836	1674	1282	685	843	993
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.25	0.33	0.19	0.01	0.46
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

6: Six Mount Zion Rd & Fieldstone Pkwy

3/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	258	366	26	6	377	1	80	20	20	1	6	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			5.0			5.0	5.0
Lane Util. Factor	0.97	1.00			1.00			1.00			1.00	1.00
Frt	1.00	0.99			1.00			0.98			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.97			0.99	1.00
Satd. Flow (prot)	3433	1844			1861			1762			1851	1583
Flt Permitted	0.95	1.00			0.99			0.80			0.97	1.00
Satd. Flow (perm)	3433	1844			1846			1448			1800	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	280	398	28	7	410	1	87	22	22	1	7	460
RTOR Reduction (vph)	0	3	0	0	0	0	0	9	0	0	0	155
Lane Group Flow (vph)	280	423	0	0	418	0	0	122	0	0	8	305
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	7	4			8			2			6	6 7
Permitted Phases				8			2			6		
Actuated Green, G (s)	10.6	34.7			19.1			11.5			11.5	27.1
Effective Green, g (s)	10.6	34.7			19.1			11.5			11.5	27.1
Actuated g/C Ratio	0.19	0.62			0.34			0.20			0.20	0.48
Clearance Time (s)	5.0	5.0			5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	647	1138			627			296			368	763
v/s Ratio Prot	0.08	0.23										c0.19
v/s Ratio Perm					c0.23			0.08			0.00	
v/c Ratio	0.43	0.37			0.67			0.41			0.02	0.40
Uniform Delay, d1	20.1	5.3			15.8			19.4			17.9	9.3
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	0.5	0.2			2.7			0.9			0.0	0.3
Delay (s)	20.6	5.5			18.5			20.4			17.9	9.7
Level of Service	C	A			B			C			B	A
Approach Delay (s)		11.5			18.5			20.4			9.8	
Approach LOS		B			B			C			A	
Intersection Summary												
HCM 2000 Control Delay			13.4									HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			56.2									Sum of lost time (s) 15.0
Intersection Capacity Utilization			66.9%									ICU Level of Service C
Analysis Period (min)			15									
c Critical Lane Group												

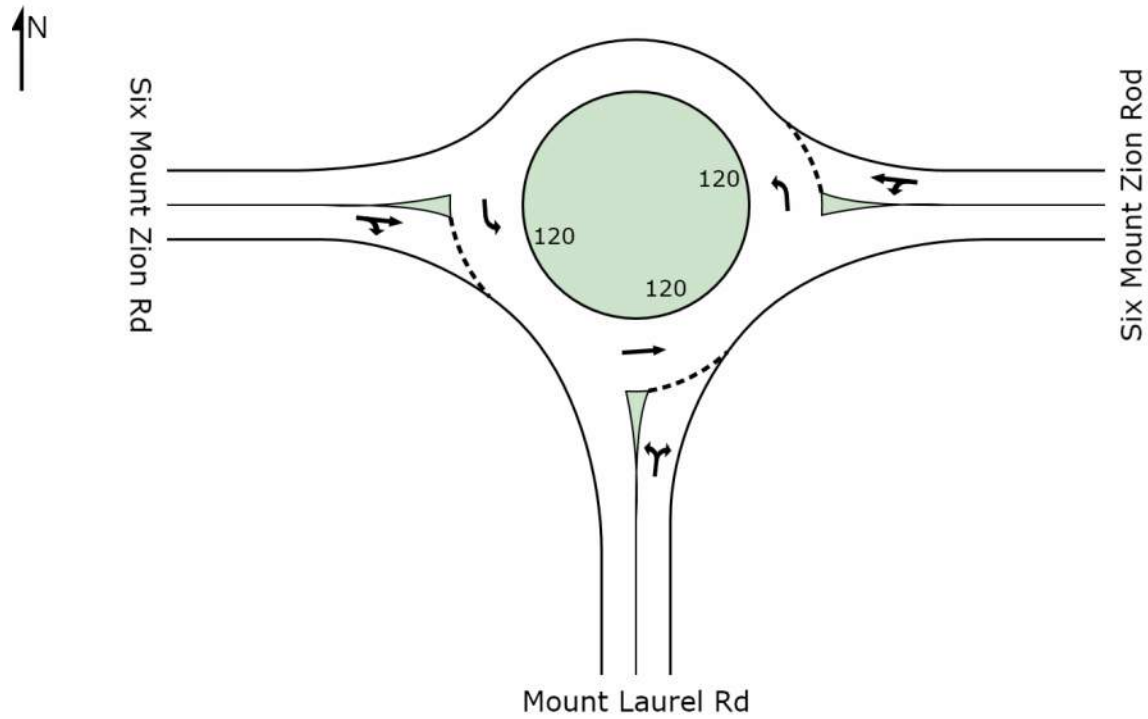
Appendix B

SIDRA Analysis of 2024 Future Conditions

LAYOUT

Site: 2024 AM – 50%

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future AM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



MOVEMENT SUMMARY

Site: 2024 AM – 50%

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future AM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Mount Laurel Rd											
3	L	64	2.0	0.109	16.3	LOS B	0.7	16.7	0.71	0.79	28.0
18	R	20	2.0	0.109	9.7	LOS A	0.7	16.7	0.71	0.70	30.3
Approach		84	2.0	0.109	14.8	LOS B	0.7	16.7	0.71	0.77	28.5
East: Six Mount Zion Rod											
1	L	54	2.0	0.334	12.7	LOS B	2.4	61.5	0.29	0.83	30.1
6	T	380	2.0	0.334	5.0	LOS A	2.4	61.5	0.29	0.40	33.5
Approach		435	2.0	0.334	6.0	LOS A	2.4	61.5	0.29	0.45	33.0
West: Six Mount Zion Rd											
2	T	679	2.0	0.669	5.3	LOS A	7.6	193.9	0.40	0.41	32.9
12	R	208	2.0	0.669	6.4	LOS A	7.6	193.9	0.40	0.48	32.5
Approach		887	2.0	0.669	5.5	LOS A	7.6	193.9	0.40	0.43	32.8
All Vehicles		1405	2.0	0.669	6.2	LOS A	7.6	193.9	0.38	0.45	32.6

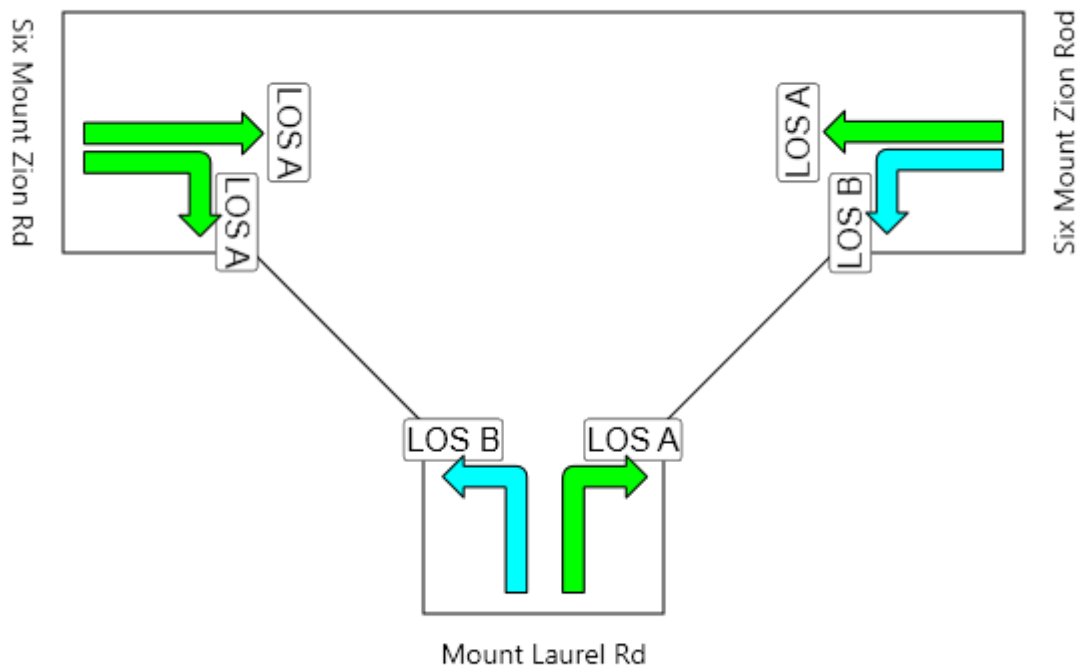
Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

LEVEL OF SERVICE

Site: 2024 AM – 50%

Level of Service Method: Delay & v/c (HCM 2010)

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future AM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	West	Intersection
LOS	B	A	A	A

Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

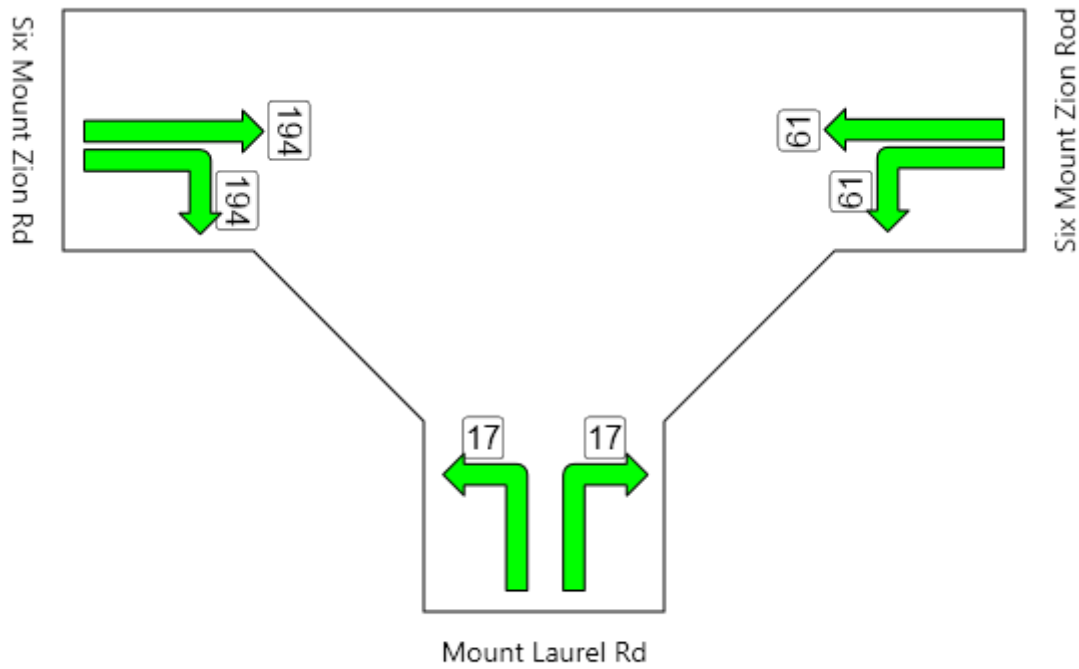
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Model used. Geometric Delay not included.

QUEUE DISTANCE

Site: 2024 AM – 50%

Largest 95% Back of Queue for any lane used by movement (feet)

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future AM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	West	Intersection
Queue Distance	17	61	194	194

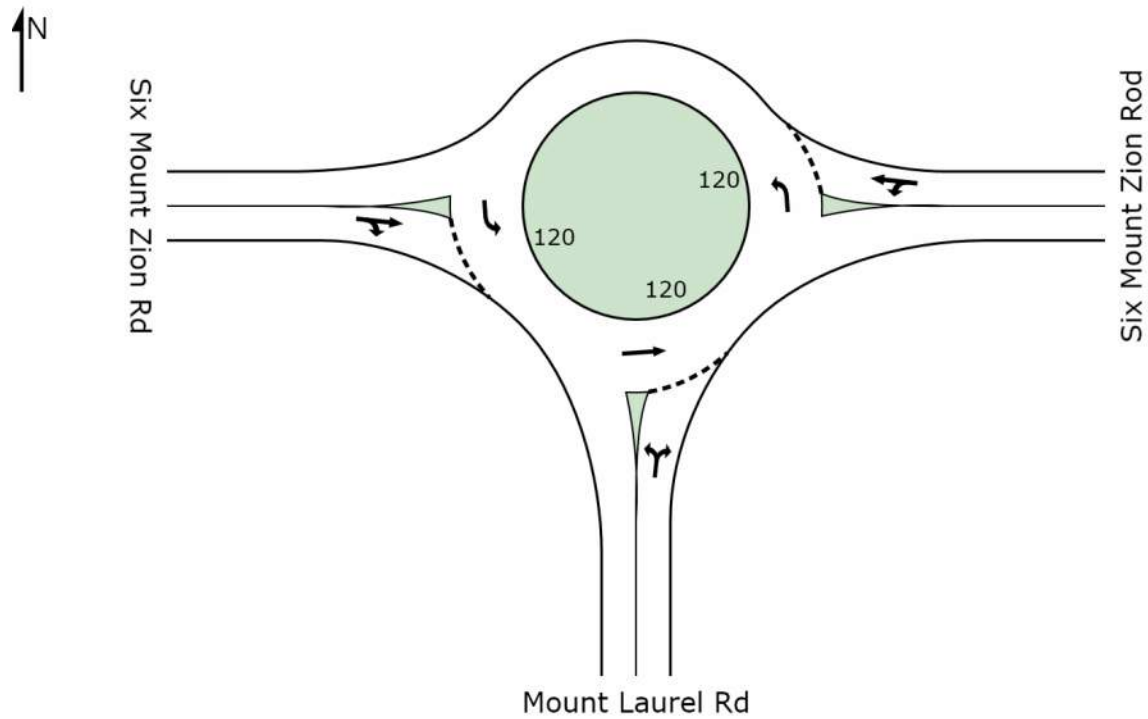
Colour code based on Queue Storage Ratio

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LAYOUT

Site: 2024 PM – 50%

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future PM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



MOVEMENT SUMMARY

Site: 2024 PM – 50%

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future PM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flow	HV	Deg.	Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%		v/c	sec		vehicles	Distance		per veh	mph
South: Mount Laurel Rd												
3	L	293	2.0		0.369	15.1	LOS B	2.4	61.0	0.65	0.79	28.5
18	R	66	2.0		0.369	8.6	LOS A	2.4	61.0	0.65	0.69	30.6
Approach		360	2.0		0.369	13.9	LOS B	2.4	61.0	0.65	0.77	28.9
East: Six Mount Zion Rod												
1	L	48	2.0		0.684	16.4	LOS B	7.8	198.6	0.81	0.88	28.9
6	T	674	2.0		0.684	8.7	LOS A	7.8	198.6	0.81	0.76	30.8
Approach		722	2.0		0.684	9.2	LOS A	7.8	198.6	0.81	0.77	30.6
West: Six Mount Zion Rd												
2	T	428	2.0		0.452	5.0	LOS A	4.0	100.6	0.29	0.39	33.5
12	R	171	2.0		0.452	6.1	LOS A	4.0	100.6	0.29	0.48	33.0
Approach		599	2.0		0.452	5.3	LOS A	4.0	100.6	0.29	0.42	33.4
All Vehicles		1680	2.0		0.684	8.8	LOS A	7.8	198.6	0.59	0.64	31.1

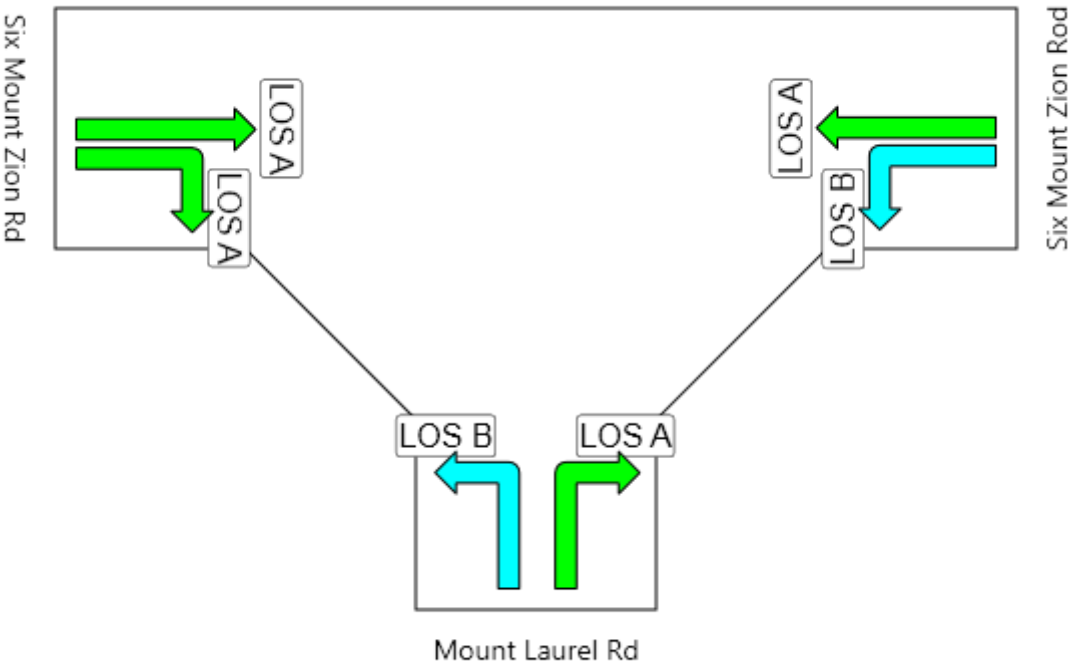
Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

LEVEL OF SERVICE

Site: 2024 PM – 50%

Level of Service Method: Delay & v/c (HCM 2010)

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future PM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	West	Intersection
LOS	B	A	A	A

Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous

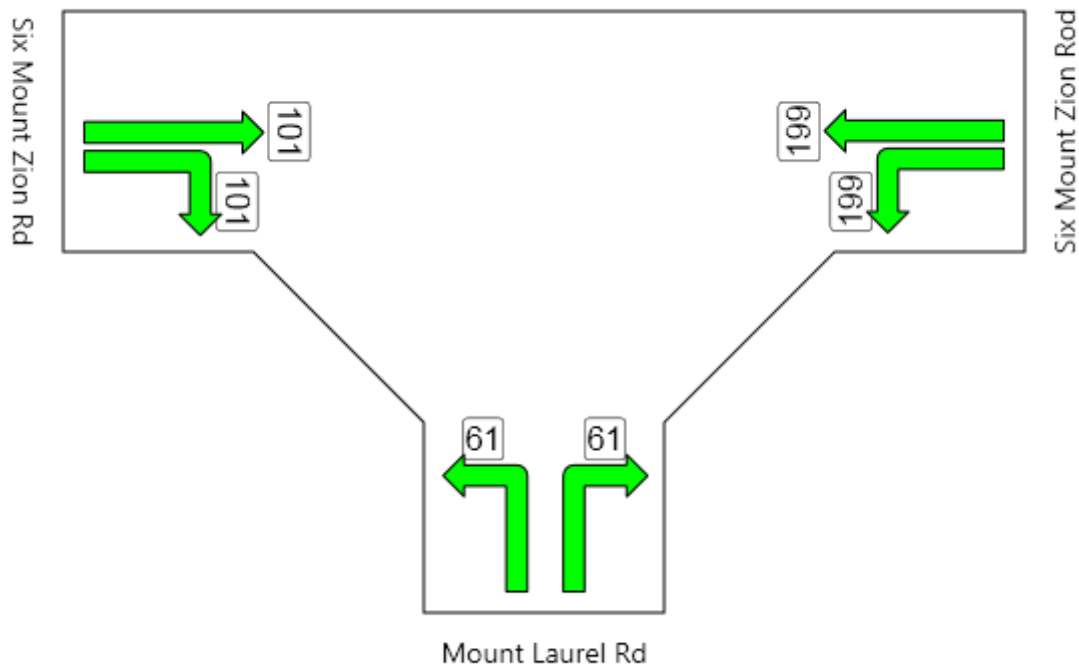
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Model used. Geometric Delay not included.

QUEUE DISTANCE

Site: 2024 PM – 50%

Largest 95% Back of Queue for any lane used by movement (feet)

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future PM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	West	Intersection
Queue Distance	61	199	101	199

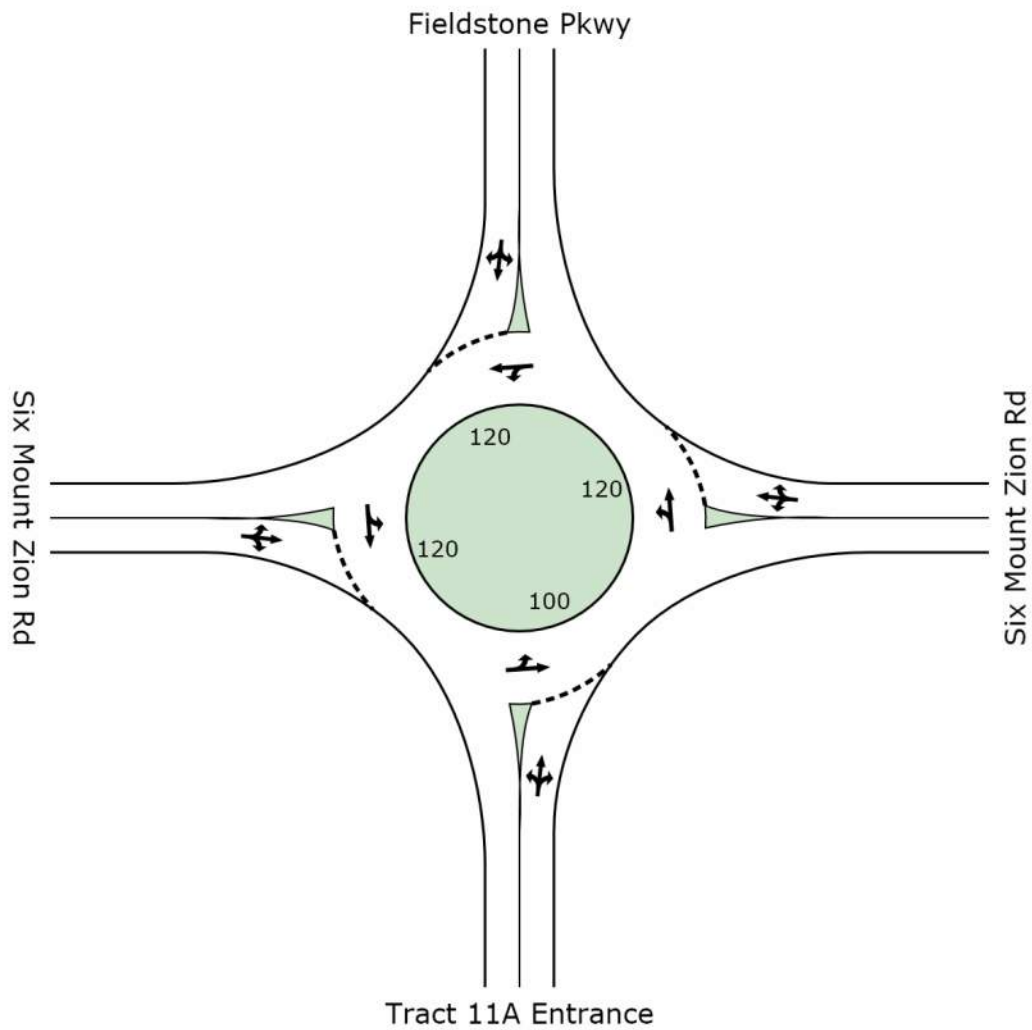
Colour code based on Queue Storage Ratio

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LAYOUT

Site: 2024 AM – 50%

James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future AM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



MOVEMENT SUMMARY

Site: 2024 AM – 50%

James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future AM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	ft		per veh	mph
South: Tract 11A Entrance											
3	L	11	3.0	0.019	15.8	LOS B	0.1	2.6	0.63	0.71	28.4
8	T	2	3.0	0.019	8.0	LOS A	0.1	2.6	0.63	0.55	30.8
18	R	2	3.0	0.019	9.2	LOS A	0.1	2.6	0.63	0.58	30.8
Approach		15	3.0	0.019	13.7	LOS B	0.1	2.6	0.63	0.67	29.0
East: Six Mount Zion Rd											
1	L	11	3.0	0.207	14.9	LOS B	1.2	30.0	0.58	0.88	29.5
6	T	187	2.0	0.207	7.1	LOS A	1.2	30.0	0.58	0.62	31.9
16	R	3	2.0	0.207	8.2	LOS A	1.2	30.0	0.58	0.67	31.8
Approach		201	2.1	0.207	7.6	LOS A	1.2	30.0	0.58	0.63	31.8
North: Fieldstone Pkwy											
7	L	1	2.0	0.218	13.4	LOS B	1.3	33.3	0.44	0.78	29.8
4	T	11	3.0	0.218	5.7	LOS A	1.3	33.3	0.44	0.48	32.4
14	R	237	2.0	0.218	6.9	LOS A	1.3	33.3	0.44	0.55	32.1
Approach		249	2.0	0.218	6.9	LOS A	1.3	33.3	0.44	0.55	32.1
West: Six Mount Zion Rd											
5	L	435	2.0	0.512	12.5	LOS B	4.5	113.5	0.19	0.71	29.8
2	T	218	2.0	0.512	4.8	LOS A	4.5	113.5	0.19	0.34	33.9
12	R	46	3.0	0.512	6.0	LOS A	4.5	113.5	0.19	0.43	33.2
Approach		699	2.1	0.512	9.7	LOS A	4.5	113.5	0.19	0.58	31.1
All Vehicles		1164	2.1	0.512	8.8	LOS A	4.5	113.5	0.32	0.58	31.4

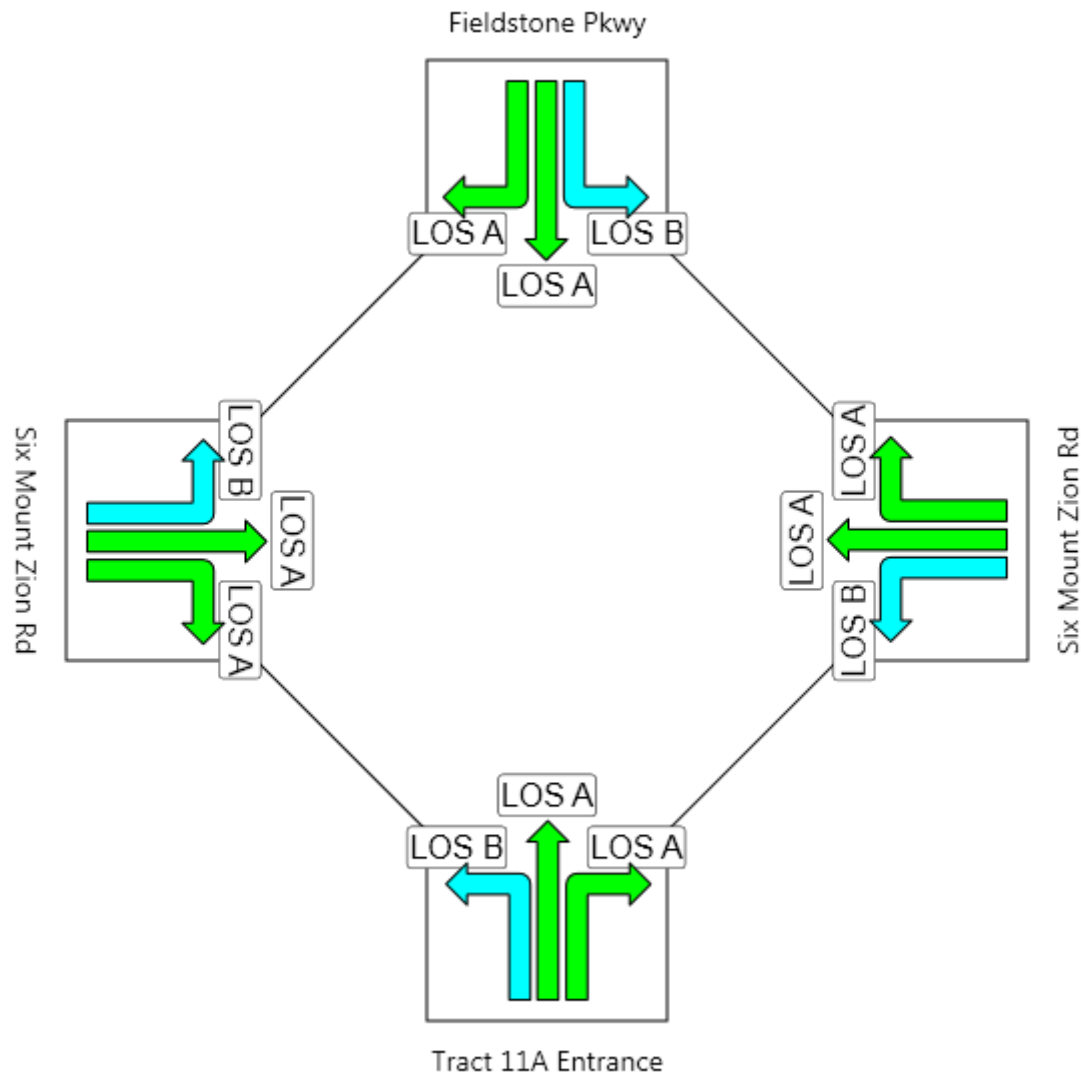
Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

LEVEL OF SERVICE

Site: 2024 AM – 50%

Level of Service Method: Delay & v/c (HCM 2010)

James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future AM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	North	West	Intersection
LOS	B	A	A	A	A

Colour code based on Level of Service

<div></div> LOS A	<div></div> LOS B	<div></div> LOS C	<div></div> LOS D	<div></div> LOS E	<div></div> LOS F	<div></div> Continuous
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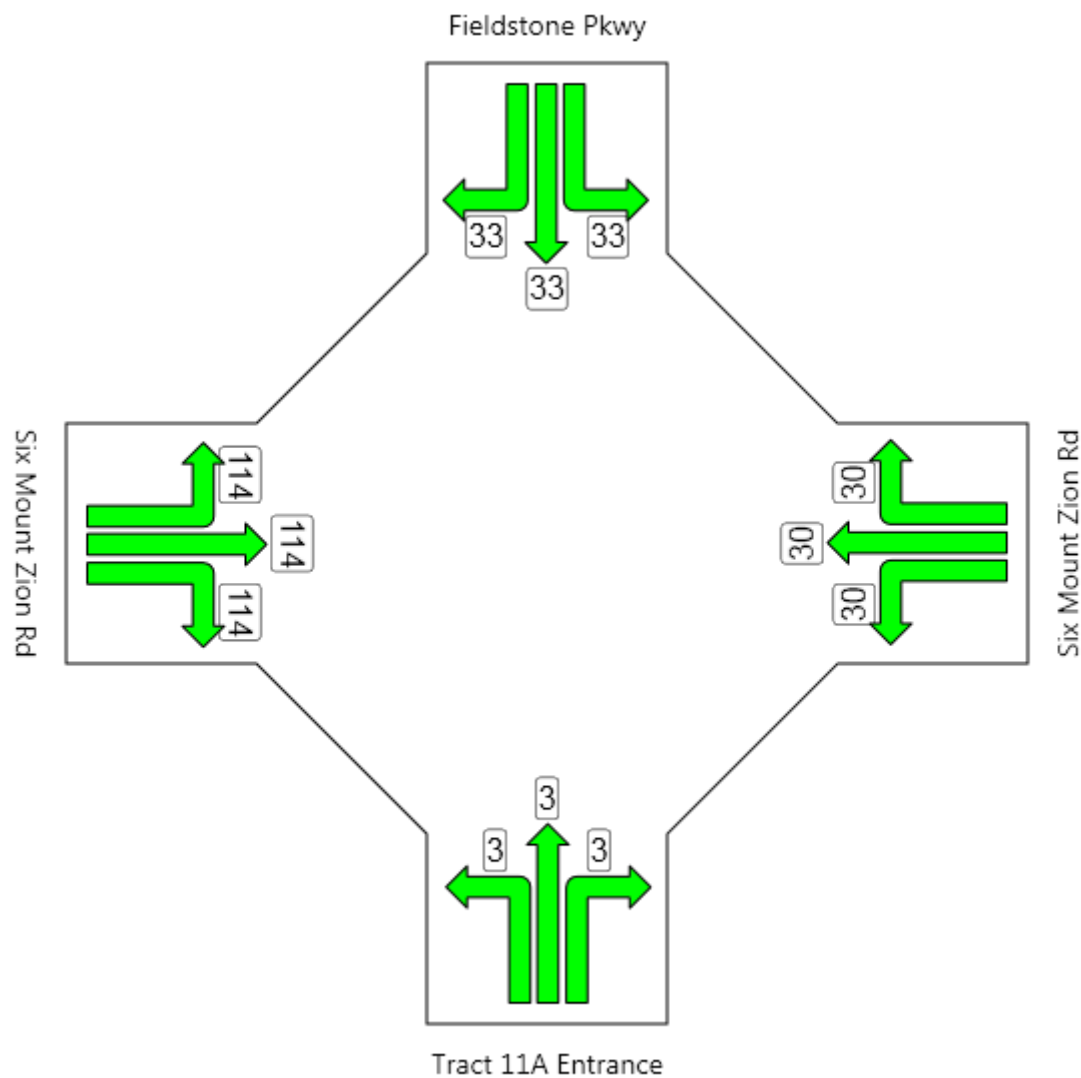
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Model used. Geometric Delay not included.

QUEUE DISTANCE

Site: 2024 AM – 50%

Largest 95% Back of Queue for any lane used by movement (feet)

James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future AM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	North	West	Intersection
Queue Distance	3	30	33	114	114

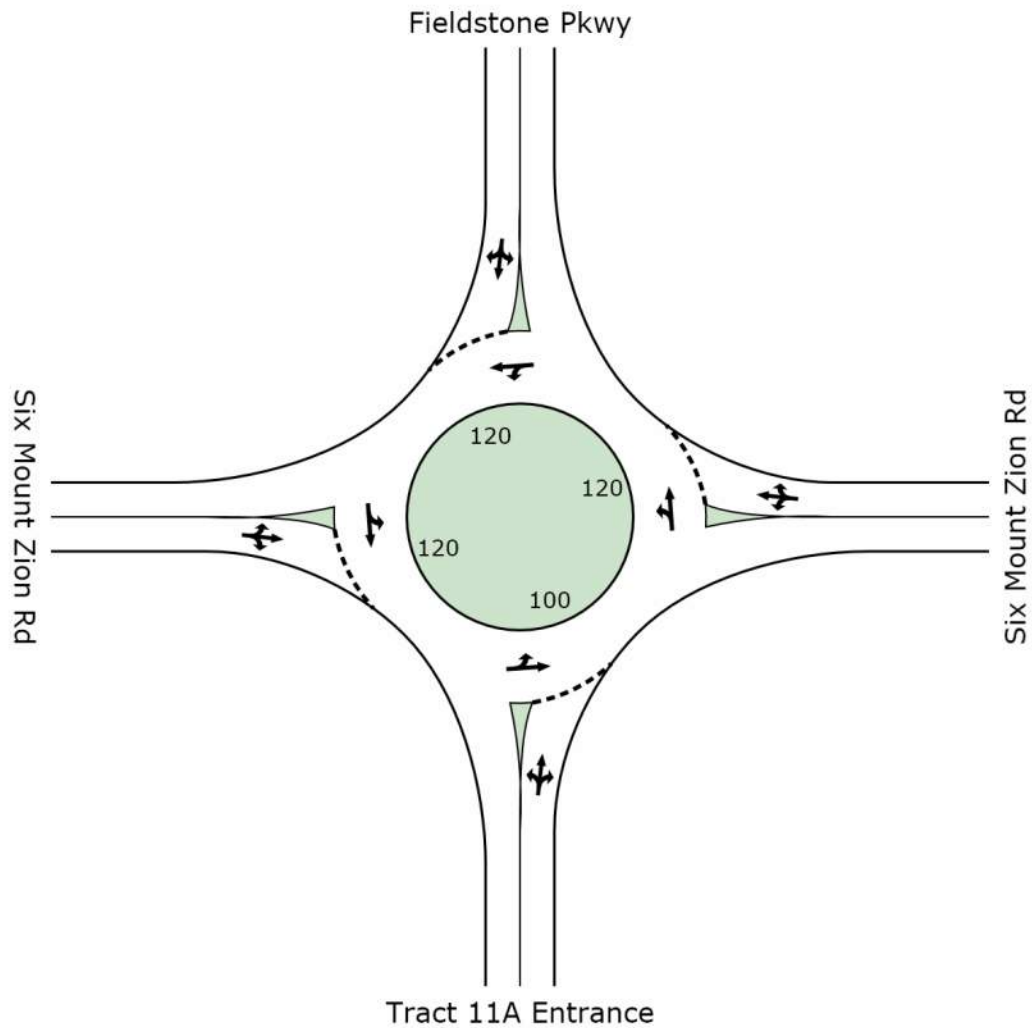
Colour code based on Queue Storage Ratio

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LAYOUT

Site: 2024 PM – 50%

James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future PM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



MOVEMENT SUMMARY

Site: 2024 PM – 50%

James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future PM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Tract 11A Entrance											
3	L	43	3.0	0.069	14.8	LOS B	0.4	9.1	0.54	0.75	28.9
8	T	11	3.0	0.069	7.1	LOS A	0.4	9.1	0.54	0.54	31.4
18	R	11	3.0	0.069	8.3	LOS A	0.4	9.1	0.54	0.59	31.3
Approach		65	3.0	0.069	12.4	LOS B	0.4	9.1	0.54	0.69	29.6
East: Six Mount Zion Rd											
1	L	3	3.0	0.216	13.9	LOS B	1.2	30.3	0.48	0.88	29.9
6	T	230	2.0	0.216	6.3	LOS A	1.2	30.3	0.48	0.54	32.5
16	R	1	2.0	0.216	7.4	LOS A	1.2	30.3	0.48	0.61	32.3
Approach		235	2.0	0.216	6.4	LOS A	1.2	30.3	0.48	0.55	32.5
North: Fieldstone Pkwy											
7	L	1	2.0	0.415	14.2	LOS B	2.9	73.4	0.58	0.80	29.5
4	T	3	3.0	0.415	6.4	LOS A	2.9	73.4	0.58	0.56	31.6
14	R	448	2.0	0.415	7.7	LOS A	2.9	73.4	0.58	0.63	31.4
Approach		452	2.0	0.415	7.7	LOS A	2.9	73.4	0.58	0.63	31.4
West: Six Mount Zion Rd											
5	L	251	2.0	0.357	12.4	LOS B	2.5	64.2	0.08	0.80	30.0
2	T	229	2.0	0.357	4.6	LOS A	2.5	64.2	0.08	0.34	34.7
12	R	14	3.0	0.357	5.8	LOS A	2.5	64.2	0.08	0.44	33.8
Approach		495	2.0	0.357	8.6	LOS A	2.5	64.2	0.08	0.57	32.1
All Vehicles		1247	2.1	0.415	8.0	LOS A	2.9	73.4	0.36	0.59	31.8

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

LEVEL OF SERVICE

Site: 2024 PM – 50%

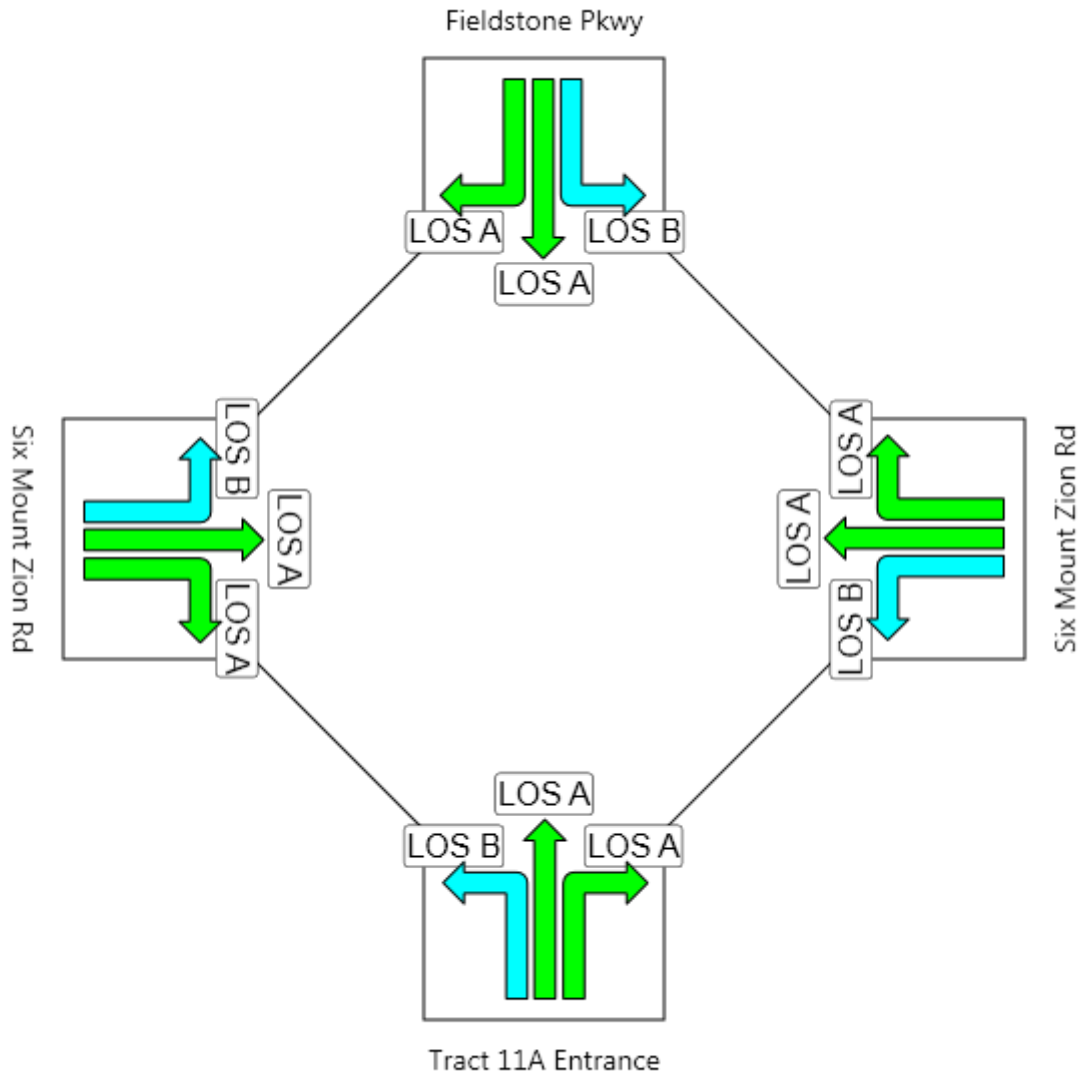
Level of Service Method: Delay & v/c (HCM 2010)

James City County

Six Mount Zion Road at Fieldstone Parkway

2024 Future PM Peak Hour – 50%

Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	North	West	Intersection
LOS	B	A	A	A	A

Colour code based on Level of Service

■ LOS A
 ■ LOS B
 ■ LOS C
 ■ LOS D
 ■ LOS E
 ■ LOS F
 ■ Continuous

Roundabout Level of Service Method: Same as Sign Control

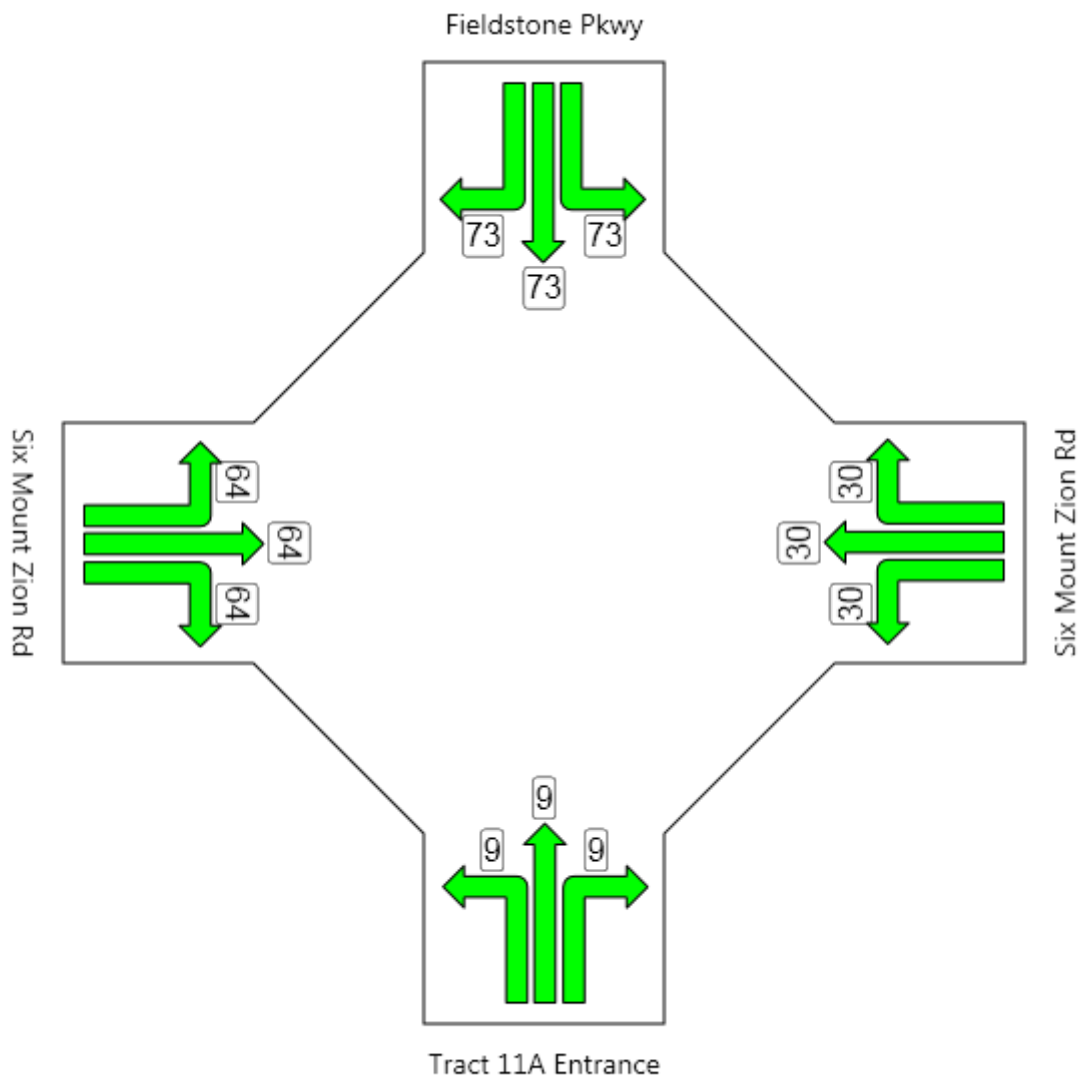
HCM Delay Model used. Geometric Delay not included.

QUEUE DISTANCE

Site: 2024 PM – 50%

Largest 95% Back of Queue for any lane used by movement (feet)

James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future PM Peak Hour – 50%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	North	West	Intersection
Queue Distance	9	30	73	64	73

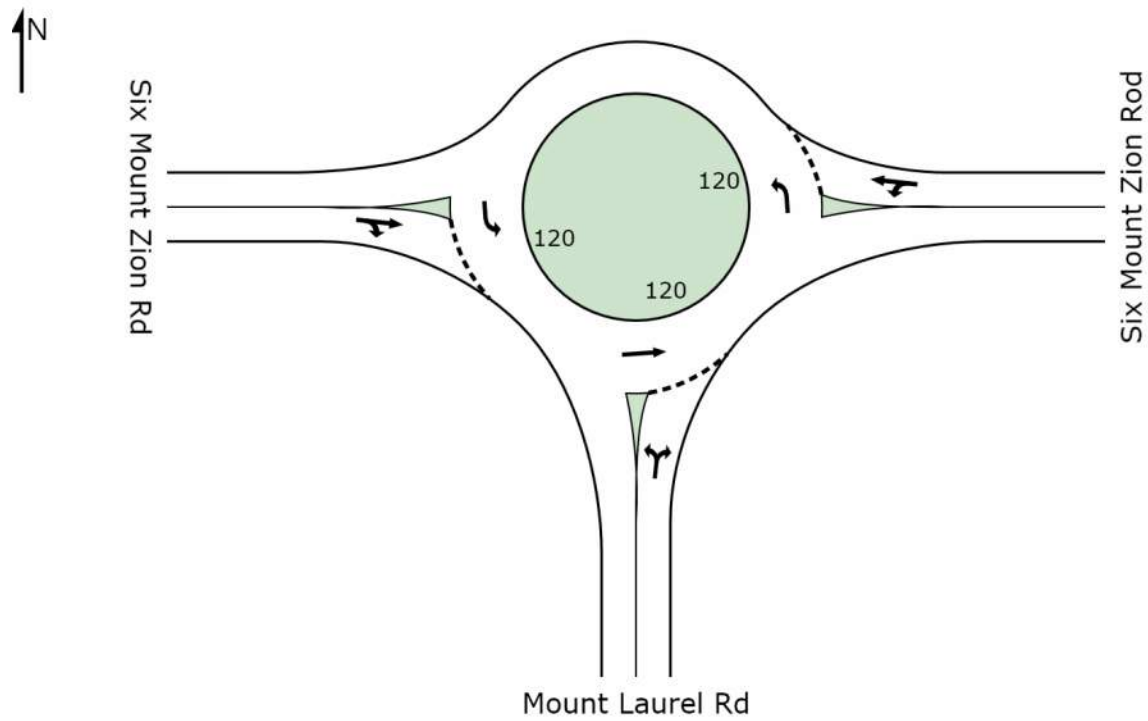
Colour code based on Queue Storage Ratio

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LAYOUT

Site: 2024 AM – 100%

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future AM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



MOVEMENT SUMMARY

Site: 2024 AM – 100%

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future AM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		Vehicles	Distance		per veh	mph
South: Mount Laurel Rd											
3	L	111	2.0	0.298	19.1	LOS B	2.3	57.8	0.96	0.93	26.7
18	R	33	2.0	0.298	12.5	LOS B	2.3	57.8	0.96	0.92	28.6
Approach		143	2.0	0.298	17.6	LOS B	2.3	57.8	0.96	0.93	27.1
East: Six Mount Zion Rd											
1	L	100	2.0	0.489	13.2	LOS B	4.4	111.3	0.47	0.78	30.1
6	T	504	2.0	0.489	5.5	LOS A	4.4	111.3	0.47	0.46	32.4
Approach		604	2.0	0.489	6.7	LOS A	4.4	111.3	0.47	0.52	32.0
West: Six Mount Zion Rd											
2	T	879	2.0	1.003	18.1	LOS B	50.2	1275.6	1.00	0.74	26.1
12	R	390	2.0	1.003	19.2	LOS B	50.2	1275.6	1.00	0.74	26.0
Approach		1270	2.0	1.003	18.4	LOS B	50.2	1275.6	1.00	0.74	26.0
All Vehicles		2017	2.0	1.003	14.9	LOS B	50.2	1275.6	0.84	0.68	27.7

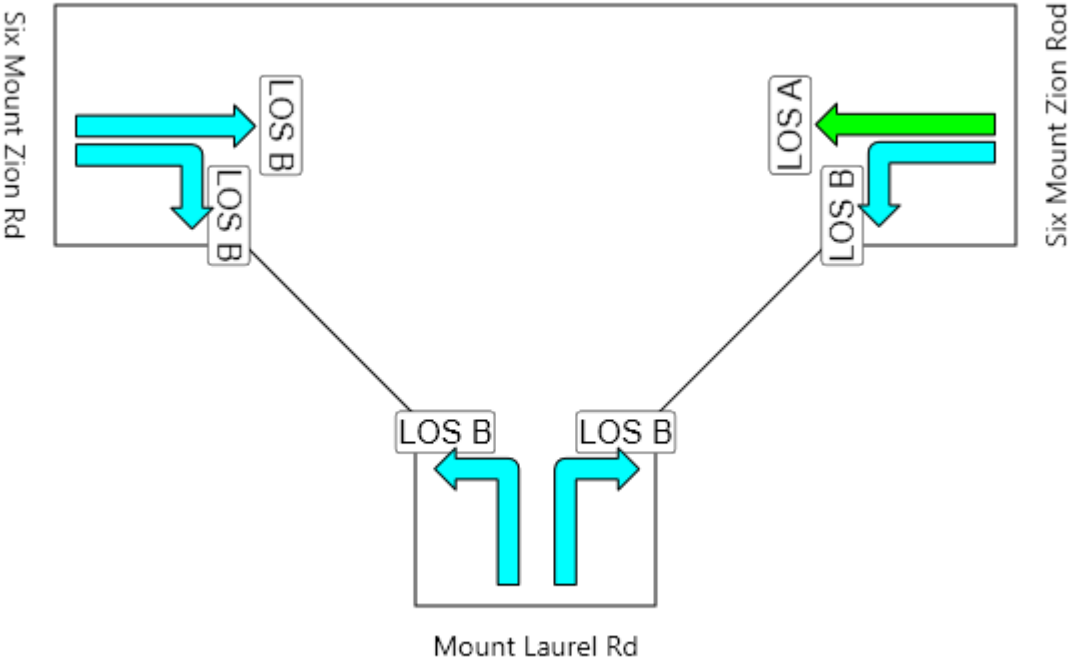
Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

LEVEL OF SERVICE

Site: 2024 AM – 100%

Level of Service Method: Delay & v/c (HCM 2010)

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future AM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	West	Intersection
LOS	B	A	B	B

Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	Continuous
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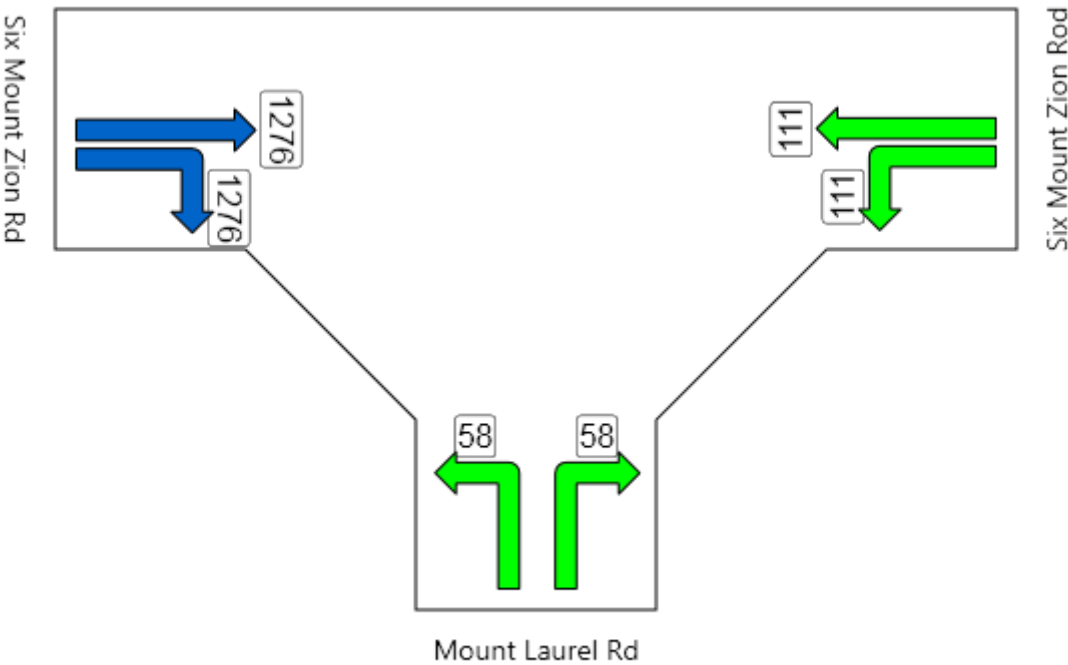
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Model used. Geometric Delay not included.

QUEUE DISTANCE

Site: 2024 AM – 100%

Largest 95% Back of Queue for any lane used by movement (feet)

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future AM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	West	Intersection
Queue Distance	58	111	1276	1276

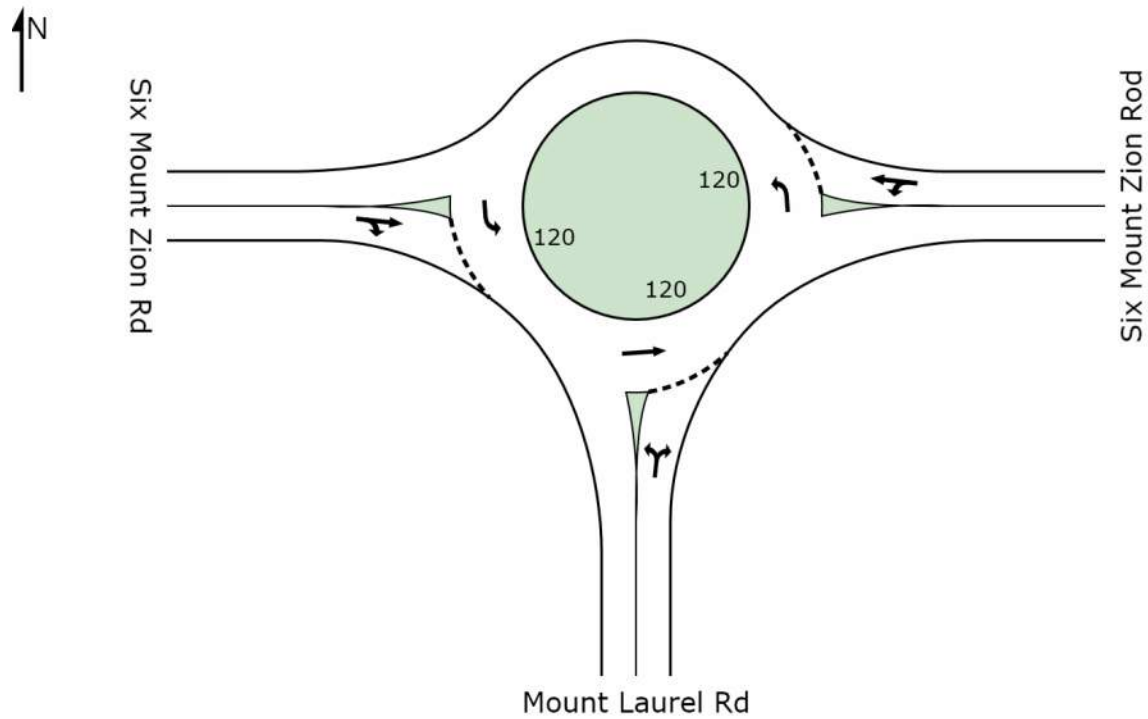
Colour code based on Queue Storage Ratio

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]	Continuous
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LAYOUT

Site: 2024 PM – 100%

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future PM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



MOVEMENT SUMMARY

Site: 2024 PM – 100%

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future PM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	95% Back of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	ft		per veh	mph
South: Mount Laurel Rd											
3	L	522	2.0	0.774	23.8	LOS C	11.0	279.6	0.99	1.15	24.6
18	R	125	2.0	0.774	17.3	LOS B	11.0	279.6	0.99	1.15	26.0
Approach		647	2.0	0.774	22.5	LOS C	11.0	279.6	0.99	1.15	24.8
East: Six Mount Zion Rd											
1	L	77	2.0	1.185	112.4	LOS F	69.5	1765.7	1.00	2.76	10.2
6	T	879	2.0	1.185	104.7	LOS F	69.5	1765.7	1.00	2.76	9.9
Approach		957	2.0	1.185	105.3	LOS F	69.5	1765.7	1.00	2.76	9.9
West: Six Mount Zion Rd											
2	T	571	2.0	0.665	5.4	LOS A	8.5	215.6	0.50	0.43	32.3
12	R	290	2.0	0.665	6.5	LOS A	8.5	215.6	0.50	0.49	32.1
Approach		861	2.0	0.665	5.8	LOS A	8.5	215.6	0.50	0.45	32.2
All Vehicles		2464	2.0	1.185	48.8	LOS D	69.5	1765.7	0.82	1.53	16.6

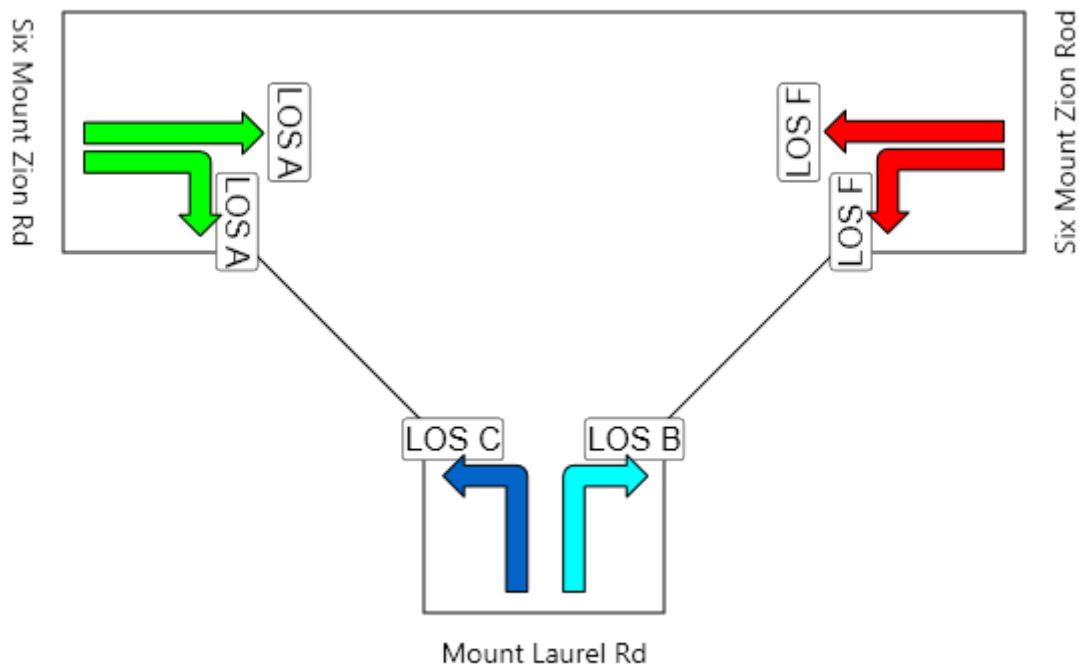
Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

LEVEL OF SERVICE

Site: 2024 PM – 100%

Level of Service Method: Delay & v/c (HCM 2010)

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future PM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	West	Intersection
LOS	C	F	A	D

Colour code based on Level of Service

LOS A

LOS B

LOS C

LOS D

LOS E

LOS F

Continuous

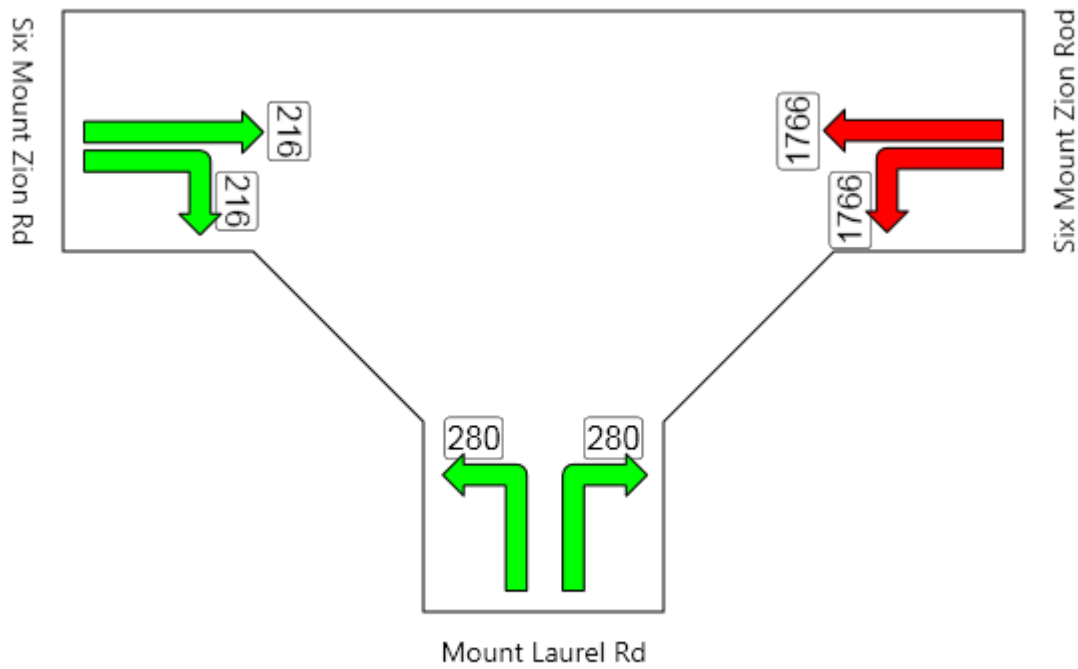
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Model used. Geometric Delay not included.

QUEUE DISTANCE

Site: 2024 PM – 100%

Largest 95% Back of Queue for any lane used by movement (feet)

James City County
Six Mount Zion Road at Mount Laurel Road
2024 Future PM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	West	Intersection
Queue Distance	280	1766	216	1766

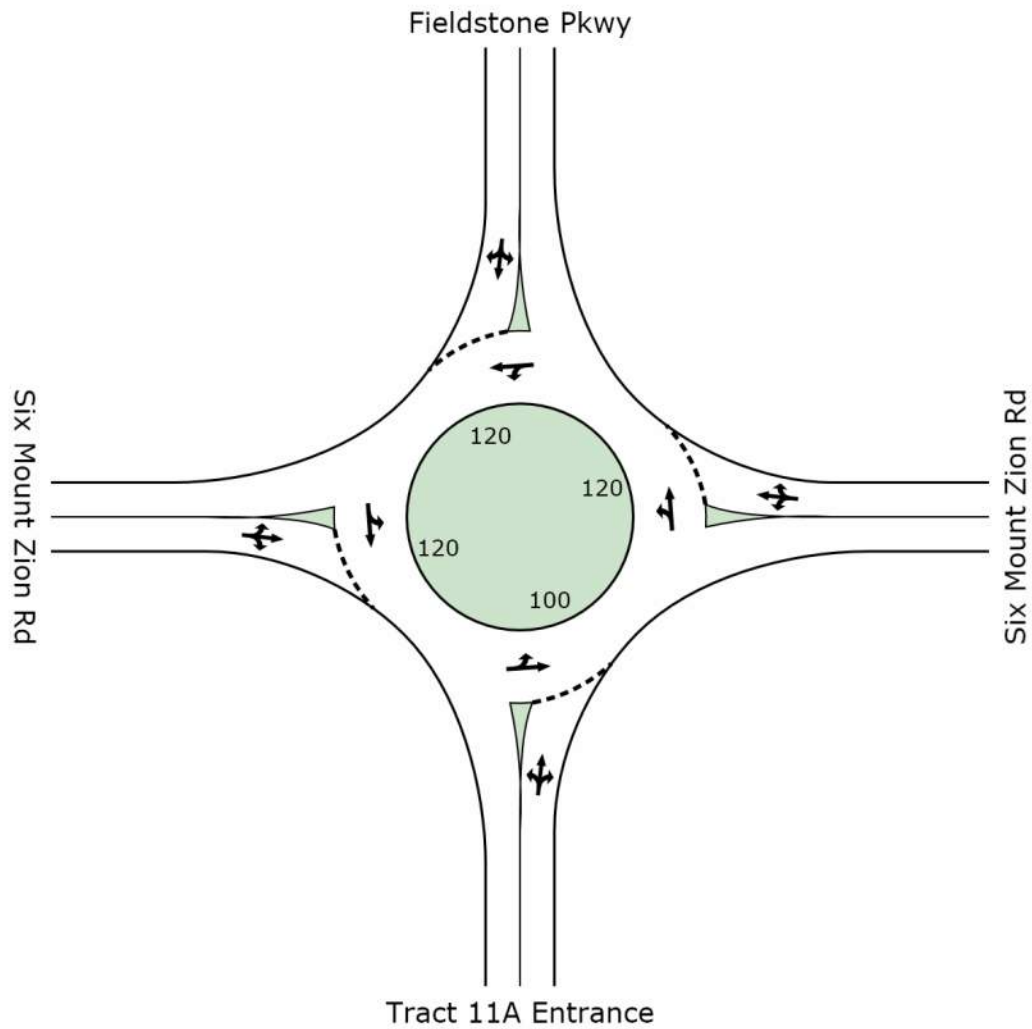
Colour code based on Queue Storage Ratio

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]	Continuous
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LAYOUT

Site: 2024 AM – 100%

James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future AM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



MOVEMENT SUMMARY

Site: 2024 AM – 100%

James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future AM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	ft		per veh	mph
South: Tract 11A Entrance											
3	L	22	3.0	0.046	17.6	LOS B	0.3	7.2	0.76	0.77	27.5
8	T	4	3.0	0.046	9.8	LOS A	0.3	7.2	0.76	0.67	30.1
18	R	4	3.0	0.046	11.0	LOS B	0.3	7.2	0.76	0.69	29.8
Approach		30	3.0	0.046	15.5	LOS B	0.3	7.2	0.76	0.75	28.1
East: Six Mount Zion Rd											
1	L	22	3.0	0.373	15.4	LOS B	2.5	62.8	0.68	0.90	29.3
6	T	324	2.0	0.373	7.7	LOS A	2.5	62.8	0.68	0.66	31.4
16	R	3	2.0	0.373	8.8	LOS A	2.5	62.8	0.68	0.73	31.4
Approach		349	2.1	0.373	8.2	LOS A	2.5	62.8	0.68	0.68	31.3
North: Fieldstone Pkwy											
7	L	1	2.0	0.285	14.4	LOS B	1.8	46.9	0.61	0.82	29.4
4	T	22	3.0	0.285	6.8	LOS A	1.8	46.9	0.61	0.59	31.4
14	R	259	2.0	0.285	7.9	LOS A	1.8	46.9	0.61	0.66	31.3
Approach		282	2.1	0.285	7.9	LOS A	1.8	46.9	0.61	0.65	31.3
West: Six Mount Zion Rd											
5	L	441	2.0	0.683	12.9	LOS B	8.3	210.2	0.38	0.68	29.7
2	T	379	2.0	0.683	5.2	LOS A	8.3	210.2	0.38	0.37	32.7
12	R	91	3.0	0.683	6.4	LOS A	8.3	210.2	0.38	0.44	32.2
Approach		912	2.1	0.683	9.0	LOS A	8.3	210.2	0.38	0.53	31.0
All Vehicles		1573	2.1	0.683	8.8	LOS A	8.3	210.2	0.50	0.59	31.1

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

LEVEL OF SERVICE

Site: 2024 AM – 100%

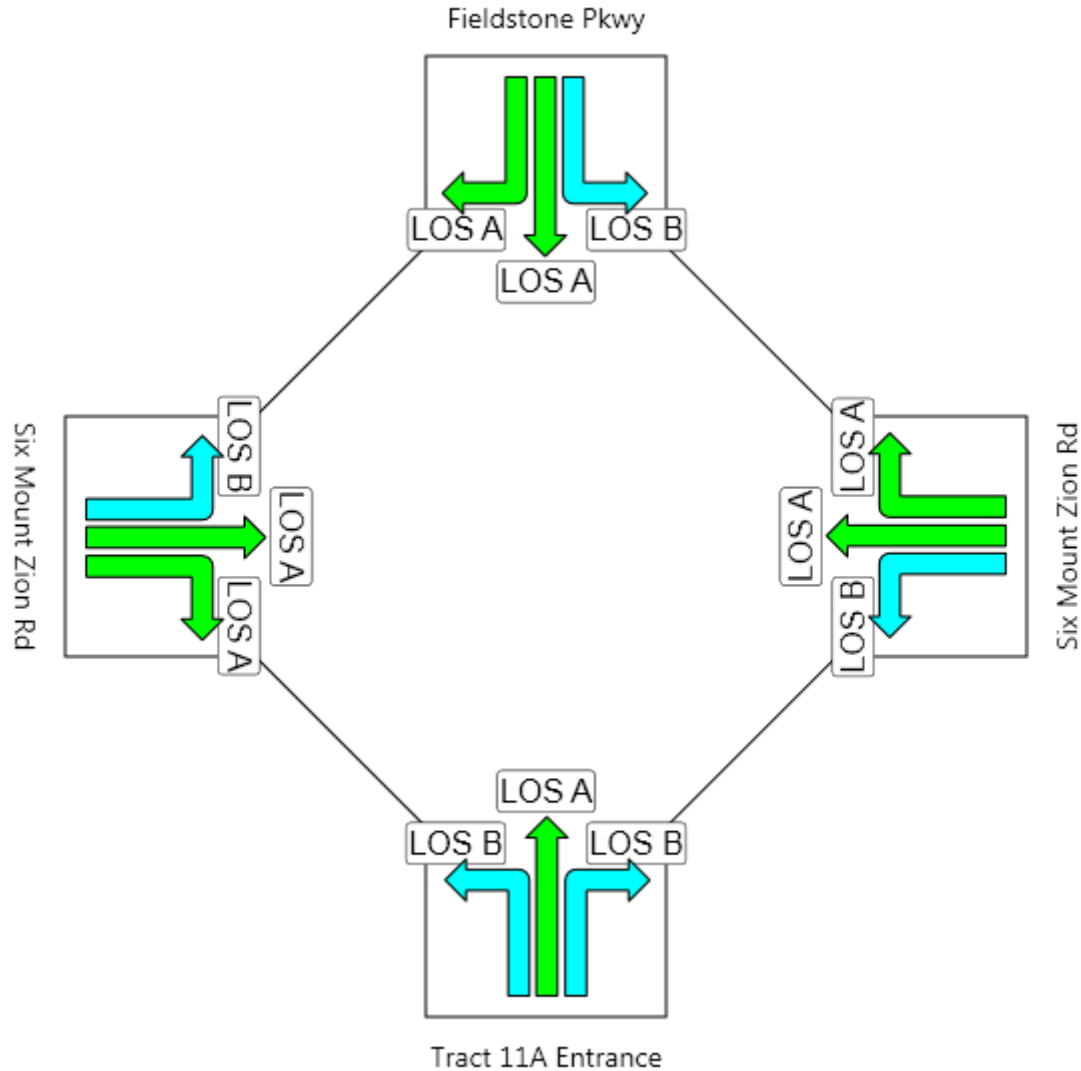
Level of Service Method: Delay & v/c (HCM 2010)

James City County

Six Mount Zion Road at Fieldstone Parkway

2024 Future AM Peak Hour – 100%

Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	North	West	Intersection
LOS	B	A	A	A	A

Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	Continuous
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Roundabout Level of Service Method: Same as Sign Control

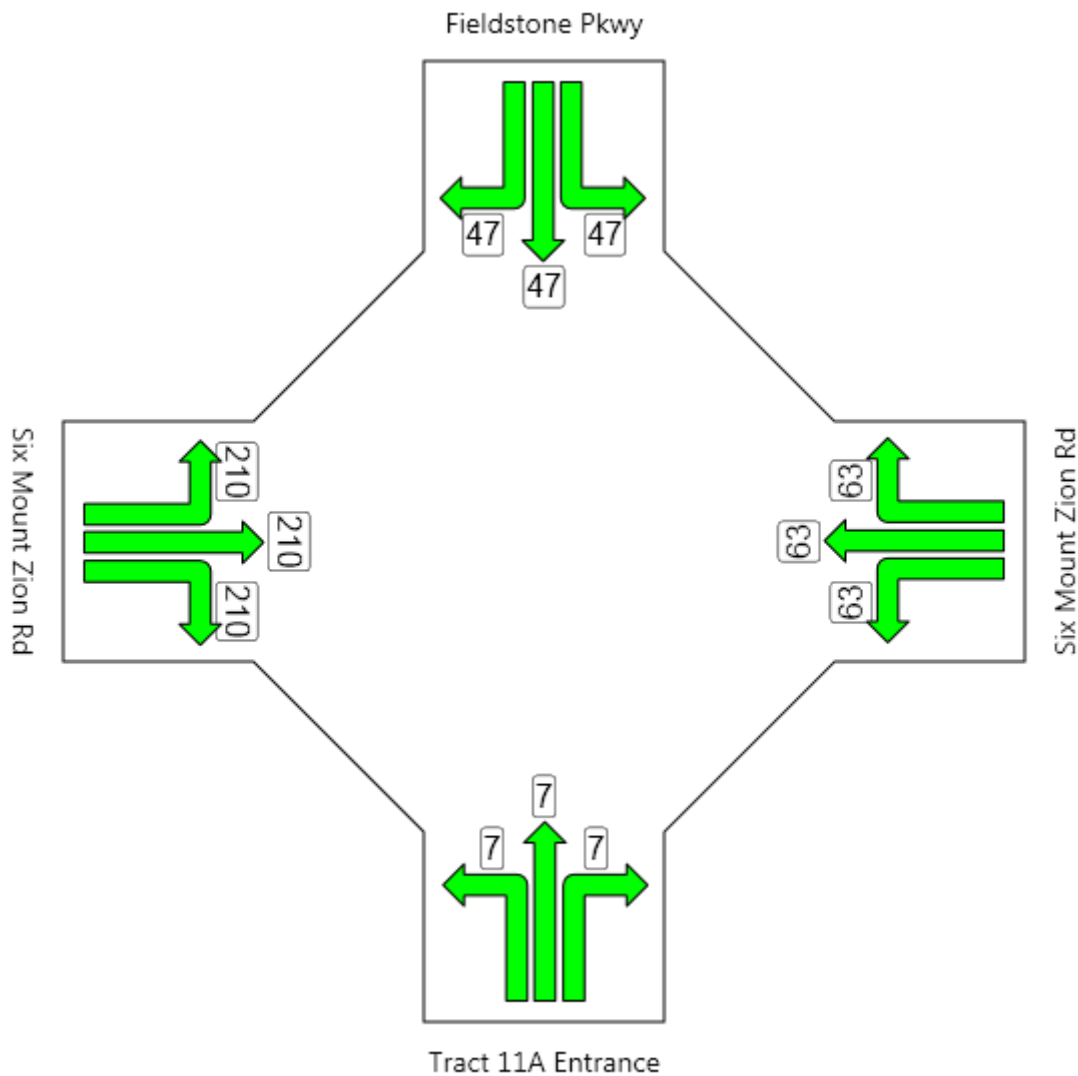
HCM Delay Model used. Geometric Delay not included.

QUEUE DISTANCE

Site: 2024 AM – 100%

Largest 95% Back of Queue for any lane used by movement (feet)

James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future AM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	North	West	Intersection
Queue Distance	7	63	47	210	210

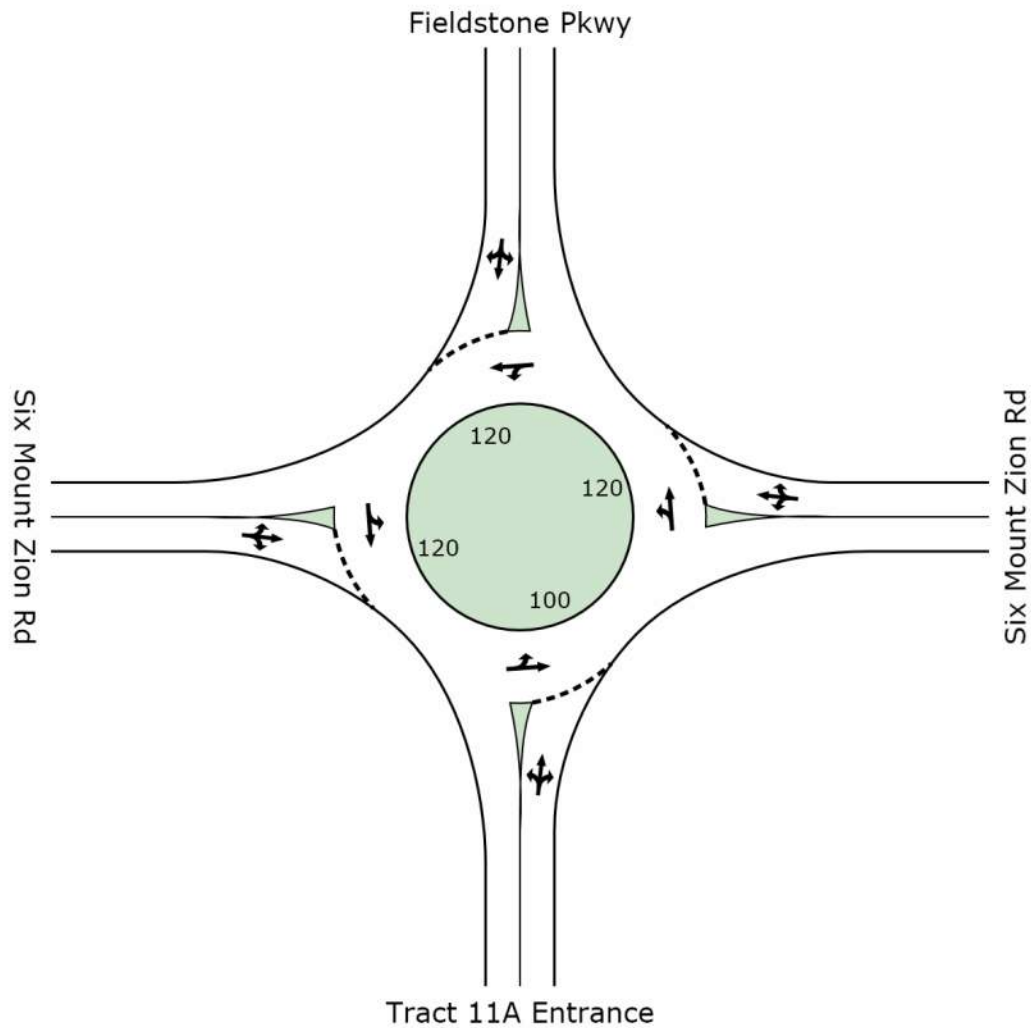
Colour code based on Queue Storage Ratio

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]	Continuous
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LAYOUT

Site: 2024 PM – 100%

James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future PM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



MOVEMENT SUMMARY

Site: 2024 PM – 100%

James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future PM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Tract 11A Entrance											
3	L	87	3.0	0.163	16.6	LOS B	0.9	24.1	0.68	0.83	28.0
8	T	22	3.0	0.163	8.8	LOS A	0.9	24.1	0.68	0.68	30.6
18	R	22	3.0	0.163	10.0	LOS B	0.9	24.1	0.68	0.72	30.6
Approach		130	3.0	0.163	14.2	LOS B	0.9	24.1	0.68	0.78	28.8
East: Six Mount Zion Rd											
1	L	7	3.0	0.412	15.0	LOS B	2.7	69.1	0.63	0.90	29.5
6	T	410	2.0	0.412	7.2	LOS A	2.7	69.1	0.63	0.63	31.7
16	R	1	2.0	0.412	8.4	LOS A	2.7	69.1	0.63	0.70	31.7
Approach		417	2.0	0.412	7.4	LOS A	2.7	69.1	0.63	0.63	31.7
North: Fieldstone Pkwy											
7	L	1	2.0	0.528	16.9	LOS B	4.5	113.5	0.80	0.92	28.2
4	T	7	3.0	0.528	9.2	LOS A	4.5	113.5	0.80	0.82	30.3
14	R	460	2.0	0.528	10.4	LOS B	4.5	113.5	0.80	0.84	30.5
Approach		467	2.0	0.528	10.4	LOS B	4.5	113.5	0.80	0.84	30.4
West: Six Mount Zion Rd											
5	L	280	2.0	0.513	12.4	LOS B	4.7	119.8	0.15	0.79	30.0
2	T	398	2.0	0.513	4.7	LOS A	4.7	119.8	0.15	0.34	34.3
12	R	28	3.0	0.513	5.9	LOS A	4.7	119.8	0.15	0.44	33.5
Approach		707	2.0	0.513	7.8	LOS A	4.7	119.8	0.15	0.53	32.3
All Vehicles		1722	2.1	0.528	8.9	LOS A	4.7	119.8	0.49	0.66	31.4

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

LEVEL OF SERVICE

Site: 2024 PM – 100%

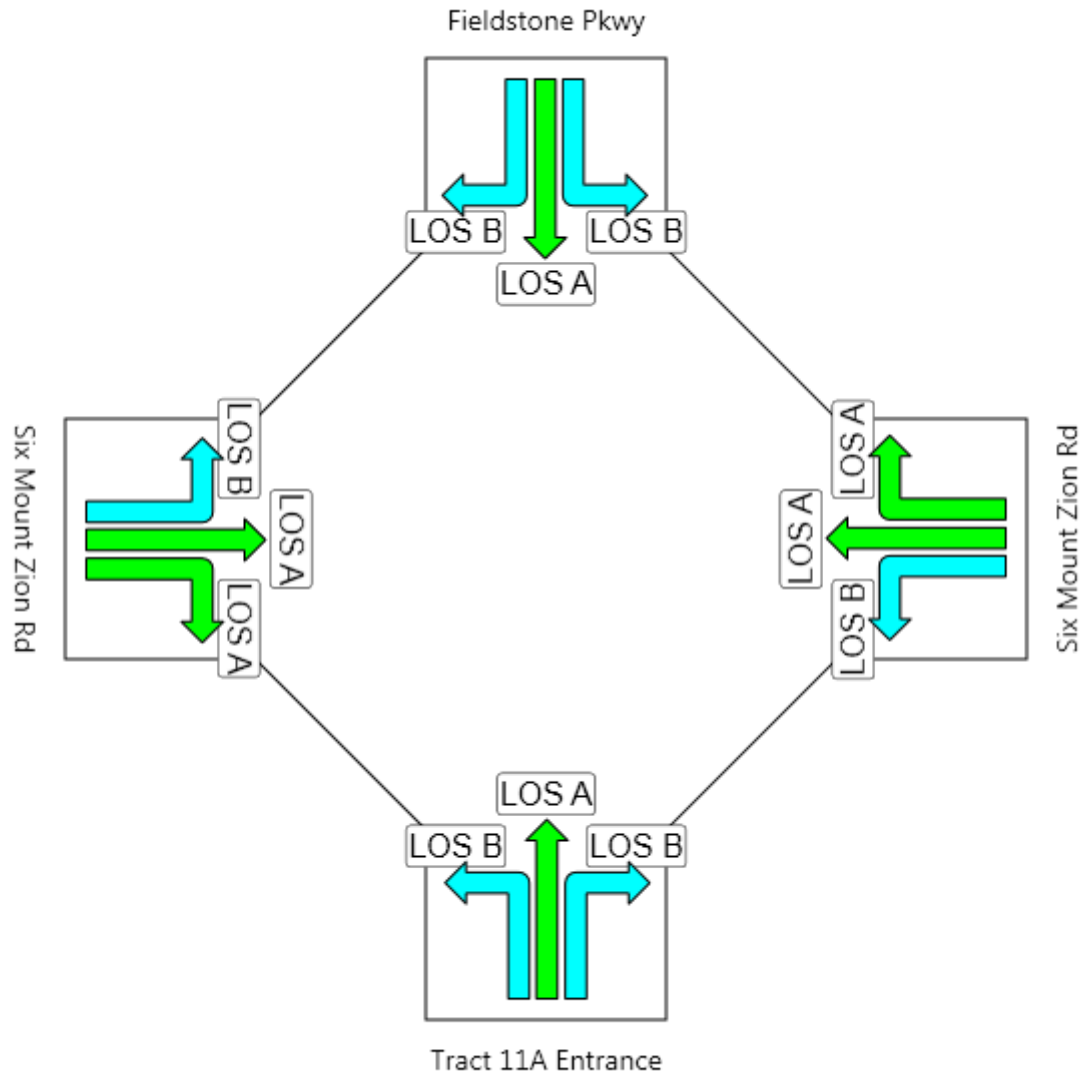
Level of Service Method: Delay & v/c (HCM 2010)

James City County

Six Mount Zion Road at Fieldstone Parkway

2024 Future PM Peak Hour – 100%

Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	North	West	Intersection
LOS	B	A	B	A	A

Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	Continuous
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Roundabout Level of Service Method: Same as Sign Control

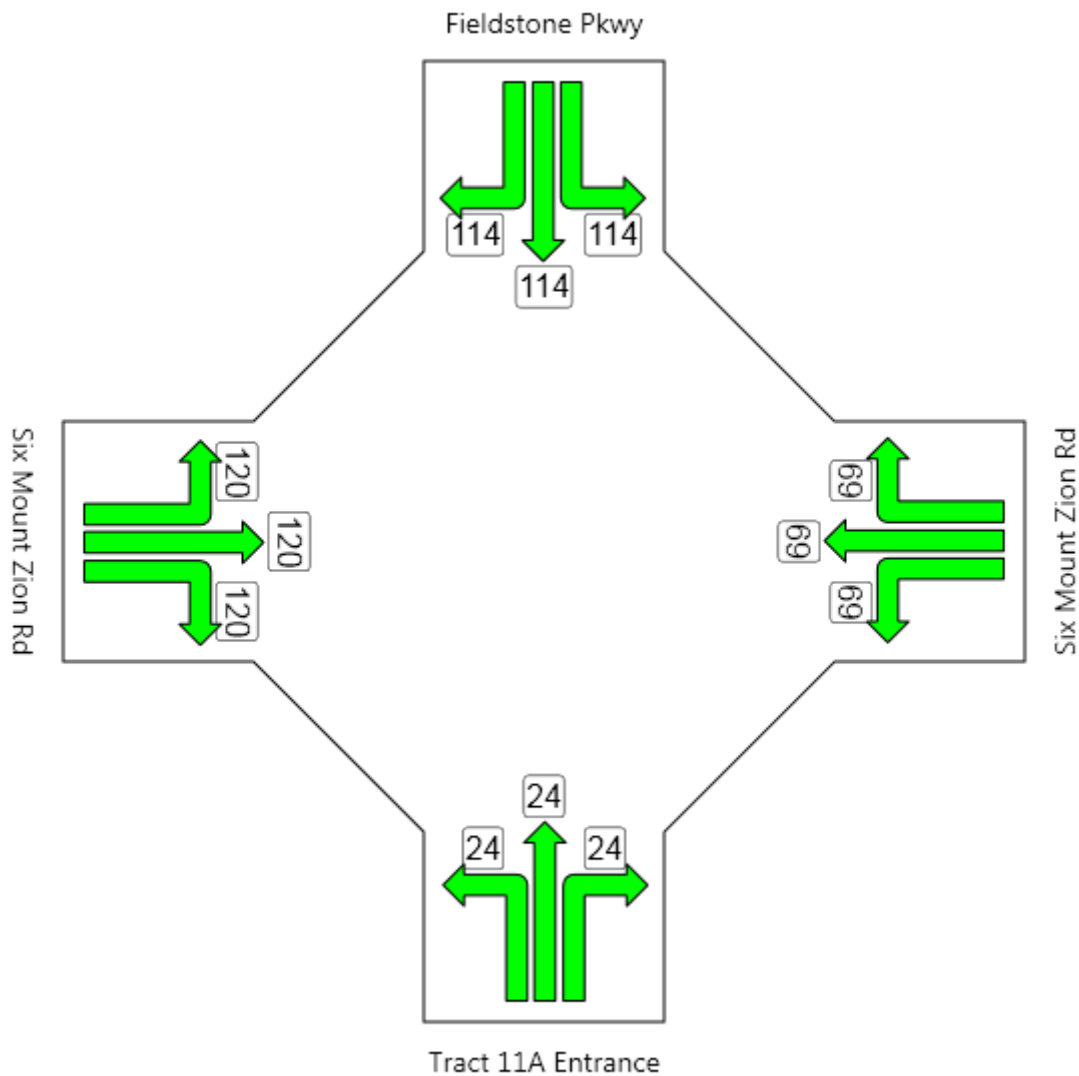
HCM Delay Model used. Geometric Delay not included.

QUEUE DISTANCE

Site: 2024 PM – 100%

Largest 95% Back of Queue for any lane used by movement (feet)

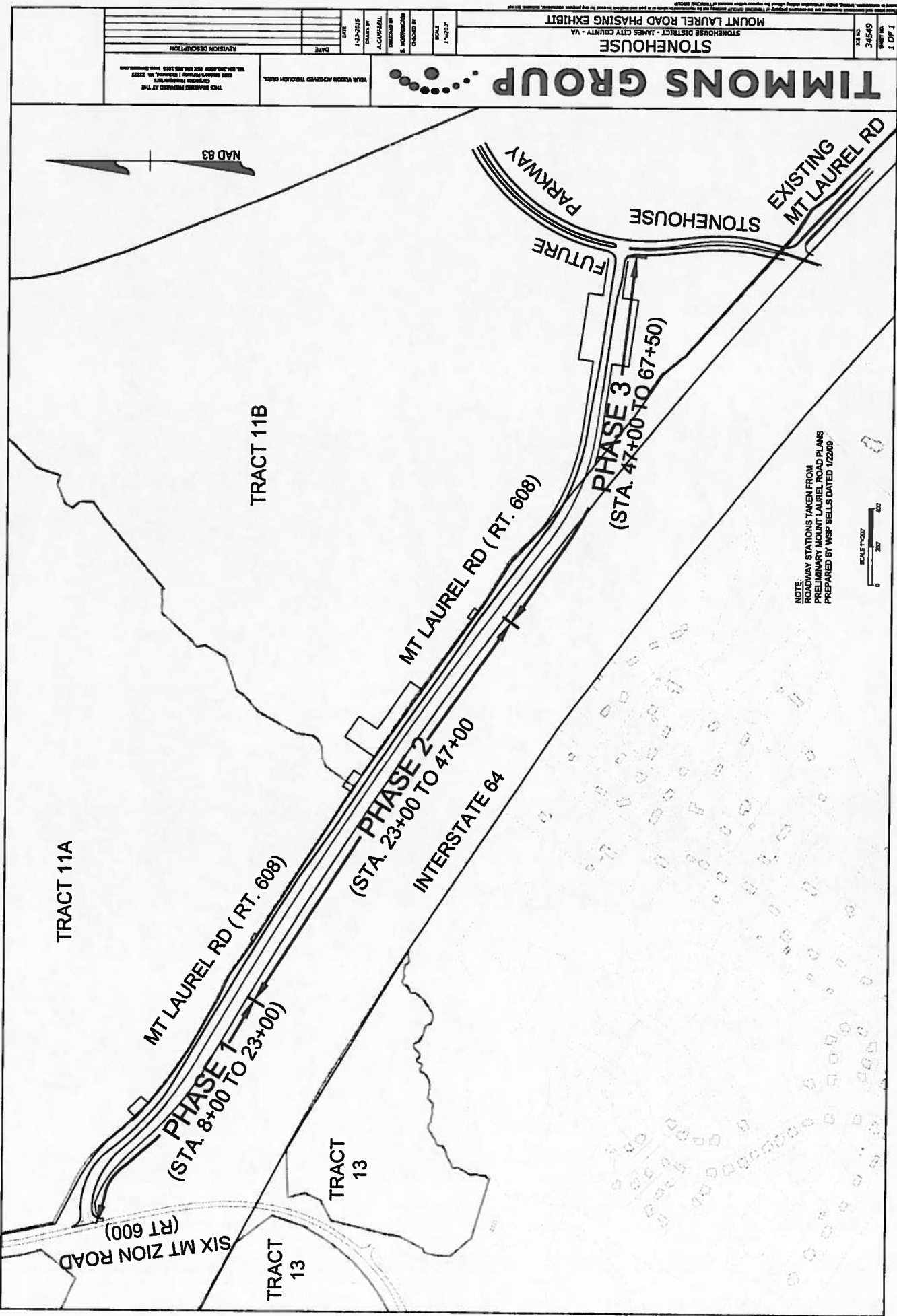
James City County
Six Mount Zion Road at Fieldstone Parkway
2024 Future PM Peak Hour – 100%
Roundabout with 1-Lane Approaches and 1-Lane Circulating Road



	South	East	North	West	Intersection
Queue Distance	24	69	114	120	120

Colour code based on Queue Storage Ratio

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]	Continuous
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NOTE:
ROADWAY STATIONS TAKEN FROM
PRELIMINARY MOUNT LAUREL ROAD PLANS
PREPARED BY MSP BELLS DATED 1/22/09

TIMMONS GROUP

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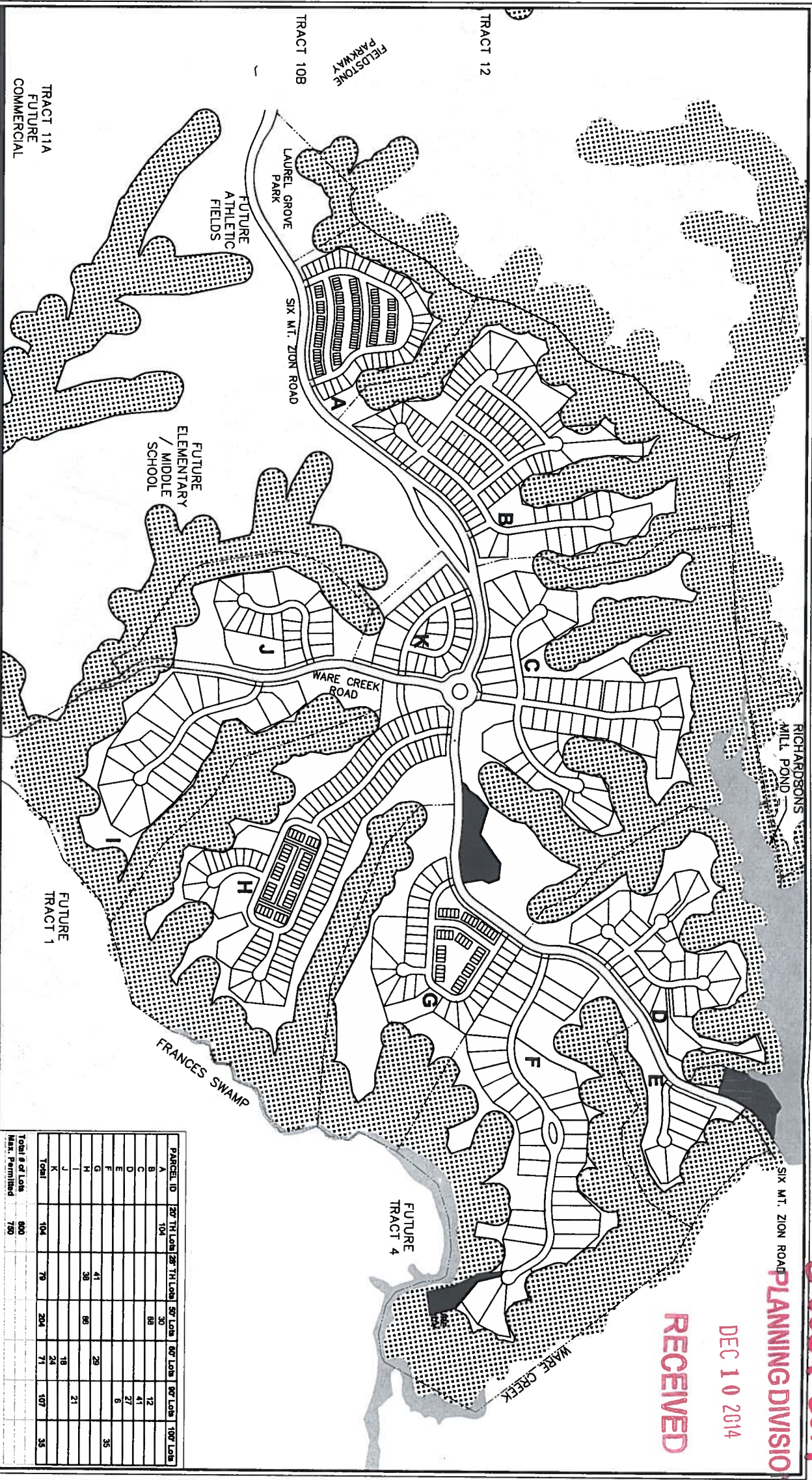
STATION NO.		34549
SHEET NO.		1 OF 1
STONEHOUSE DISTRICT - JAMES CITY COUNTY - VA		
MOUNT LAUREL ROAD PHASING EXHIBIT		
SCALE	1"=200'	
DATE	1-23-2015	
DESIGNED BY	A. CAMPBELL	
CHECKED BY	S. MONTGOMERY	
DATE	1-23-2015	
YOUR VISION. OURS. THROUGH CUBES.		
1001 Boulevard Parkway Richmond, VA 23229		
703.694.3000 703.694.3005 FAX www.timmons.com		
REVISION DESCRIPTION		

2-0069-204

PLANNING DIVISION

DEC 10 2014

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PARCEL ID	20' TH LOB	25' TH LOB	50' LOB	60' LOB	80' LOB	100' LOB
A	104		30		12	
B			68		41	
C					27	
D					6	
E						35
F						
G			41		29	
H			38			
I						21
J					18	
K					24	
Total	104	79	204	71	107	35
Total # of Lots	600					
Max. Permitted	750					



DATE: 09/08/2010
PROJECT: 10-4027

STONEHOUSE
JAMES CITY COUNTY, VIRGINIA
PRELIMINARY MASTER PLAN
TRACTS 2 & 3

WSP - SELLS

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ITEM SUMMARY

DATE: 5/12/2015

TO: Board of Supervisors

FROM: Christopher Johnson, Principal Planner

SUBJECT: Case No. Z-0001-2015. Toano Trace Proffer Amendment

The Toano Trace Homeowners Association Board of Directors has submitted a request to amend the adopted proffers to eliminate the restriction on detached accessory structures.

ATTACHMENTS:

	Description	Type
☐	Memorandum	Staff Report
☐	Resolution	Resolution
☐	Unapproved Planning Commission Minutes	Exhibit
☐	Location Map	Exhibit
☐	Letter from Toano Trace HOA	Exhibit
☐	Adopted Proffers	Exhibit
☐	Amended Proffers	Exhibit

REVIEWERS:

Department	Reviewer	Action	Date
Planning	Holt, Paul	Approved	4/24/2015 - 4:40 PM
Development Management	Murphy, Allen	Approved	4/27/2015 - 8:38 AM
Publication Management	Colonna, Tina	Approved	4/27/2015 - 9:27 AM
Board Secretary		Approved	4/30/2015 - 8:40 AM
Board Secretary		Approved	4/30/2015 - 12:47 PM
Board Secretary	Fellows, Teresa	Approved	5/4/2015 - 9:36 AM

MEMORANDUM

DATE: May 12, 2015

TO: The Board of Supervisors

FROM: Christopher Johnson, Principal Planner

SUBJECT: Case No. Z-0001-2015. Toano Trace Proffer Amendment

On February 3, 1992, the Board of Supervisors rezoned approximately 28.33 acres of County-owned land located on the east side of Chickahominy Road south of the intersection with Richmond Road from A-1, General Agricultural, to R-3, General Residential, with proffers. On February 18, 1992, the Board of Supervisors consolidated the R-2 and R-3 zoning districts into a single district. As a result, all properties within the Toano Trace neighborhood were rezoned to its current zoning R-2, General Residential.

The Toano Trace project was developed by the James City County Office of Housing and Community Development with Community Development Block Grant funding through the Virginia Housing Development Authority's (VHDA) Home Mortgage Loan Program. The remainder of the County-owned land was later developed as Toano Middle School. The project was approved as a residential cluster development of single-family dwellings and two-family dwellings with a maximum of 60 dwelling units at a gross density of 2.1 units per acre. Community recreation facilities and garages and other storage structures attached to the dwelling units were also permitted within the development; however, the 1992 adopted proffers stated that no detached accessory structures shall be permitted.

The Toano Trace Homeowners Association Board of Directors has submitted a request to amend the adopted proffers to eliminate the restriction on detached accessory structures. Over the past two decades, some of the 60 residential properties within the Toano Trace neighborhood have constructed small detached storage structures such as sheds. They were placed on the property as structures below 256 square feet in size that do not include electrical or plumbing and do not require the issuance of a building permit or the review of the Zoning Division. Given the relatively small size of the residential properties within the neighborhood as a cluster development, staff presumes that the original proffer prohibiting detached accessory structures was intended to avoid construction of larger detached garage units or detached accessory apartments and avoid potential conflicts with zoning regulations such as side and rear yard setbacks. Approval of the proposed amendment would bring any detached accessory storage structures into conformance with the zoning of the property.

RECOMMENDATION

Section 15.2-2302 of the Code of Virginia (1950), as amended, allows the Board of Supervisors to waive the requirement for a public hearing where such amendments do not affect conditions of use or density. As the proposed amendment does impact use of the properties within the neighborhood, the County Attorney has determined that the proposed amendment requires a public hearing before the Planning Commission and Board of Supervisors.

The Toano Trace Homeowners Association has requested this proffer amendment and staff finds that such a request would not negatively impact this existing neighborhood. Staff also finds that such a limiting proffer is not typical of similarly zoned R-2 zoned properties.

Staff, therefore, recommends that the Board of Supervisors approve the proposed proffer amendment to eliminate the restriction on detached accessory structures and limit the restriction only to detached garages and accessory apartments in consideration of the small lot sizes.

At its meeting on April 1, 2015, the Planning Commission voted 7-0 to recommend approval of the proffer amendment to the Board of Supervisors.

CJ/nb

Z-01-15ToanoTrProfa-mem

Attachments:

1. Resolution
2. Unapproved Minutes from the April 1, 2015, Planning Commission Meeting
3. Location Map
4. Letter from the Toano Trace HOA Board of Directors dated February 10, 2015
5. Adopted Proffers dated January 29, 1992
6. Proffers dated March 19, 2015

RESOLUTION

CASE NO. Z-0001-2015. TOANO TRACE PROFFER AMENDMENT

WHEREAS, the Toano Trace Homeowners Association has submitted a request to amend Proffer Condition No. 2 to eliminate the existing restriction on detached accessory structures, limit the restriction only to detached garages and accessory apartments, and retain all other proffers; and,

WHEREAS, the properties are located at 3309-3332 Ridgedale Ave., 7600-7641 Crestview Dr., 7600-7620 Woodbridge Ct., and 3304-3340 Pinecrest Cir. And can be further identified as Parcel Nos. (7-1A) through (7-60) on James City County Real Estate Tax Map No. (22-2); and,

WHEREAS, in accordance with § 15.2-2204 of the Code of Virginia, and Section 24-15 of the James City County Zoning Ordinance, a public hearing was advertised, adjoining property owners notified, and a hearing scheduled on Zoning Case No. Z-0001-2015, for rezoning ± 28.33 acres of land from R-2, General Residential, with proffers, to R-2 with amended proffers; and,

WHEREAS, the Planning Commission of James City County, following its public hearing on April 1, 2015, considered Case No. Z-0001-2015 and recommended approval by a vote of 7 – 0.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, does hereby approve Case No. Z-0001-2015 as described herein.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Bryan J. Hill
Clerk to the Board

Adopted by the Board of Supervisors of James City County, Virginia, this 12th day of May,
2015.

Unapproved Minutes of the April 1, 2015 Planning Commission Meeting

Case No. Z-0001-2015, Toano Trace Proffer Amendment.

Mr. Christopher Johnson, Principal Planner, provided the Commission with a presentation on the Toano Trace Proffer Amendment. Mr. Johnson stated that the adopted proffers restricted the building of detached accessory structures. The Toano Trace Home Owners Association and Board of Directors have submitted a request to amend the adopted proffers applicable to this neighborhood to eliminate the restriction on detached accessory structures. Over the past two decades some of the residential property owners have constructed small detached storage structures such as sheds. Structures under 256 s.f. in size that do not include electrical or plumbing do not require issuance of a building permit or approval by the Zoning Division. Staff finds that this request does not negatively impact the existing neighborhood and approval of this amendment would bring any accessory structure into conformance with the zoning of the property. Staff therefore recommends that the Commission recommends approval of the proposed amendment to the Board of Supervisors to eliminate the restriction of detached accessory structures and limit the restriction only to detached garages and accessory apartments in consideration with the small lot sizes within the neighborhood.

Mr. Wright inquired if this was just to bring everything into conformance with reality.

Mr. Johnson stated that is correct.

Ms. Bledsoe called for disclosures from the Commissioners. There were no disclosures made by the Commissioners

Ms. Bledsoe opened the public hearing.

Hearing and seeing no one Ms. Bledsoe closed the public hearing.

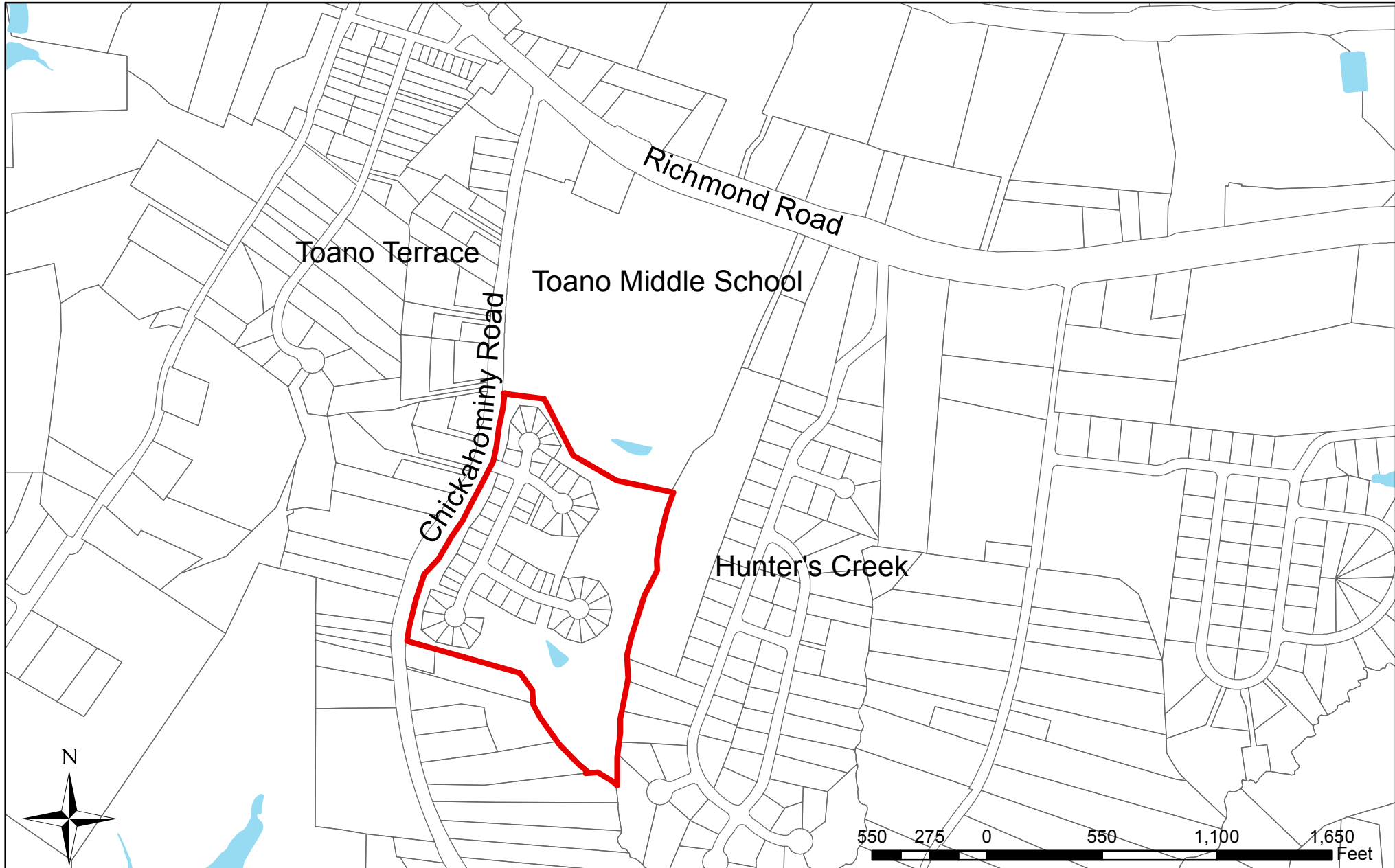
Ms. Bledsoe opened the discussion to the Commissioners.

Mr. Richardson moved to recommend approval.

On a roll call vote, the Planning Commission recommend approval of Z-0001-2015, by a vote of 7-0.

JCC Case No. Z-0001-2015

Toano Trace Proffer Amendment





Z-0001-2015
Homeowners Association

C/O Brooks Real Estate, Inc
312-B Lightfoot Road
Williamsburg, VA 23188

FEB 13 2015

County Attorney

February 10, 2015

PLANNING DIVISION

FEB 19 2015

RECEIVED

Mr. Adam Kinsman, County Attorney
P.O. Box 8784
Williamsburg, VA 23187

Re: James City County Proffer-Z-7-91
Toano Trace Homeowners Association

Dear Mr. Kinsman

This request is written on behalf of the owner membership of the Toano Trace Homeowners Association, Inc., the Board of Directors would like to request that the above referenced proffer be amended. More specifically:

2. The use of the property shall be limited to:
 - a. Single-family dwellings, two-family dwellings. The total number of individual dwelling units shall not exceed 60.
 - b. Community recreation facilities.
 - c. Garages and other storage structures that are attached to dwellings. No detached accessory structures shall be permitted.

The Board of Directors on behalf of the community as a whole is requesting that the last part of this proffer be amended and restated as follows:

2. The use of the property shall be limited to:
 - a. Single-family dwellings, two-family dwellings. The total number of individual dwelling units shall not exceed 60.
 - b. Community recreation facilities.
 - c. Garages and other storage structures that are attached to dwellings.
 - d. Detached accessory structures.

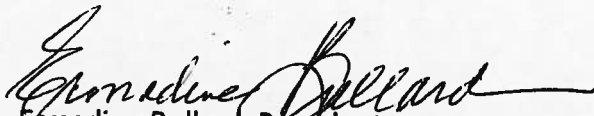
These homes are situated on very small lots (less than an acre), they are owned by middle working class citizens, and these small storage facilities are exclusively for the individual homeowners use.

It is the hope of the Board of Directors for Toano Trace Homeowners Association, Inc., that the existing proffer can be amended to allow detached accessory structures in this community.

If you need further assistance or require additional information please contact our community Manager, Melissa Sabb at 757-229-1057.

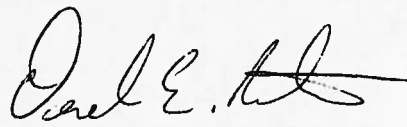
The undersigned below, representing the majority of the board of Directors for Toano Trace Homeowners Association, Inc. remain,

Sincerely Yours,



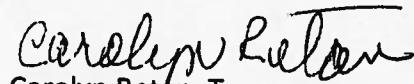
Ermadine Bullard, President

Toano Trace Homeowners Association, Inc.



Derek Retan, Vice President

Toano Trace Homeowners Association, Inc.



Carolyn Retan, Treasurer

Toano Trace Homeowners Association, Inc.



Karyn Lee-Gray, Member-at-Large

Toano Trace Homeowners Association, Inc.

Cc: Christopher Johnson, Principal Planner

PROFFER AGREEMENT

RE: Toano Trace

WHEREAS, James City County ("the Owner"), plans to develop certain real property in James City County, Virginia, more particularly described as follows:

All that certain parcel of land in Stonehouse District, James City County, Virginia containing 28.33 acres more or less being that same property shown as parcel "B" on that certain plat entitled "SUBDIVISION OF 62.99 ACRES STANDING IN THE NAME OF THE COUNTY OF JAMES CITY, JAMES CITY COUNTY, VIRGINIA", prepared by Lynn D. Evans, Certified Land Surveyor of The DeYoung-Johnson Group, Inc., dated December 18, 1991, which plat is recorded in the Clerks Office of the Circuit Court for the City of Williamsburg and the County of James City Plat Book 55, Page 47.

WHEREAS, the Owner has applied for a rezoning of the above described property ("Property") from the Agricultural District, A-1 ("Existing Zoning") to the General Residential District, R-3, of the James City County Code, ("Proposed Zoning"); and

WHEREAS, James City County, Virginia ("County") may be unwilling to rezone the Property, because the Proposed Zoning regulations may be deemed inadequate for the orderly development of the Property, because competing and incompatible uses may conflict; and

WHEREAS, more flexible and adaptable zoning methods are deemed advisable to permit the use of the Property; and

WHEREAS, the Owner is desirous of offering certain conditions for the protection of the community that are not applicable to land similarly zoned in addition to the regulations provided for in the Proposed Zoning regulations.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of the County rezoning the Property from the Existing Zoning to the Proposed Zoning and pursuant to Section 15.1-491.1 of the Code of Virginia, 1950, as amended, and Section 20-18 of the Zoning Ordinance of James City County, Virginia, the Owner agrees that in addition to the regulations provided in the Proposed Zoning, it shall meet and comply with all of the following conditions in the development of the Property:

1. The Property shall be developed as a cluster subdivision in accordance with James City County Code Chapter 20, Zoning Article IX, Residential Cluster Development, as amended and in effect on the date the master plan is submitted to the County.
2. The use of the Property shall be limited to:
 - a. Single-family dwellings, two-family dwellings. The total number of individual dwelling units shall not exceed 60.
 - b. Community recreation facilities.
 - c. Garages and other storage structures that are attached to dwellings. No detached accessory structures shall be permitted.

3. The subdivision plan shall be in general conformance with the conceptual plan submitted as part of the rezoning application as determined by the Director of Planning.
4. All individual dwelling units shall be sold at or below the Virginia Housing Development Authority's Home Mortgage Loan Program price limit, as adjusted (\$81,500 as of October, 1991). Fifty percent of the individual dwelling units will be sold at or below 80 percent of the VHDA price limit, as adjusted (\$65,200 as of October, 1991).
5. The footprint of single-family or two-family structures shall not exceed 1,700 square feet. Decks shall not be included in the footprint area of two-family structures. Clearing, in addition to building footprints, shall be limited to 3,000 square feet for each single-family or two-family structure. Clearing for driveways shall be minimized and not included in the 3,000-square foot limit.
6. The subdivision plan shall provide for a single entrance to the Property along State Route 631. The Property shall not have any private driveways entering State Route 631 (Chickahominy Road).
7. Except for walking trails and drainage facilities approved by the Planning Commission, areas shown as "Designated Open Space" on the conceptual plan submitted as part of this application shall be left in their natural vegetated state or landscaped in accordance with plans approved by the Development Review Committee. If grading, as approved by the Development Review Committee, of any part of such areas requires the removal of natural vegetation, such vegetation shall be replaced with appropriate screen planting approved by the Development Review Committee. Such designated open space areas shall be conveyed to the homeowners' association subject to a conservation easement to James City County. The homeowners' association shall be responsible for all maintenance and trash removal in such areas. Until conveyance of such areas to the association, the owner shall be responsible for such maintenance.
8. The subdivision plan shall provide a variable width (minimum 50-foot) scenic buffer adjacent to the right-of-way line of State Route 631. This buffer area shall be included as part of the designated open space referred to in Proffer 7.
9. All streets and roads shall be built to specifications of the Virginia Department of Transportation (VDOT) and shall be dedicated to the County.
10. A VDOT standard sidewalk shall be installed on the north side of the entrance road and northward along Chickahominy Road connecting to the middle school sidewalk as shown on the conceptual plan submitted as part of this application.

11. An unpaved walking trail 6 feet wide shall be installed to improve pedestrian access to the recreation area and also along Chickahominy Road south of the entrance road as shown on the conceptual plan submitted as part of this application.
12. The Owner shall provide appropriate documentation acceptable to the County Attorney demonstrating that a Homeowners' Association ("Association") has been legally established with authority to impose, raise and collect assessments against the owners of lots according to law. The Association shall have the ability to place a lien on every lot within the Property for unpaid assessments levied against that lot.
13. The owner shall install all road improvements to Chickahominy Road that may be required by VDOT to serve this development.

IN WITNESS WHEREOF, the Proffers were executed on the date first above-written.

County of James City, Virginia

By: David B. Norman
David B. Norman, Administrator

COMMONWEALTH OF VIRGINIA AT LARGE, TO-WIT:

The foregoing proffers were acknowledged before me this 29 day of January, 1992, by David B. Norman County Administrator of James City County.

Vicki Lynn K. Origg
NOTARY PUBLIC

My commission expires: March 23, 1992

7037a

AMENDED AND RESTATED PROFFERS

THESE AMENDED AND RESTATED PROFFERS are made this 19th day of March, 2015, by TOANO TRACE HOMEOWNERS ASSOCIATION, INC., a Virginia non-stock corporation, successor to the County of James City, Virginia (together with its successors and assigns, the "Owner" or "Grantor") for the benefit of JAMES CITY COUNTY, VIRGINIA ("Grantee").

RECITALS

WHEREAS, on January 29, 1992 the County of James City, Virginia (the "County") executed certain proffers as part of an application to rezone and subdivide property to develop affordable housing (the "Existing Proffers") (Exhibit 1); and

WHEREAS, pursuant to the Existing Proffers the Toano Trace Homeowners Association, Inc., was established as the homeowners association of the new subdivision; and

WHEREAS, the County conveyed all property designated as "Recreation Lot" and "Open Space/Conservation Easement" to the Owner by deed recorded as Instrument Number 004457, which can be found in James City County Circuit Court Deed Book 676, Page 149.

WHEREAS, Owner is the owner of a tract or parcel of land located in James City County, Virginia, with an address of 3319 Pinecrest Cir., Toano, VA 23168, being Tax Parcel 2220700001C, and a second address of 7639 Crestview Dr., Toano, VA 23168, being Tax Parcel 2220700001B (together the "Property"); and

WHEREAS, the Property and all residential lots within the Toano Trace subdivision are subject to the Existing Proffers; and

WHEREAS, Owner has applied to amend and restate paragraph "2" of Existing Proffers; and

WHEREAS, Owner desires to amend and restate the Existing Proffers in order to allow detached accessory structures, which are prohibited in paragraph 2 of the Existing Proffers.

NOW, THEREFORE, for and in consideration of the approval of the requested amendment, and pursuant to Sections 15.2-2302 and 15.2-2303 of the Code of Virginia, 1950, as amended, and the County Zoning Ordinance, Owner agrees that it shall meet and comply with all of the following conditions in development and use of the Property.

AMENDED PROFFER NO. 2

2. The use of the Property shall be limited to:
 - a. Single-family dwellings, two-family dwellings. The total number of individual dwelling units shall not exceed 60.
 - b. Community recreation facilities.
 - c. Garages that are attached to dwellings and other storage structures as are generally allowed in the R-2, General Residential zoning district. No detached garages or detached accessory apartments shall be permitted.

ALL OTHER PROFFERS, RECITALS, AND CONDITIONS SHALL REMAIN THE SAME.

WITNESS the following signatures:

TOANO TRACE HOMEOWNERS ASSOCIATION, INC.

By: Ermadine Bullard, President
[Title]

STATE OF VIRGINIA

City/County of Jones City County, to wit:

The foregoing instrument was acknowledged this 19 day of March, 2015, by
Ermadine Bullard, as President of Toano Trace Homeowners
Association, Inc.

Nicole H. Cook
Notary Public

My commission expires: My Commission Expires August 31, 2016
My registration number: 7516360



ITEM SUMMARY

DATE: 5/12/2015

TO: Board of Supervisors

FROM: Tamara A. M. Rosario, Principal Planner

SUBJECT: Proposed FY 2016-2021 Secondary Six-Year Plan

Each year, the Virginia Department of Transportation (VDOT) works with the James City County Board of Supervisors to develop a list of project priorities for the updated Secondary Six-Year Plan (SSYP). The SSYP is a priority funding plan for the improvement and construction of secondary roads (roads with route numbers of 600 or greater).

As part of the review process, a public hearing has been advertised for the May 12, 2015, meeting to provide an opportunity for public comment.

ATTACHMENTS:

	Description	Type
☐	Memorandum	Staff Report
☐	Resolution	Resolution
☐	SSYP Projects Map	Exhibit
☐	Attachment 3 - Aerial Map of Longhill	Exhibit
☐	Attachment 4 - Aerial Map of Croaker	Exhibit

REVIEWERS:

Department	Reviewer	Action	Date
Planning	Holt, Paul	Approved	4/23/2015 - 4:49 PM
Development Management	Murphy, Allen	Approved	4/24/2015 - 8:42 AM
Publication Management	Burcham, Nan	Approved	4/24/2015 - 9:02 AM
Board Secretary		Approved	4/30/2015 - 8:49 AM
Board Secretary		Approved	4/30/2015 - 12:49 PM
Board Secretary	Fellows, Teresa	Approved	5/4/2015 - 9:39 AM

MEMORANDUM

DATE: May 12, 2015

TO: The Board of Supervisors

FROM: Tamara A. M. Rosario, Principal Planner

SUBJECT: Proposed FY 2016-2021 Secondary Six-Year Plan

Each year, the Virginia Department of Transportation (VDOT) works with the James City County Board of Supervisors to develop a list of project priorities for the updated Secondary Six-Year Plan (SSYP). The SSYP is a priority funding plan for the improvement and construction of secondary roads (roads with route numbers of 600 or greater). As part of the review process, a public hearing has been advertised for the May 12, 2015, meeting to provide an opportunity for public comment.

Allocations

Through the SSYP, the County receives yearly State and Federal allocations to fund proposed secondary improvements. Funding is primarily derived from State and Federal gasoline taxes, vehicle title fees, vehicle sales tax, and State sales tax. The predictability of funding amounts is greatly dictated by the financial climate of the times and changes of funding levels by the Federal and State government. For FY 2016-2021, the SSYP allocation for James City County totals \$1,308,959, with a FY 16 allocation of \$217,720 compared to the FY 15 allocation of \$206,049.

Secondary allocations are not the only funding source for transportation projects. The County has applied and received competitive grants from the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) program for Longhill Road and Croaker Road. County staff will continue to apply for more RSTP, CMAQ, Revenue Sharing, and Highway Safety Improvement Program (HSIP) funds to help fund projects in future fiscal years.

Listed below is a brief summary of current and special funding projects for the priority list for the FY 2016-2021 SSYP. Due to funding limitations, no new projects are proposed to be added to the list.

Current Projects

Longhill Road (Route 612)

Widening Longhill Road from Route 199 to Olde Towne Road/Devon Road from two to four lanes (Attachment No. 3) with a variable width median and accommodations has been the County's highest priority for secondary roads for a number of years. The recently completed Longhill Road Corridor Study examined the entire corridor from Route 199 to Centerville Road and identified short-term recommendations (Phase I widening and "quick hitter" items) as well as mid-term (Phase 2) and long-term recommendations (Phase 3). Specific recommendations and a preferred typical section from the study will be used to guide the preliminary engineering phase.

Due to the existing safety concerns and capacity deficiencies of Longhill Road, staff recommends keeping Phase I of the project as the first priority on the SSYP to continue accumulating funds while also pursuing action on quick hitter items and future planning for Phases 2 and 3.

Of the \$19,816,000 in estimated costs, \$1,150,032 has been previously funded, leaving a balance of \$18,665,968 of additional funds required to complete this project.

Croaker Road (Route 607)

This project will widen the section of roadway between Richmond Road and the James City County Library from two to four lanes (Attachment No. 4). The first phase will include Preliminary Engineering (PE), acquiring Right-of-Way (R/W), and accumulating funds to construct a new two-lane bridge parallel to the existing bridge over the CSX lines. The second phase of the project will be construction of additional travel lanes. Of the \$12,997,781 in estimated costs, \$1,011,993 has been funded and \$11,985,788 is needed in additional funds to complete the project. A multipurpose trail, previously identified and funded as a stand-alone project, will be incorporated into the road widening.

Special Funding Projects

VDOT utilizes a special funding mechanism which provides annual allocations to localities for unpaved roads and bridge projects. Due to reductions in transportation funding over the past several years, new funds have rarely been allocated to these special funding projects as part of the SSYP. As part of the FY 15-20 SSYP, however, \$37,941 of CTB Formula-Unpaved State funds were available, which enabled the Racefield Drive paving project to be completed. Staff recommends keeping eligible projects on the SSYP so that the County can continue to receive allocations as funds become available. The funds would be utilized when needed.

Unpaved Road Funding Program

As noted previously, Racefield Drive was recently paved using Unpaved Roads Funding Program. James City County and VDOT staffs have not identified any additional road segments which meet the requirements for this program to serve as a replacement project. Should a project become eligible in the future, any accumulated funds can be transferred to the project.

Hicks Island Road Bridge (Route 601)

VDOT identified replacing Hicks Island Road Bridge over Diascund Creek as a candidate project in 2012, with an estimated cost of \$1,672,631. This structure has a sufficiency rating less than 50, making it VDOT's first priority for bridge replacement on the County's secondary road system. The County concurred, identifying it as the County's priority for bridge funds. Staff recommends keeping Hicks Island Road Bridge as the specific project for the bridge funds. This project has previous funding of \$280,799. Any available bridge funding program funds will be applied to this project until enough money is accumulated to replace a bridge.

Recommendation

Staff does not recommend the addition of any new road projects to the SSYP until the aforementioned projects are closer to full funding. With respect to the current projects, staff recommends the following priorities, which mirror the Board's priorities for the FY 15-20 SSYP:

1. Longhill Road
2. Croaker Road

In addition, staff recommends keeping Hicks Island Road Bridge as the specific project for the County's bridge funds until the project is funded and completed.

Staff recommends adoption of the attached resolution, which endorses the secondary road priority list as set forth in this memorandum for the FY 2016-2021 SSYP.

TAMR/nb

PropFY16-21SSYP-mem

Attachments:

1. Resolution
2. Map of FY 16-21 SSYP Projects
3. Aerial Map – Longhill Road
4. Aerial Map – Croaker Road

RESOLUTION

PROPOSED FY 2016-2021 SECONDARY SIX-YEAR PLAN

WHEREAS, Section 33.1-23.4 of the *Code of Virginia*, 1950, as amended, provides the opportunity for each county to work with the Virginia Department of Transportation (VDOT) in developing a Secondary Six-Year Plan (SSYP); and

WHEREAS, James City County has consulted with the VDOT District Project Manager to set priorities for road improvements to the County's secondary roads; and

WHEREAS, a public hearing was advertised for the regularly scheduled Board of Supervisors meeting on May 12, 2015, so citizens of the County would have the opportunity to participate in the hearing and to make comments and recommendations concerning the proposed Priority List.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby approves of the Priority List for the Secondary System as presented at the public hearing.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Bryan J. Hill
Clerk to the Board

	VOTES		
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
JONES	_____	_____	_____
MCGLENNON	_____	_____	_____
ONIZUK	_____	_____	_____
KENNEDY	_____	_____	_____
HIPPLE	_____	_____	_____

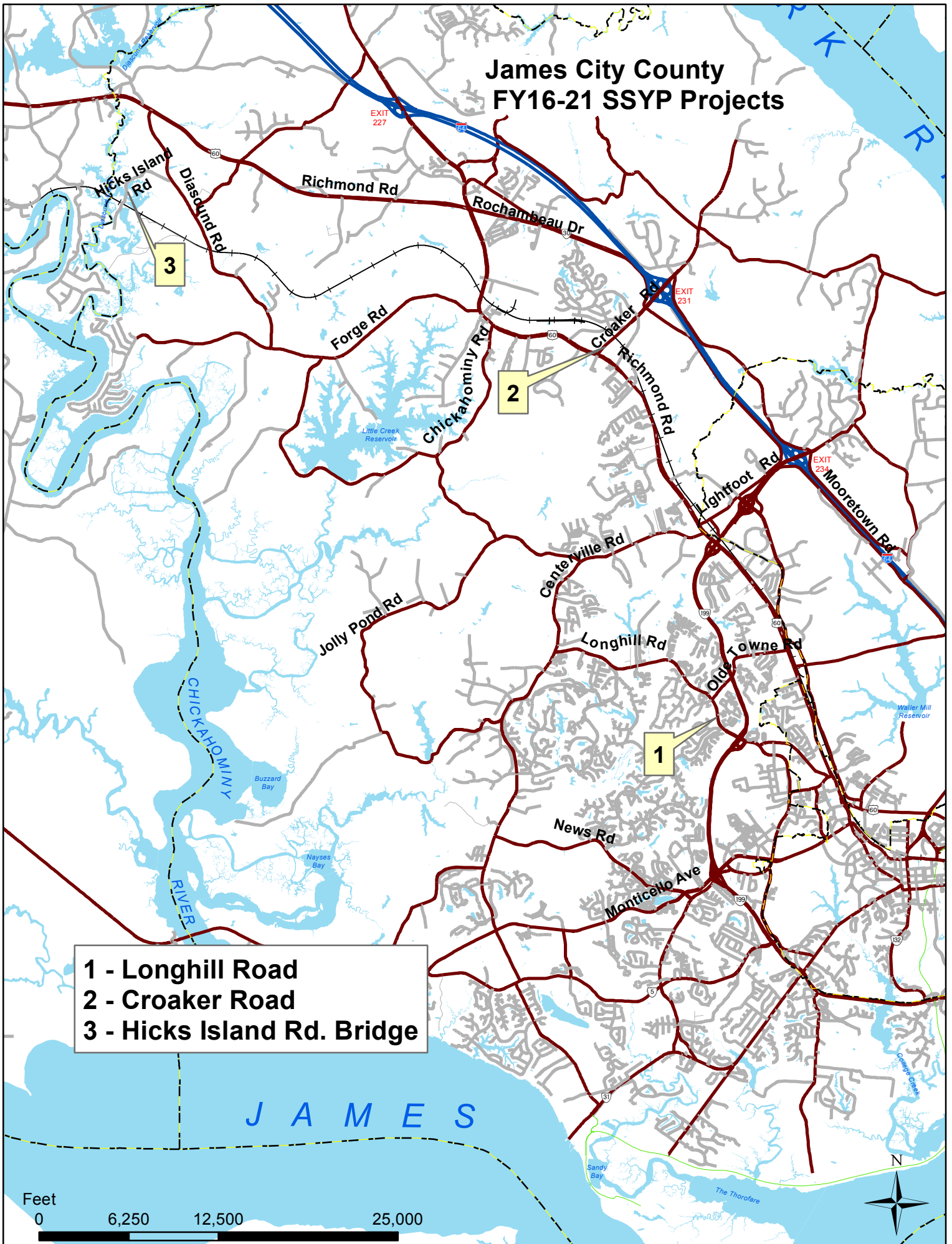
Adopted by the Board of Supervisors of James City County, Virginia, this 12th day of May, 2015.

PropFY16-21SSYP-res

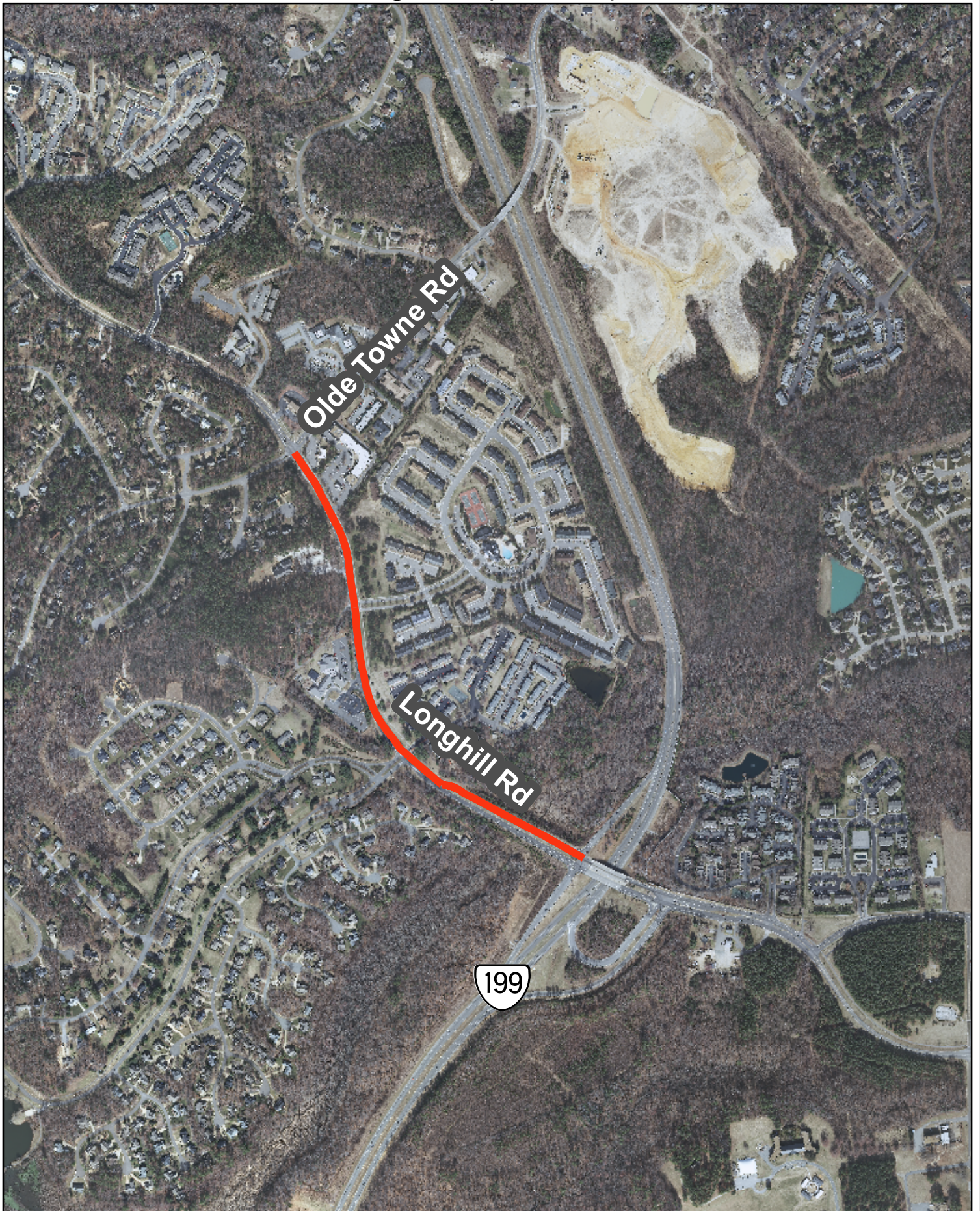
James City County FY16-21 SSYP Projects

- 1 - Longhill Road
- 2 - Croaker Road
- 3 - Hicks Island Rd. Bridge

Feet
0 6,250 12,500 25,000



Longhill Rd (Route 612)



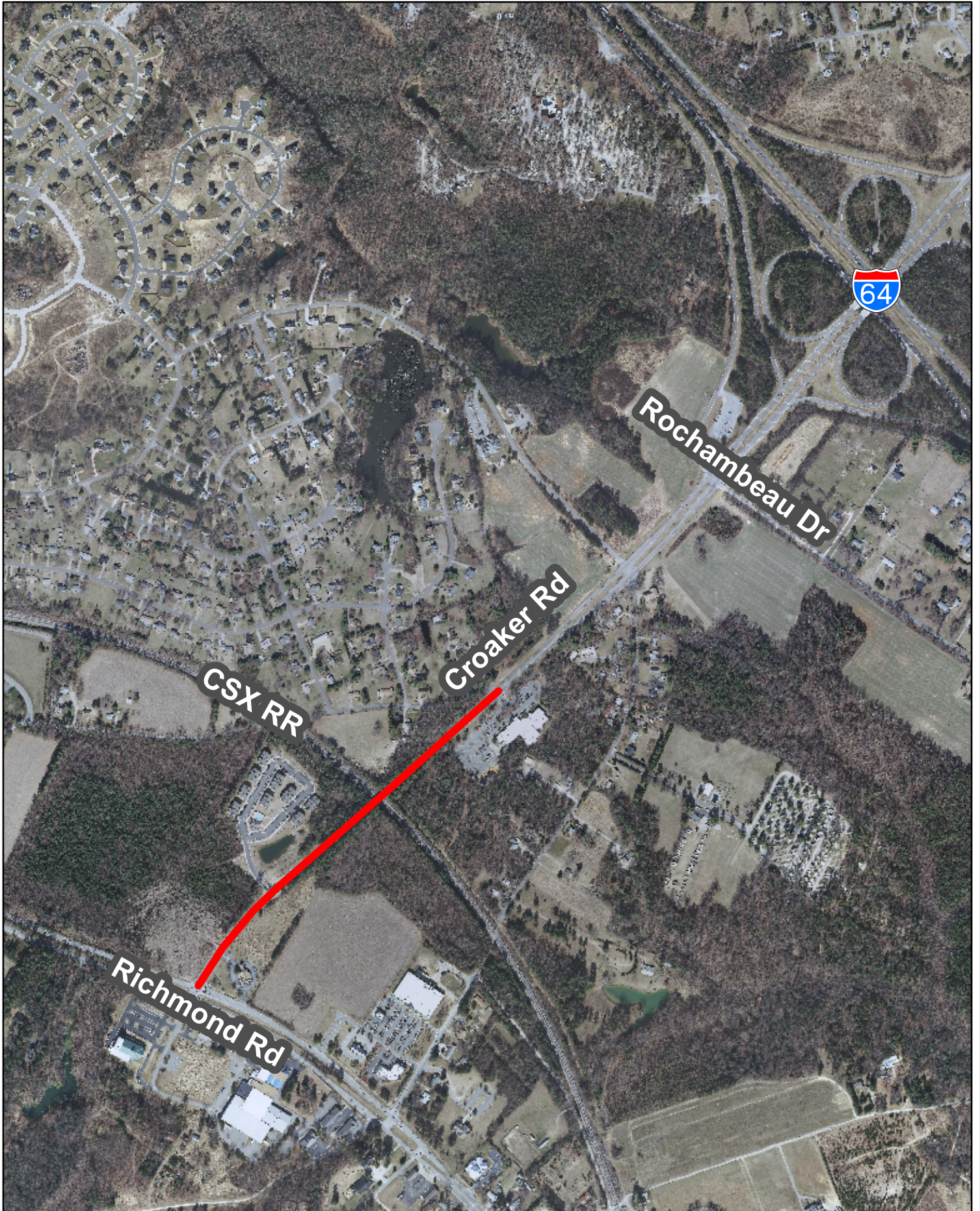
This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and James City County is not responsible for its accuracy or how current it may be. If discrepancies are found, please contact the Real Estate Assessment Division of James City County, Mapping/GIS Section.

1 inch = 800 feet

0 0.05 0.1 Miles



Croaker Rd (Route 607)



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1 inch = 800 feet

0 0.05 0.1 Miles



ITEM SUMMARY


DATE: 5/12/2015

TO: The Board of Supervisors

FROM: Bryan J. Hill, County Administrator

SUBJECT: County Administrator's Report

ATTACHMENTS:

	Description	Type
	Memorandum	Cover Memo

REVIEWERS:

Department	Reviewer	Action	Date
Board Secretary	Fellows, Teresa	Approved	5/4/2015 - 4:26 PM

M E M O R A N D U M

DATE: May 12, 2015

TO: The Board of Supervisors

FROM: Bryan J. Hill, County Administrator

SUBJECT: County Administrator's Report

The following is a summary of activities that took place April 22, 2015 through May 5, 2015:

April 22, 2015 (Wednesday)

- Met with Doug Powell, JCSA Manager
- Met with John Carnifax, Parks and Recreation Director
- Kingsmill Championship Media Day: speaking engagement
- Board of Supervisors Budget Work Session

April 23, 2015 (Thursday)

- Met with Doug Powell, JCSA Manager and Newport News Waterworks
- Met with Randy Wheeler, Poquoson City Manager
- Meeting at Newtown
- Attended WJCC Teacher of the Year, annual recognition event
- Attended Community Meeting: Kevin Onizuk

April 24, 2015 (Friday)

- Meeting at Stonehouse Elementary

April 25, 2015 (Saturday)

- Attended Tempesto Ribbon Cutting Ceremony at Busch Gardens
- Attended and judged at New Town Chalk Fest

April 27, 2015 (Monday)

- Attended Peninsula Mayors & Chairs meeting, New Kent County
- Met with Sue Mellen, Director of Financial and Management Services

April 28, 2015 (Tuesday)

- Met with Russell Seymour, Director of Economic Development: projects update
- Attended agenda meeting
- Met with Allen Murphy, Director of Development Management, Paul Holt, Director of Planning, and Ellen Cook, Senior Planner

April 29, 2015 (Wednesday)

- Camera Interview with Channel 13
- WMBG Radio Spot

April 30, 2015 (Thursday)

- Met with Jim Icenhour and Bill Truax: Veteran's Memorial
- Attended Human Resources orientation
- Met with Executive Leadership Team

May 1, 2015 (Friday)

- Introduced new Director of Human Resources, Angie Gilliam
- Attended New Employee Orientation

May 4, 2015 (Monday)

- Met with Adam Kinsman, Assistant County Administrator, and Ania Eckhardt, Administrative Coordinator
- Met with Carl Lum, Busch Gardens Park Director
- Met with Patrick Page, Director of Information Resources Management

BJH/nb
CAReport051215-mem

ITEM SUMMARY

DATE: 5/12/2015

TO: The Board of Supervisors

FROM: Bryan J. Hill, County Administrator

SUBJECT: Consultation with legal counsel and staff members pertaining to actual or probable litigation pursuant to Section 2.2-3711 (A)(7) of the Code of Virginia

REVIEWERS:

Department	Reviewer	Action	Date
Board Secretary	Fellows, Teresa	Approved	5/4/2015 - 1:11 PM

ITEM SUMMARY

DATE: 5/12/2015

TO: The Board of Supervisors

FROM: Teresa J. Fellows, Secretary to the Board

SUBJECT: Adjourn until 4 p.m. on May 26, 2015 for the Work Session

REVIEWERS:

Department	Reviewer	Action	Date
Board Secretary	Fellows, Teresa	Approved	4/23/2015 - 4:49 PM