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 December 14, 2021 5:00 PM

A. CALL TO ORDER

- B. ROLL CALL
 - Chairman's Awards Presentation
- C. MOMENT OF SILENCE
- D. PLEDGE OF ALLEGIANCE
 - 1. Pledge Leader Lydia Moore, a 4th grade student from Laurel Lane Elementary School
- E. PUBLIC COMMENT
- F. CONSENT CALENDAR
 - 1. Minutes Adoption
 - 2. Budget Appropriation of Funds Received for the Disposition of James City County Property for the Widening of Croaker Road \$60,540
 - 3. Contract Award Interview Room Recording System Replacement \$168,877
 - 4. Grant Award Kinship Navigator Program \$46,566
 - Memorandum of Agreement Upgrades to Joint Public Safety/Public Service Radio Communication System between James City County, York County and Gloucester County
 - 6. Suspension of Convenience Fees for Remainder of Fiscal Year 2022
 - 7. Grant Award Guardianship Navigator Program \$73,000
 - 8. Williamsburg-James City County School Division Appropriation \$2,799,920

G. PUBLIC HEARING(S)

- ORD-20-0015.Zoning Ordinance Amendments to Address the Keeping of Bees in Non-Residential Districts
- 2. SUP-21-0016. Williamsburg Unitarian Universalists Church School
- 3. SUP 19-0006. Hazelwood Farms The Village Center

H. BOARD CONSIDERATION(S)

- 1. James City County Audit Report Presentation
- I. BOARD REQUESTS AND DIRECTIVES
- J. REPORTS OF THE COUNTY ADMINISTRATOR
- K. CLOSED SESSION
- L. ADJOURNMENT
 - 1. Adjourn until 1 pm on January 3, 2022 for the Organizational Meeting

AGENDA ITEM NO. B.1.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Teresa J. Saeed, Deputy Clerk

SUBJECT: Chairman's Awards Presentation

REVIEWERS:

Department Reviewer Action Date

Board Secretary Saeed, Teresa Approved 12/7/2021 - 2:24 PM

AGENDA ITEM NO. D.1.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Teresa J. Saeed, Deputy Clerk

SUBJECT: Pledge Leader - Lydia Moore, a 4th grade student from Laurel Lane Elementary

School

REVIEWERS:

Department Reviewer Action Date

Board Secretary Saeed, Teresa Approved 12/3/2021 - 1:25 PM

AGENDA ITEM NO. F.1.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Teresa J. Saeed, Deputy Clerk

SUBJECT: Minutes Adoption

ATTACHMENTS:

Description Type
October 12, 2021 Regular Meeting Minutes
November 9, 2021 Regular Meeting Minutes

REVIEWERS:

D

D

Department Reviewer Action Date

Board Secretary Saeed, Teresa Approved 12/7/2021 - 2:23 PM

M I N U T E S JAMES CITY COUNTY BOARD OF SUPERVISORS REGULAR MEETING

County Government Center Board Room 101 Mounts Bay Road, Williamsburg, VA 23185 October 12, 2021 5:00 PM

A. CALL TO ORDER

B. ROLL CALL

P. Sue Sadler, Vice Chairman, Stonehouse District James O. Icenhour, Jr., Jamestown District Ruth M. Larson, Berkeley District John J. McGlennon, Roberts District Michael J. Hipple, Chairman, Powhatan District

Scott A. Stevens, County Administrator Adam R. Kinsman, County Attorney

C. MOMENT OF SILENCE

D. PLEDGE OF ALLEGIANCE

1. Pledge Leader - Henry Clark, a 5th-grade student at Matoaka Elementary School and a resident of the Jamestown District, led the Board and citizens in the Pledge of Allegiance

E. PUBLIC COMMENT

1. Ms. Norma Nowack addressed the Board noting she lives in Colonial Heritage and has resided in the County for four years. She further noted she had previously contacted Ms. Sadler as well as Mr. Rossie Carroll and Mr. Ken Shannon with the Virginia Department of Transportation (VDOT) Ms. Nowack expressed her concerns regarding the grass median located on Centerville Road which approaches Richmond Road. Ms. Nowack noted this particular area had been somewhat neglected, adding VDOT managed it and was cutting the grass three to four times a year. Ms. Nowack further noted she had noticed the growth was at least two feet tall. Ms. Nowack mentioned concerns of road debris along the sides as well. Ms. Nowack stated when she spoke to Mr. Carroll he advised her that they mainly managed rural areas, adding Mr. Shannon advised her this particular area was not a high impact area. Ms. Nowack expressed her gratitude to the County for the road work that had been completed on Centerville Road which included resurfaced roads, new traffic light at the intersection of News Road, a retaining wall, new curbs, and landscaping. Ms. Nowack noted she hoped in a highly developed area with many businesses, the grounds maintenance would be better. Ms. Nowack further noted her aspiration of the County taking over the maintenance from VDOT to ensure proper maintenance. Ms. Nowack stated she had spoken to Mr. Jody Dellenbach, Store Manager of Harris Teeter, Mr. Sean Cronin, BB&T Bank Cluster Leader, Mr. Mark Kramer, Manager of Thomas Nelson Community College Plant Services, Ms. Valerie Matthews, Zion Baptist Church Minister, and Mr. Carroll, adding they were all in agreement the situation somewhat impacts their businesses. Ms. Nowack remarked she hoped the Board would consider looking into this matter.

2. Ms. Donnie Hines, Executive Director of Community of Faith Mission, addressed the Board providing an update on the Emergency Shelter program. Ms. Hines noted the organization was the only emergency winter shelter in the Greater Williamsburg area. Ms. Hines further noted a copy of the schedule had been provided to the Board. Ms. Hines pointed out on the schedule there were particular times that directed contact for details, adding there were some churches currently without authorization to allow missions to participate onsite. Ms. Hines noted those times would be held at a hotel they had contracted with due to lack of alternative space. Ms. Hines further noted the program will run from November 14, 2021-March 20, 2022. Ms. Hines mentioned the volunteers, the local faith communities, businesses, and individuals throughout the County who had supported the cause. Ms. Hines stated the nightly capacity would be 25 individuals per night. Ms. Hines noted she had met with several community agencies including James City County Department of Housing and the United Way of the Virginia Peninsula, and the data collected for those at imminent risk, which are defined as an individual on the verge of losing nighttime residence, was at a record high. Ms. Hines further noted the challenges of the local agencies serving those who were already experiencing homelessness and managing the demand of those at imminent risk with limited resources. Ms. Hines mentioned the COVID-19 pandemic and other events had created a ripple effect throughout the housing system and required more resources than what were available. Ms. Hines commented the nightly capacity of 25 individuals, most likely would not be enough, adding she anticipated most nights would be at full capacity. Ms. Hines noted Community of Faith Mission and partners were aware of the demand for a year-round emergency shelter as well as affordable housing. Ms. Hines expressed gratitude to the Board in regards to the support, engagement, and leadership in trying to find a solution to these challenges, adding if there were any questions the Board had she would be happy to answer them.

Mr. Hipple thanked Ms. Hines and expressed his gratitude for all of her hard work. Mr. Hipple requested another report once the cold weather arrived.

Ms. Hines noted she would do that and asked if November would be a good time.

Mr. Hipple replied mid-November or around Thanksgiving would be agreeable.

Ms. Hines stated the shelter would be opening November 14.

Mr. Hipple expressed his appreciation.

Ms. Hines thanked Mr. Hipple.

F. CONSENT CALENDAR

None.

G. PUBLIC HEARING(S)

1. Cable Franchise Agreement, Shenandoah Cable Television, LLC

A motion to Approve was made by James Icenhour Jr, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0

Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Kinsman addressed the Board with a proposed franchise agreement with Shenandoah Cable Television, LLC. Mr. Kinsman noted the Board's desire to have cable competition in James City County. Mr. Kinsman further noted the proposed franchise practically mirrored the Cox franchise, which was looked at a few months prior, adding he would not get into the individual details as it was the same in all aspects of the materials. Mr. Kinsman mentioned representatives from Shentel were present and wanted to address the Board. Mr. Kinsman recommended adoption of the resolution and Mr. Kinsman added he was available to answer any questions.

Ms. Larson noted she was experiencing technical difficulties accessing the information.

Mr. Kinsman stated Ms. Larson could trust him on that point.

Ms. Larson commented Mr. Kinsman had her trust, which was the only reason she was willing to proceed.

Mr. Hipple opened the Public Hearing.

Mr. Stuart French, Government and Community Affairs Specialist at Shentel, addressed the Board noting Mr. Chris Kyle, the Vice President of Shentel, was present. Mr. French noted he would share a PowerPoint presentation with the Board, adding he had discussed the details with Mr. Patrick Page, Director of Information Resources Management Department. Mr. French noted Shentel was a 119-year-old company based out of Shenandoah Valley. Mr. French further noted Shentel specialized in telecommunications including broadband, cable television, and fiber optics. Mr. French mentioned the main focus of the organization was customer service, adding the product and services offered were a priority as well. Mr. French highlighted statistics to project the organization was well capitalized. Mr. French pointed out the coverage map and all of the locations Shentel currently serviced. Mr. French mentioned Shentel was expanding to the southeastern portion of Virginia, adding a similar franchise was approved with the City of Williamsburg, and discussions were being made with the County, as well as York County. Mr. French noted Shentel currently had over 7,000 miles of fiber optic already in the ground and in the air, and was continuing to expand. Mr. French further noted the details and benefits of full fiber optic to the home. Mr. French touched on a \$10 million capital investment in the market, competitive services, and a positive economic development impact. Mr. French pointed out the timeline of the step-by-step process to finalization. Mr. French highlighted the current rates which customers would pay for services, adding prices were uniform across the board. Mr. French noted the organization was currently contract free, so if a customer signed up and next month they decide to go back to an existing provider, there would not be any termination fees included. Mr. French further noted while Shentel offered full fiber optic to the home there were also bundle and individual options for services as well, which included internet, television, and phone. Mr. French stated he was available for any questions.

Ms. Larson inquired on the history of prices increasing after a year.

Mr. French replied no that these were the full prices excluding taxes.

Ms. Larson inquired on an initial area to be developed.

Mr. Icenhour replied he had the same question.

Mr. French replied yes; it was in the agreement. Mr. French noted there were two subdivisions that he worked with Mr. Page to identify, which included Windsor Forest and Kingwood subdivisions. Mr. French further noted those subdivisions were the priority areas, but not necessarily the first to be built, but relatively close to the beginning of the project.

Mr. Icenhour inquired on the expansion timeline throughout other areas of the County.

Mr. French replied ideally from the date the franchise was agreed and signed there would be a timeline of 18 to 24 months prior to construction due to Make-Ready, engineering, and other factors that would need to take place. Mr. French noted in worst case scenario, it would take two and a half to three years to complete the entire market build-out.

Mr. Icenhour inquired if that referenced most of the developed area of the County and not just the two subdivisions.

Mr. French replied correct.

Mr. Icenhour commended the organization for its customer service. Mr. Icenhour noted he was a Shentel customer when he lived in the western part of Virginia, adding he was very pleased with the service provided.

Mr. Hipple explained the challenges of lack of competition and alternative options in the area. Mr. Hipple noted he was aware Mr. Page, Mr. Kinsman, and staff had been working diligently to find a solution. Mr. Hipple further noted it would be great for the County citizens, as it would provide an alternative option and the anticipation of better customer service.

Mr. Hipple closed the Public Hearing as there were no more speakers.

 Resolution to Authorize the Initiation of Condemnation Proceedings for the Clara Byrd Baker Elementary Safe Routes to School Project

A motion to Approve was made by Ruth Larson, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Kinsman addressed the Board to ask permission to initiate condemnation proceedings to acquire a sidewalk easement on the property located at 3109 Ironbound Road. Mr. Kinsman noted the County was locally administering the Clara Byrd Baker Elementary Safe Routes to School Project, which would improve the corridor from John Tyler Highway along Ironbound Road to Clara Byrd Baker Elementary School. Mr. Kinsman further noted in 2017 the Board approved the project and in 2018 the Board appropriated approximately \$362,000 for the project. Mr. Kinsman stated all of the necessary easements along the road had been obtained excluding one at 3109 Ironbound Road. Mr. Kinsman mentioned the property was owned by three individuals, two of whom resided locally and the other individual resided in Richmond, Virginia. Mr. Kinsman noted the two local owners provided informal approval, but not the Richmond owner. Mr. Kinsman further noted several methods of communication had been attempted in order to make contact with the owner in Richmond, but to date no agreement had been made. Mr. Kinsman expressed his concern if the project did not move forward now, the opportunity to pursue the project may no longer be there. Mr. Kinsman explained that was the reason he was asking the Board's permission to initiate condemnation, adding he would continue working with the owners. Mr. Kinsman recommended approval of the resolution. Mr. Kinsman noted he was available to answer any questions.

Mr. Hipple opened the Public Hearing.

Mr. Hipple closed the Public Hearing as there were no speakers.

H. BOARD CONSIDERATION(S)

1. Appeal of Notice of Violation, 5032 River Drive

A motion to Defer was made by Sue Sadler, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Kinsman addressed the Board advising he believed the parties involved were working on a resolution to this matter and had requested a 90-day deferment. Mr. Kinsman noted there were a number of different parties involved, in addition to a number of attorneys as well. Mr. Kinsman further noted the County Attorney's Office and Environmental Resource Protection staff were in agreeance to the 90-day deferment. Mr. Kinsman recommended the Board approve a motion to postpone until January 11, 2022, Board of Supervisors meeting.

Ms. Larson inquired if a resolution would be brought back to the Board on the final outcome. Ms. Larson asked what was the process.

Mr. Kinsman replied to his knowledge typically appeals do not come before the Board. Mr. Kinsman commented if the parties involved agree with the penalty suggested from the County, then it would not come back to the Board except in an approval stance. Mr. Kinsman remarked on what he believed had been suggested was a monetary penalty and remediation of the site. Mr. Kinsman noted he thought the potential challenges were with the remediation of the site, adding all parties involved were trying to determine who would be responsible in doing that. Mr. Kinsman further noted once the outcome had been determined, it would then be brought to the Board for approval.

Ms. Larson noted the seriousness of this violation.

Mr. Kinsman confirmed. Mr. Kinsman expressed his belief of the number of individuals who were involved in this case was because of the remediation aspect of the violation, adding the significant costs associated with the remediation.

I. CLOSED SESSION

Mr. Hipple suggested the Board handle the two appointments scheduled for Closed Session in Open Session.

- 1. Consideration of a personnel matter, the appointment of individuals to County Boards and/or Commissions, pursuant to Section 2.2-3711 (A)(1) of the Code of Virginia
- 2. Williamsburg Regional Library Board Appointment
- 3. Peninsula Agency on Aging Appointment

A motion to Re-appoint Ms. Nicole Trifone to the Williamsburg Regional Library Board for a four-year term that would extend to September 30, 2025 and appointment of Ms. Barbara Watson to the Peninsula Agency on Aging for a three-year term that would extend to September 30, 2024 was made by John McGlennon, the motion result was Passed.

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

Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

J. ADJOURNMENT

1. Adjourn until 1 p.m. on October 26, 2021 for the Business Meeting

A motion to Adjourn was made by Sue Sadler, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

At approximately 5:24 p.m., Mr. Hipple adjourned the Board of Supervisors.

M I N U T E S JAMES CITY COUNTY BOARD OF SUPERVISORS REGULAR MEETING

County Government Center Board Room 101 Mounts Bay Road, Williamsburg, VA 23185 November 9, 2021 5:00 PM

A. CALL TO ORDER

B. ROLL CALL

P. Sue Sadler, Vice Chairman, Stonehouse District James O. Icenhour, Jr., Jamestown District Ruth M. Larson, Berkeley District John J. McGlennon, Roberts District Michael J. Hipple, Chairman, Powhatan District

Scott A. Stevens, County Administrator Adam R. Kinsman, County Attorney

Mr. Hipple sought a motion to amend the Agenda to add a Closed Session to include an item related to one of the Boards and Commission and for property discussion.

A motion to Amend the Agenda was made by Ruth Larson, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0

Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

C. MOMENT OF SILENCE

D. PLEDGE OF ALLEGIANCE

1. Pledge Leader(s) - Aiko Lejarazo-Sanchez, Jennifer Estrada Guzman, and Yoncel Zacarias, students from Jamestown High School

Pledge Leaders - Jennifer Estrada Guzman and Yoncel Zacarias, students at Jamestown High School, led the Board and citizens in the Pledge of Allegiance Aiko Lejarazo-Sanchez was not in attendance at the meeting

E. PUBLIC COMMENT

None.

F. CONSENT CALENDAR

None.

G. PUBLIC HEARING(S)

1. Ordinance to Amend County Code sec. 2-16.2

A motion to Approve was made by Sue Sadler, the motion result was Passed.

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

Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Ms. Liz Parman, Assistant County Attorney, addressed the Board stating Virginia Code permits localities by Ordinance to dispose of unclaimed personal property in the possession of its local law enforcement agencies by either sale or retention for use. Ms. Parman noted County Code Sec. 2-16.2 allowed for disposition of unclaimed property only through sale. Ms. Parman further noted the County Code had not been updated to allow local law enforcement agencies to utilize unclaimed property should they deem it useful. Ms. Parman stated our County Police Department had requested this section be updated to conform with the Virginia Code.

Mr. Hipple opened the Public Hearing.

Mr. Hipple closed the Public Hearing as there were no speakers.

2. Ordinance to Permit Use of Golf Carts on Public Highways in Elmwood

A motion to Approve was made by Sue Sadler, the motion result was Passed.

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

Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Eric Peterson, Chief of Police, addressed the Board advising a traffic study was conducted in Elmwood in July 2021. Chief Peterson stated that after the completed assessment, all criteria was met to fully support golf cart use.

Mr. McGlennon inquired if there was any commercial traffic in the area.

Chief Peterson replied no.

Mr. Hipple opened the Public Hearing.

Mr. Hipple closed the Public Hearing as there were no speakers.

3. Ordinance to amend James City County Code section 20-45 to allow the Commissioner of the Revenue to assess a penalty for late returns

A motion to Postpone was made by John McGlennon, the motion result was Passed.

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

Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Kinsman addressed the Board as Mr. Bradshaw was not present. Mr. Kinsman remarked on the Commissioner of the Revenue's request to amend the County Code to allow him to assess a 10% penalty upon anyone who failed to file a report predominantly for food and beverage. Mr. Kinsman noted he was available to answer any questions.

Ms. Sadler asked if this pertained mainly to the restaurant industry based on verbiage.

Mr. Kinsman confirmed yes.

Ms. Sadler inquired if the Treasurer's office collected a 10% penalty for late fees.

Mr. Kinsman replied correct.

Ms. Sadler asked if this would be an additional penalty for late paperwork.

Mr. Kinsman replied yes, for failure to file the report.

Ms. Sadler asked if some businesses could potentially get penalized twice.

Mr. Kinsman confirmed yes, two taxes could be incurred.

Mr. Hipple pointed out Mr. Bradshaw entered the boardroom.

Mr. Kinsman noted he would be happy to let Mr. Bradshaw take over the podium.

Mr. Bradshaw addressed the Board to answer any questions.

Ms. Sadler noted Mr. Kinsman had answered the questions she had; however, Ms. Sadler expressed her concern of local businesses potentially getting double hit, adding the many challenges local businesses currently faced. Ms. Sadler acknowledged that other localities were implementing this penalty, but she did not feel this was the right time to execute.

Mr. Bradshaw noted the vast majority of the local businesses who filed late were not a few days late, but three or four months late.

Ms. Sadler suggested revisiting this proposal in another year or so. Ms. Sadler pointed out many local businesses were still struggling because of the COVID-19 pandemic, adding she found it difficult to support something like this right now. Ms. Sadler thanked Mr. Bradshaw for sharing his thoughts.

Mr. Icenhour asked if this was a separate penalty from the Treasurer's late payment fee penalty.

Mr. Bradshaw confirmed yes.

Mr. Icenhour inquired if this penalty was specifically for filing the paperwork.

Mr. Bradshaw confirmed that was correct.

Mr. Icenhour inquired how often local businesses file the report in a timely manner, but do not pay the taxes within the given timeframe.

Mr. Bradshaw commented the vast majority file paperwork and included payment.

Mr. Icenhour replied okay.

Mr. Bradshaw noted there were rare occasions where an individual would submit a form and no payment, adding in that scenario no late filing penalty would be incurred. Mr. Bradshaw further noted as he was telling Ms. Sadler the most common occurrence was not receiving any paperwork until an administrative assessment was made a few months later.

Mr. Icenhour asked what percentage of cases fall under this category.

Mr. Bradshaw replied approximately 5% or 6%.

Mr. Icenhour replied okay.

Mr. Bradshaw pointed out that percentage in most cases were repeat offenders. Mr. Bradshaw stated there were a couple of businesses who file once every six months.

Mr. McGlennon highlighted the concerns Ms. Sadler addressed in regard to the potential double penalty. Mr. McGlennon inquired on a different approach and if the concern was mainly repeat offenders to implement higher penalty rates on those individuals.

Mr. Bradshaw noted it would be a bit more challenging to do, adding if there was a late filing penalty it would apply to any individual who was late filing. Mr. Bradshaw further noted there would be a potential for a waiver for cause; however, it would be determined on a case-by-case basis.

Ms. Larson thanked Mr. Bradshaw. Ms. Larson noted she was not prepared to support this proposal due to the challenging times our local restaurants were under. Ms. Larson further noted she was not opposed to this idea in the future but requested to see more data on the percentage of repeated offenders and if other localities participated, she would like to see the language used.

Mr. Bradshaw noted the language was almost identical to York County's Code.

Ms. Larson replied okay, thank you.

Mr. Bradshaw mentioned the language in peninsula cities varied because the collection process was different, adding all collections and postings were conducted in the Commissioner of the Revenue's Office. Mr. Bradshaw stated in those jurisdictions there was an initial 10% penalty, 30 days later another 5% penalty, followed by 30 days after another 5% penalty, 30 days later another 5% penalty goes in, in addition to the interest accrued over that span of time.

Ms. Larson asked what if the 10% penalty did not work.

Mr. Bradshaw commented if the 10% penalty did not work, he doubts the additional 5% penalty occurrences would be effective either.

Ms. Larson asked if York County had seen success in this process.

Mr. Bradshaw noted York County Code has had this process since adopting the Food and Beverage Tax.

Ms. Larson asked if York County was having success with the additional penalties.

Mr. Bradshaw stated there was no way to tell.

Mr. McGlennon asked what the failure rate between James City County versus York County was.

Mr. Bradshaw stated he had no idea.

Mr. McGlennon mentioned that would be useful information to be obtained as well.

Ms. Larson responded yes.

Mr. McGlennon pointed out if York County had this provision and James City County did not, James City County most likely would have a higher rate for failure to file.

Ms. Sadler requested data on business retention regarding restaurants comparable in another locality. Ms. Sadler reiterated the challenges the service industry had endured. Ms. Sadler noted she understood the County needed to collect what was owed.

Ms. Larson responded absolutely.

Ms. Sadler asked if it was going to negatively impact business retention.

Mr. Bradshaw stated we were not seeing local restaurants closing in James City County.

Ms. Sadler replied local restaurants were having challenges with being understaffed, remaining open, and having to shorten hours of operation. Ms. Sadler noted those concerns were brought to her attention numerous of times, adding it was an ongoing issue. Ms. Sadler expressed her concerns of not putting any additional burdens on our local service industry at this time.

Mr. Hipple asked if not filing on time could permit restriction/suspension of Driver's Licenses.

Mr. Bradshaw replied no.

Mr. Hipple asked the explanation as to why it could not be done.

Mr. Bradshaw explained there was no statutory ability to do so.

Mr. Hipple questioned the ability to revoke a Driver's License.

Mr. Bradshaw noted those were two separate taxes. Mr. Bradshaw remarked that would be like putting an individual's real estate up for foreclosure because personal property tax was not paid.

Mr. Hipple commented after a certain duration of time it would be.

Mr. Bradshaw responded not for personal property tax.

Mr. Hipple replied he was referring to real estate.

Ms. Larson suggested adding the item to the legislative agenda.

Mr. Bradshaw commented on the inability to mix taxes.

Mr. Hipple expressed his concern as a business owner and the number of taxes.

Mr. Bradshaw explained the food and beverage tax was a trust tax and was not reflected in the businesses' gross receipts, adding the tax was paid by the citizen to be turned over to the County. Mr. Bradshaw reiterated the food and beverage tax was collected from the citizen by the local business; however, it would not be included in the local business's income.

Mr. Hipple remarked on the fuel tax that citizens also pay to support and service our roads. Mr. Hipple expressed his concern of double taxing and suggested an alternative approach. Mr. Hipple commented 5% seemed to be a pretty low percentage, adding he would like to see more data in regard to the number of local businesses that were included in that percentage.

Mr. Bradshaw noted there were approximately 600 filers, adding staff were having to conduct administrative assessments on approximately 35 to 40 of them every month.

Mr. McGlennon noted he would like to have more data before making a final decision on this matter. He further noted the staff time and increased costs to the department to process those failures may be justified with implementing the late filing tax. Mr. McGlennon recommended coming back before the Board with additional data to make a more rational decision.

Mr. Bradshaw commented he would provide any pertinent information to the Board.

Mr. Icenhour commented on the 5% of filers appeared to cause a challenge for both the Treasurer's Office and the Commissioner of Revenue's Office.

Mr. Bradshaw confirmed yes.

Mr. Icenhour noted it was a rare case of a local business filing, but not submitting payment.

Mr. Bradshaw noted the challenge of not filing caused a hold in which staff could not invoice the local business nor put the business into the billing system. Mr. Bradshaw further noted that resulted in the administrative assessment and a revision later.

Mr. Icenhour suggested a penalty for delay in filing opposed to a collection fee since it was a rare case in which a business would file and not submit payment, adding an increased penalty on the Commissioner's side if failure to submit payment.

Mr. Bradshaw indicated cities such as Suffolk, Newport News, and Hampton jurisdictions had an initial 10% penalty, 30 days later a 5% penalty for nonpayment, followed by another 5%, and another 5%, adding for a total penalty of 25% including a 10% interest rate.

Mr. Icenhour remarked it would be beneficial to find out the experiences other localities had with the penalties to complete a thorough comparison.

Ms. Sadler reiterated her concerns of implementing this in such a challenging time for our service industry. Ms. Sadler noted she was in agreeance of collecting the pertinent data to further assess this item later; however, did not feel this was the right time to proceed.

Mr. McGlennon noted he understood Ms. Sadler's point. Mr. McGlennon further noted Mr. Bradshaw had made a very valid point, which was the local business was collecting the customers prepared food and beverage tax, adding it was the responsibility of the local business to ensure that monies was passed onto the County.

Ms. Larson agreed.

Mr. McGlennon asked Mr. Bradshaw if he could come back before the Board in a month.

Mr. Bradshaw asked if the Board could provide their questions so he could gather all information and stated he would be more than happy to return in a month.

Ms. Larson recommended Mr. Bradshaw come back before the Board in January. Ms. Larson noted to be on the safe side, adding there were a lot of questions pertaining to this item.

Mr. Hipple opened the Public Hearing.

Mr. Hipple closed the Public Hearing as there were no speakers.

4. Ordinance to Repeal County Code Sections 17-8, 17-9, and 17-10

A motion of the Adoption of the Ordinance was made by John McGlennon, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Ms. Parman addressed the Board regarding an Ordinance to repeal County Code Sections 17-8, 17-9, and 17-10. Ms. Parman stated in a routine review of the County Code, the County's Attorney's Office flagged this section as potentially obsolete. Ms. Parman mentioned these sections were adopted in 1954, which required septic tank cleaners to obtain a \$50 license. Ms. Parman noted the Commissioner of the Revenue reported these sections were no longer applicable as Chapter 12 of the County Code now governed all business licenses.

Mr. Hipple opened the Public Hearing.

Mr. Hipple closed the Public Hearing as there were no speakers.

5. Creation of the Historic Triangle Recreational Facilities Authority

A motion to Approve was made by Ruth Larson, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Stevens addressed the Board and stated at the September Business meeting Victus Advisors discussed the impact of indoor sports center would have on tourism within the Historic Triangle localities. Mr. Stevens noted Victus Advisors recommended construction of 150,000-square-foot facility. Mr. Stevens further noted the facility would include 12 basketball courts convertible to accommodate other sports with portable bleachers that could be reconfigured. Mr. Stevens added the recommendation was to build a facility that would generate visitors on the weekend and meet community needs during the week. Mr. Stevens commented the facility would provide gym space for County citizens, adding this facility would postpone the need to build gymnasium facilities. Mr. Stevens noted formation of a Historic Triangle Recreational Facilities Authority would allow the three localities of the City of Williamsburg, York County, and James City County to collaborate to address the inquiries of cost, operations, and scheduling for this project. Mr. Stevens added this would limit the County's financial risk to what would be approved by the Board of Supervisors. Mr. Stevens explained staff would seek the Board of Supervisors funding for approval as more detailed project information became available. Mr. Stevens noted staff recommended adoption of the resolution forming the Historic Triangle Recreational Facilities Authority, adding he would be happy to answer any questions the Board may have.

Mr. Icenhour asked what the financial commitment would be to the County during this investigative phase.

Mr. Stevens responded at this time only staff time and effort, adding if there was a need for money required from the County it would come back before the Board. Mr. Stevens noted there may be a potential for the Historic Triangle Recreational Facilities Authority to fund from other sources. Mr. Stevens further noted currently there was no financial commitment, adding

if it were to change it would come back before the Board.

Mr. Icenhour noted the benefit to this investigative period would be to find out the cost benefits before having to make a financial decision.

Mr. Stevens confirmed yes, adding there were several estimates obtained; however, there were some inquiries regarding operations and scheduling that still needed to be discussed.

Mr. McGlennon noted he would like to discuss the financial and utilization aspect for the public viewers. Mr. McGlennon asked if the project was slated to move forward, would the County's contributed monies come from the Tourism Enterprises funding.

Mr. Stevens replied there were a couple of funding sources involved. Mr. Stevens noted one was the maintenance of effort monies, which was being moved to the Tourism Council to support a project which would benefit all three localities. Mr. Stevens further noted another significant funding source was the City of Williamsburg, dedicating close to \$2 million annually moving forward to this project, adding from there tourism taxes would be another source. Mr. Stevens commented the other side of that would be the partnership between York County and James City County providing an estimated \$500,000 range annually and not to exceed \$750,000. Mr. Stevens explained based on the discussion in September's Business meeting the operating law was somewhere around \$1 million, adding that was on the conservative side. Mr. Stevens noted the tax impact to the community was significantly more, which did not include food and beverage tax. Mr. Stevens further noted he believed the facility would pay for itself, adding it was just not a direct payment through rentals of the facility. Mr. Stevens remarked the overall taxes from visitors would allow this project to be beneficial to all three localities. Mr. Stevens mentioned by forming the Historic Triangle Recreational Facilities Authority it would allow further data to be obtained to proceed with the project.

Mr. McGlennon inquired if the monies the County would financially commit to this project would offset through tourism taxes, adding it would also defer or eliminate the need to build the County's own community gymnasiums.

Mr. Stevens confirmed yes. Mr. Stevens stated there was a significant demand for gym space. Mr. Stevens explained if the County did not commit to this project, it would be in the Capital Improvements Program (CIP) moving forward to build gymnasiums for our community. Mr. Stevens noted the downfall to building our own gymnasiums was while it served the community, it would not beneficially impact the tourism aspect. Mr. Stevens further noted it would not provide a substantial income to pay for the facility. Mr. Stevens expressed whether the County decided to participate in this opportunity or decide to build community gymnasiums the financial cost would be about the same.

Mr. McGlennon asked if the facility would accommodate tourism activities on the weekends, adding serving the community needs during the week.

Mr. Stevens replied correct. Mr. Stevens noted those would be discussions the Historic Triangle Recreational Facilities Authority would initiate, adding they would then come before the Board with a more concrete determination on scheduling.

Mr. McGlennon thanked Mr. Stevens. Mr. McGlennon inquired on the resolution included in the Agenda Packet referenced appointment of individuals to the Commission.

Mr. Stevens responded the resolution was modified, adding the other localities modified verbiage to be more uniform to ours.

Mr. Stevens explained initially the City of Williamsburg and York County were appointing

based on position, adding the County recommended to allow the Chief Administrative officers to appoint the two Board members. Mr. Stevens noted the City of Williamsburg and York County accepted those terms. Mr. Stevens further noted the County's short-term intent, until the formation of the Historic Triangle Recreational Facilities Authority and the funding was brought back before the Board would include Mr. John Carnifax, Director of Parks and Recreation and himself. Mr. Stevens further noted he would make that appointment if the resolution in the Agenda Packet was approved. Mr. Stevens mentioned once in the funding phase an Elected Official would be engaged in the Board at that time.

Mr. McGlennon noted his question pertained more to the verbiage in the resolution as it read as if names were required to be inputted.

Mr. Stevens commented he noticed, adding he did not believe that was needed at this time.

Mr. McGlennon thanked Mr. Stevens.

Ms. Larson recognized Mr. Ron Kirkland, Director of the Williamsburg Hotel and Motel Association, who was present in the boardroom. Ms. Larson noted a grant of which was applied for through the City of Williamsburg initiated the startup of this project. Ms. Larson expressed her support for tourism, sports tourism, and facilities for our youth. Ms. Larson noted she was very excited about this opportunity, adding her gratitude to the collaborative efforts.

Mr. Hipple opened the Public Hearing.

Mr. Hipple closed the Public Hearing as there were no speakers.

6. SUP-19-0006. Hazelwood Farms - The Village Center

A motion to Postpone was made by Ruth Larson, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Hipple stated staff had received a request for the applicant to postpone this case until the December 14, 2021, Board of Supervisors meeting.

Mr. Hipple opened the Public Hearing and noted it would remain open until the December 14, 2021, Regular Board of Supervisors meeting. Mr. Hipple further noted there were no speakers.

H. BOARD CONSIDERATION(S)

1. 2022 Legislative Agenda

A motion to Approve was made by Ruth Larson, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Kinsman addressed the Board regarding the 2022 Legislative Agenda. Mr. Kinsman noted three new items which included: 1) changing the school funding index to more fairly allocate state funds among localities and to raise the Commonwealth's monetary contribution to local schools; 2) to decentralize the Hampton and Peninsula Health District into three separate smaller districts; and 3) to amend the James City County Charter to allow James City

County to refuse to accept bonds as a form of subdivision improvement security. Mr. Kinsman further noted there were four items that were carried over which included: 1) encouraging the General Assembly to revise existing impact fee laws to encourage the use of statutorily calculated fees that reflect the true cost of residential development in lieu of cash proffers; 2) support of the legislative programs which include Virginia Municipal League, VACo, and the Virginia Coalition of High Growth Communities; 3) requesting that the State adequately fund all items obligated to fund; and 4) to oppose anything that would abrogate qualified immunity for Police Officers. Mr. Kinsman stated he was happy to answer any questions the Board may have. Mr. Kinsman recommended the Board adopt the resolution, adding the Legislators would be at the Board of Supervisors meeting on November 23, 2021.

Ms. Larson asked Mr. Kinsman if he had viewed the Williamsburg James City County (WJCC) Schools Legislative Agenda.

Mr. Kinsman responded no.

Ms. Laron inquired if Item No. 1 on our County Legislative Agenda could also be implemented on the WJCC Schools Legislative Agenda if it was not already. Ms. Larson noted an idea she received via Zoom meeting with another locality was that if both the Board of Supervisors and School Board had the same items on its legislative agendas the jurisdiction would then create a conjoined packet separate from the individual legislative packets for the legislators, adding for more efficacy.

Mr. Kinsman replied he would work with WJCC Schools Council to accommodate her request.

Ms. Larson responded yes, but just the items we had in common with the School Board.

Mr. Kinsman confirmed he would be happy to do that.

Ms. Larson replied ok, thank you.

I. CLOSED SESSION

A motion to Enter a Closed Session was made by Ruth Larson, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0

Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Hipple read the items of the Closed Session discussion.

At approximately 5:40 p.m., the Board entered Closed Session.

At approximately 6:03 p.m., the Board re-entered Open Session.

A motion to Certify the Board only spoke about those items indicated that it would speak about in Closed Session was made by John McGlennon, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

J. ADJOURNMENT

A motion to Adjourn was made by Ruth Larson, the motion result was Passed.

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

Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

At approximately 6:03 p.m., Mr. Hipple adjourned the Board of Supervisors.

1. Adjourn until 1 p.m. on November 23, 2021 for the Business Meeting

AGENDA ITEM NO. F.2.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Paul D. Holt, III, Director of Community Development and Planning

SUBJECT: Budget Appropriation of Funds Received for the Disposition of James City County

Property for the Widening of Croaker Road - \$60,540

ATTACHMENTS:

Description Type

Memorandum Cover Memo
Resolution Cover Memo

REVIEWERS:

Department Reviewer	Action	Date
Development Management Holt, Paul	Approved	11/24/2021 - 8:43 AM
Publication Management Daniel, Martha	Approved	11/24/2021 - 8:48 AM
Legal Review Kinsman, Adam	Approved	11/29/2021 - 7:39 AM
Board Secretary Saeed, Teresa	Approved	12/1/2021 - 11:11 AM
Board Secretary Purse, Jason	Approved	12/7/2021 - 2:30 PM
Board Secretary Saeed, Teresa	Approved	12/7/2021 - 2:34 PM

MEMORANDUM

DATE: December 14, 2021

TO: The Board of Supervisors

FROM: Paul D. Holt, III, Director of Community Development and Planning

SUBJECT: Budget Appropriation of Funds Received for the Disposition of James City County

Property for the Widening of Croaker Road - \$60,540

On September 14, 2021, the James City County Board of Supervisors approved a resolution related to the disposition of several easements needed for the widening of Croaker Road. These included:

• +/- 51,513 square feet of temporary construction easements for Slopes, Ditches, Entrances, and Basins;

- a +/- 472-square-foot permanent drainage easement;
- a 20-foot-wide (+/- 573 square foot) permanent utility easement for James City Service Authority (JCSA); and
- a second 20-foot-wide (+/- 325 square foot) permanent utility easement for JCSA.

The Virginia Department of Transportation (VDOT) provided an appraisal which found the value of these easements totaled \$60,540.

The funds received from VDOT will be allocated to the Transportation Match account. These funds will be used for any local contributions and will be used to ensure full funding for our on-going projects, including the Toano RevShare project which has had a recent increase in the cost estimate, related primarily to the current rising cost of materials.

Staff recommends approval of the attached resolution appropriating the VDOT funds to the County's Transportation Match account in the Special Projects/Grant Fund.

PDH/md DispFdsCrkrRdWdn-mem

Attachment:

1. Resolution

RESOLUTION

BUDGET APPROPRIATION OF TRANSPORTATION MATCH FUNDS RECEIVED FOR THE

DISPOSITION OF JAMES CITY COUNTY PROPERTY - \$60,540

- WHEREAS, on September 14, 2021, the James City County Board of Supervisors approved a resolution related to the disposition of several easements needed for the widening of Croaker Road; and
- WHEREAS, the Virginia Department of Transportation (VDOT) provided an appraisal which found the value of these easements totaled \$60,540; and
- WHEREAS, appropriation of the funds to the Transportation Match account will allow the County to cover cost increases on other projects.
- NOW THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes acceptance of such funds from VDOT.
- BE IT FURTHER RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the appropriation to the Transportation Match account in the Special Projects/Grants Fund for the purposes described above:

<u>Revenue</u> : Sale of Land			\$	660,540	
Sale of Land			Ψ	,540	
Total			<u>\$</u>	660,540	
Expenditure:					
Transportation Match	l		\$	660,540	
Total			<u>\$</u>	660,540	
					_
		Michael J.			
		Chairman,	Board of	f Supervisors	
ATTEST:		VOTES	S		
		<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
	SADLER				
Teresa J. Saeed	ICENHOUR LARSON				
Deputy Clerk to the Board	MCGLENNON				
	HIPPLE				

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of December, 2021.

AGENDA ITEM NO. F.3.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Eric A. Peterson, Chief of Police

SUBJECT: Contract Award – Interview Room Recording System Replacement – \$168,877

ATTACHMENTS:

Description Type

Memorandum Cover Memo
Resolution Cover Memo

REVIEWERS:

Department	Reviewer	Action	Date
Police	Peterson, Eric	Approved	11/24/2021 - 8:44 AM
Police	Peterson, Eric	Approved	11/24/2021 - 8:44 AM
Publication Management	Pobiak, Amanda	Approved	11/24/2021 - 10:18 AM
Legal Review	Kinsman, Adam	Approved	11/29/2021 - 7:39 AM
Board Secretary	Saeed, Teresa	Approved	11/30/2021 - 1:32 PM
Board Secretary	Rinehimer, Bradley	Approved	12/6/2021 - 7:05 AM
Board Secretary	Saeed, Teresa	Approved	12/6/2021 - 2:55 PM

MEMORANDUM

DATE: December 14, 2021

TO: The Board of Supervisors

FROM: Eric A. Peterson, Chief of Police

SUBJECT: Contract Award – Interview Room Recording System Replacement – \$168,877

James City County Police Department requested Capital Improvement Program funding to replace its interview room recording system. Funding was authorized in the County's Fiscal Year 2022 Budget to make that purchase. The department is prepared to implement the purchase at this time. The purchase requires the implementation of a contract for a term of five years. The first of year cost to be paid this fiscal year is \$129,000 with the five-year contract amount totaling \$168,877.

The decision to go with an interview room recording system from Axon Enterprises was made by Police and Information Technology (IT) staff, as the Axon system seamlessly integrates with existing body-worn and in-car camera systems and storage for all photographic and video evidence and recordings. Another integral benefit of using an Axon system is to be able to distribute photo/video evidence to the Commonwealth's Attorney, defense attorneys, victims and others through user accounts and internet links rather than having to burn and distribute media. These court personnel and officers can access all photo/video evidence in one system. Axon manages the storage and is responsible for the backbone and ensuring its integrity. IT staff will utilize an on-site VM server for temporary video storage while it transfers to the cloud. Specifications for the server and network have been thoroughly reviewed by IT staff.

The lowest procurement method found by Police staff for this purchase of an Axon system is to use a cooperative purchasing contract issued by the State of Minnesota's Sourcewell procurement solution, Contract #010720-AXN. Minnesota's Sourcewell contract contains wording allowing other localities to purchase from the Contract. Cooperative procurement action is authorized by Chapter 1, Section 5, of the James City County Purchasing Policy and the Virginia Public Procurement Act. By participating in the cooperative procurement action, staff believes the County will increase efficiency, reduce administrative expenses, and benefit from an accelerated delivery process.

Adoption of the attached resolution will allow County Administration, in collaboration with the Purchasing Division, to enter into a five-year contract with Axon Enterprises, Inc. for the purchase of an Interview Room Recording System. The first year expenditure of \$129,000 will provide for one-time purchases of cameras, microphones, installation, one year of licensing, unlimited data storage, system maintenance, and full warranty coverage. The remaining four years paid at \$9,969.25 each year will pay for each year of licensing, unlimited data storage, system maintenance, and full warranty coverage. First year funds are available within the Police Department's current Capital Improvement Program budget

Staff recommends adoption of the attached resolution authorizing contract award to Axon Enterprises, Inc. in the amount of \$168,877 for the procurement of an Interview Room Recording System for the Police Department.

EAP/jh CA-IntRmRepl Attachment

RESOLUTION

<u>CONTRACT AWARD – INTERVIEW ROOM RECORDING SYSTEM REPLACEMENT -</u> \$168,877

- WHEREAS, funds are available through the Police Department's Fiscal Year 2022 Adopted Capital Improvement Program budget to commence the purchase of an interview room recording system replacement; and
- WHEREAS, cooperative procurement action is authorized by Chapter 1, Section 5, of the James City County Purchasing Policy and the Virginia Public Procurement Act, and the State of Minnesota's Sourcewell issued cooperative purchasing contract #010720-AXN to Axon Enterprises, Inc. as a result of a competitive sealed Request for Proposal; and
- WHEREAS, Police Department and Purchasing staff determined the contract specifications meet the County's performance requirements for an interview room recording system at a price of \$168,877 through Axon Enterprises, Inc.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the County Administrator to execute a Contract with Axon Enterprises, Inc. for an interview room recording system replacement in the amount of \$168,877.

	Michael J. Hipple Chairman, Board of Supervisors				
ATTEST:	VOTES AYE NAY ABS				
	SADLER ICENHOUR LARSON				
Teresa J. Saeed Deputy Clerk to the Board	MCGLENNON HIPPLE				

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of December, 2022.

CA-IntRmRepl-res

AGENDA ITEM NO. F.4.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Rebecca Vinroot, Director of Social Services

Grant Award - Kinship Navigator Program - \$46,566 SUBJECT:

ATTACHMENTS:

Description Type

Grant Award - Kinship Navigator Program - \$46,566 B Cover Memo

Grant Award - Kinship Navigator Program - \$46,566 Resolution D

REVIEWERS:

Department	Reviewer	Action	Date
Social Services	Vinroot, Rebecca	Approved	12/1/2021 - 10:51 AM
Publication Management	Daniel, Martha	Approved	12/1/2021 - 10:59 AM
Legal Review	Kinsman, Adam	Approved	12/1/2021 - 11:54 AM
Board Secretary	Saeed, Teresa	Approved	12/6/2021 - 2:55 PM
Board Secretary	Rinehimer, Bradley	Approved	12/7/2021 - 2:20 PM
Board Secretary	Saeed, Teresa	Approved	12/7/2021 - 2:21 PM

MEMORANDUM

DATE: December 14, 2021

TO: The Board of Supervisors

FROM: Rebecca Vinroot, Director of Social Services

SUBJECT: Grant Award - Kinship Navigator Program - \$46,566

James City County Department of Social Services (JCC DSS) has been chosen as an awardee of the Kinship Navigator Grant Program in the amount of \$46,566 by the Virginia Department of Social Services. This is the fourth year that JCC DSS has been awarded these 100% reimbursable federal funds.

The Kinship Navigator program is a regional program that provides assistance to kinship caregivers who are not involved in the foster care system. The Kinship Navigator directly connects kinship caregivers to services to meet the needs of the children they are raising and to promote effective partnerships among public and private agencies to ensure kinship caregiver families are adequately served throughout the catchment area of York County, and the Cities of Williamsburg, and Poquoson. In Fiscal Year 2021, this program served 23 caregivers and 25 children.

In addition, the Greater Williamsburg Regional Kinship Council has been established which brings together multiple partners, such as JCC DSS, Williamsburg Department of Human Services, York-Poquoson Department of Social Services, Williamsburg-James City County (WJCC) Schools, Colonial Behavioral Health, WJCC Community Action Agency, Peninsula Agency on Aging, the 9th District Court Services Unit, and other local faith-based and nonprofit organizations to create the Greater Williamsburg Regional Kinship Council. The Council meets on a regular basis to discuss opportunities for outreach and coordination efforts to ensure that all kinship caregivers have the services and support they need, such as financial benefits, therapeutic services, and training.

These funds are to be used for any activity related to enhancing our program, including hiring staff. As such, JCC DSS is requesting the creation of a limited-term full-time Kinship Navigator position for Fiscal Year 2022.

Staff respectfully requests that the Board accept the allocation in the amount of \$46,566 and approve the creation of one new limited-term full-time position through September 30, 2022.

RV/ap GA-KnshpNav21-mem

Attachment

RESOLUTION

GRANT AWARD - KINSHIP NAVIGATOR PROGRAM - \$46,566

WHEREAS,		Services (JCC DSS) has been chosen as an Program in the amount of \$46,566 by the nd			
WHEREAS,	these one-time 100% reimbursable funds are being made available to enhance Kinship Navigator programs to assist kinship caregivers in utilizing services to meet the needs of the children they are raising and to promote effective partnerships among public and private agencies to ensure kinship caregiver families are served; and				
WHEREAS,	due to the continued increased volume in kinship caregivers needing assistance, JCC DSS is requesting the creation of a limited-term full-time Kinship Navigator position which will be responsible for providing outreach to the community and establishing a more formalized network of support for local kinship caregivers.				
NOW, THEF	Virginia, hereby authorizes the acceptanc	oard of Supervisors of James City County, e of the grant award, the creation of one new amendment to the Virginia Public Assistance			
	Revenue:				
	Federal Funding	<u>\$46,566</u>			
	Expenditure:				
	Administration - Staff and Operations	<u>\$46,566</u>			
		Michael J. Hipple Chairman, Board of Supervisors			
ATTEST:	SADLER	VOTES AYE NAY ABSTAIN ABSENT			

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of December, 2021.

ICENHOUR

MCGLENNON

LARSON

HIPPLE

Teresa J. Saeed

Deputy Clerk to the Board

AGENDA ITEM NO. F.5.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Ryan Ashe, Fire Chief

SUBJECT: Memorandum of Agreement – Upgrades to Joint Public Safety/Public Service Radio

Communication System between James City County, York County and Gloucester

County

ATTACHMENTS:

	Description	Type
D	Memorandum	Cover Memo
D	Resolution	Resolution
D	Agreement	Exhibit

REVIEWERS:

Department	Reviewer	Action	Date
Fire	Ashe, Ryan	Approved	11/23/2021 - 3:18 PM
Publication Management	Pobiak, Amanda	Approved	11/23/2021 - 3:28 PM
Legal Review	Kinsman, Adam	Approved	11/29/2021 - 7:40 AM
Board Secretary	Saeed, Teresa	Approved	12/1/2021 - 11:11 AM
Board Secretary	Rinehimer, Bradley	Approved	12/6/2021 - 7:06 AM
Board Secretary	Saeed, Teresa	Approved	12/6/2021 - 2:56 PM

MEMORANDUM

DATE: December 14, 2021

TO: The Board of Supervisors

FROM: Ryan T. Ashe, Fire Chief

SUBJECT: Memorandum of Agreement - Upgrades to Joint Public Safety/Public Service Radio

Communication System between James City County, York County, and Gloucester County

James City County, York County, and Gloucester County have reached a consensus on an optimal plan for the next phase of upgrades to our regional 800-megahertz (MHz) radio system and the replacement of public safety mobile radios. The next phase continues the process to modernize our existing radio system by replacing end of life equipment at our radio tower sites including emergency generators, HVAC equipment, microwave transmission systems, antennas, and lighting. The upgrade also includes replacement of our 911 call handling equipment, radio/phone recording systems, and backup radios within our Emergency Communications Center. Replacement of 18-year-old vehicle mounted radios for Law Enforcement and Fire/Emergency Medical Services are also included in the purchase.

A five-year lease-purchase agreement with our vendor, Motorola Solutions Inc., is recommended and James City County's portion will be \$5,000,283.90 with an annual payment of \$1,000,057 starting in Fiscal Year 2023. The ongoing funding commitment has been planned for in the budget and will be included in the upcoming budget process.

The attached resolution authorizes the County Administrator to enter into the Memorandum of Agreement with our partner counties that empowers York County to continue acting as the Fiscal Agent for purposes of the radio system-lease purchase.

Staff recommends the adoption of the attached resolution.

RTA/ap PubServCommMOA-mem

Attachment

RESOLUTION

MEMORANDUM OF AGREEMENT - UPGRADES TO JOINT PUBLIC

SAFETY/PUBLIC SERVICE RADIO COMMUNICATION SYSTEM BETWEEN

JAMES CITY COUNTY, YORK COUNTY, AND GLOUCESTER COUNTY

- WHEREAS, James City County has participated in a Joint Public Safety/Public Services Radio Communication System called the 800-megahertz (MHz) system (the "System"), sharing the costs of the System with York County and Gloucester County; and
- WHEREAS, the localities wish to continue modernization investments to the System, with the costs of such modernization to be split between the localities according to the existing agreement between them; and
- WHEREAS, the costs apportioned to James City County will be \$1,000,057 per year for the next five fiscal years, which have been included in the plan budget; and
- WHEREAS, pursuant to the existing agreement, York County is the Fiscal Agent for the System; and
- WHEREAS, the three partner localities must enter into a new Memorandum of Understanding (MOA) that allows York County to receive payments for the modernization investments on behalf of James City County and Gloucester County.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the County Administrator to execute those documents necessary to enter into an MOA among the counties of James City, Gloucester, and York for upgrades to the Joint Public Safety/Public Service Radio Communication System and to allow James City County to submit its portion of payments to York County as Fiscal Agent for the System.

	Michael J. Hipple Chairman, Board of Supervisors				
ATTEST:	VOTES				
		<u>AYE</u>	<u>NAY</u>	ABSTAIN	ABSENT
	SADLER		·		
Teresa J. Saeed	- ICENHOUR				
Deputy Clerk to the Board	LARSON				
Deputy Cicik to the Board	MCGLENNON				
	HIPPLE				

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of December, 2021.







MEMORANDUM OF UNDERSTANDING FOR UPGRADES TO THE JOINT PUBLIC SAFETY/PUBLIC SERVICE RADIO COMMUNICATON SYSTEM AMONG THE COUNTIES OF YORK, JAMES CITY, AND GLOUCESTER, VIRGINIA

This Memorandum of Understanding (MOU), dated ______, is entered into by the County of York, Virginia ("York"), the County of James City, Virginia ("James City"), and the County of Gloucester, Virginia ("Gloucester"), sometimes being collectively referred to as "the member localities" or "the member" pursuant to the Memorandum of Understanding for the Operations, Oversight, and Management ("joint system MOU") of the same Joint Public Safety Public Service Radio Communication System ("system") among the three entities that became effective on January 1, 2012. This MOU will supersede the previous MOU dated July 1, 2016.

Whereas, the joint system MOU that became effective on January 1, 2012 foresaw the need for future system upgrade, but did not identify the specific financial arrangement to enable system upgrades;

Whereas, the joint system MOU that became effective on July 1, 2016, members agreed on a lease purchase agreement for the system upgraded identified by Change Order #31 for \$10,492,814 between Motorola Solutions, Inc. ("Motorola") and York County, Virginia was used to finance the cost for the system upgrades;

Whereas, the member localities are in receipt of a Motorola proposal titled Lifecycle and Subscriber Proposal, Change Order #36, dated November 18, 2021 to the original agreement No. 98532 between Motorola Solutions, Inc., York, and James City, later modified to add Gloucester as a party that outlines the scope of work and cost for necessary system upgrades:

Whereas, the total cost to the member localities for the Lifecycle and Subscriber Upgrade identified in the Motorola proposal is \$9,380,000.00, with an additional charge for subscriber purchases for York, \$868,167.99, James City, \$489,058.75 and the Virginia Peninsula Regional Jail, \$245,007.50; and







Whereas, the member localities agree that a lease purchase agreement between Motorola Solutions, Inc. and York County, Virginia will be used to finance the cost of the system upgrades; and

Whereas, the member localities are to share the cost of the system upgrade in accordance with the schedule included in Attachment A, attached to the MOU.

Now therefore be it resolved that the member localities agree to take the actions necessary to fund the portion of the lease attributed to them in Attachment A; and

Be it further resolved that the Counties of Gloucester and James City agree to make payment to the leaseholder, County of York, by the dates set forth in the schedule included in Attachment A; and

Be it further resolved that upon satisfaction of the conditions contained herein, Motorola Solutions, Inc. will provide the title of the equipment to the locality in which the equipment is located.

Be it further resolved that each member locality shall at all times during the term of the lease purchase agreement maintain fire and extended coverage, public liability and property damage insurance in an amount not less that its prorated portion for the amount of the balance due to Motorola Solutions, Inc., under the lease purchase agreement, naming Motorola Solutions, Inc. or its assigns as an additional insured, and providing that Motorola Solutions, Inc. shall be provided notice not less than 30 days prior to an alteration in the term so the insurance policy, in full compliance with the Equipment Lease-Purchase Agreement #25195 executed on of December _____, 2021, as modified by Change Order #36 referenced above. The prorated portion for each member locality of the amount of balance due to Motorola Solutions, Inc. shall be based on the total value of each member's assets to be purchased compared with the value of all assets leased as shown in the table titled "Assets by County for the Lease" on Attachment A. In the case of James City County and Gloucester County, such insurance shall also name the County of York, Virginia, its officers, agents and employees, as additional insured parties.







Approved as to form:	Agreed to by:
County Attorney	Chief Administrative Officer
County of York, Virginia	County of York, Virginia
Date	Date
Approved as to form:	Agreed to by:
County Attorney	Chief Administrative Officer
County of James City, Virginia	County of James City, Virginia
Date	Date
Approved as to form:	Agreed to by:
County Attorney	Chief Administrative Officer
County of Gloucester, Virginia	County of Gloucester, Virginia
Date	Date

AGENDA ITEM NO. F.6.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Jennifer D. Tomes, Treasurer

SUBJECT: Suspension of Convenience Fees for Remainder of Fiscal Year 2022

ATTACHMENTS:

Description Type

Memorandum Cover Memo
Resolution Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Board Secretary	Saeed, Teresa	Approved	12/1/2021 - 11:14 AM
Board Secretary	Rinehimer, Bradley	Approved	12/6/2021 - 7:07 AM
Board Secretary	Saeed, Teresa	Approved	12/6/2021 - 2:57 PM
Publication Management	Pobiak, Amanda	Approved	12/6/2021 - 3:10 PM
Legal Review	Kinsman, Adam	Approved	12/7/2021 - 9:23 AM
Board Secretary	Saeed, Teresa	Approved	12/7/2021 - 2:13 PM
Board Secretary	Rinehimer, Bradley	Approved	12/7/2021 - 2:22 PM
Board Secretary	Saeed, Teresa	Approved	12/7/2021 - 2:26 PM

MEMORANDUM

DATE: December 14, 2021

TO: The Board of Supervisors

FROM: Jennifer D. Tomes, Treasurer

SUBJECT: Suspension of Convenience Fees for Remainder of Fiscal Year 2022

Due to the COVID-19 pandemic, in June 2020, the Board of Supervisors authorized the County to begin absorbing convenience fees on payment transactions. This action has helped maintain steady tax collections as compared to the previous fiscal year. Through previous actions, the Board of Supervisors approved the suspension of convenience fees through December 31, 2021.

Attached for your consideration is a resolution authorizing the continued suspension of convenience fees from January 1, 2022 through June 30, 2022. The estimated cost is \$400,000 as discussed at the October 26, 2021, Business Meeting and would be funded by savings in the General Fund.

Staff recommends adoption of the attached resolution.

JDT/ap SuspCFeesFY22-mem

Attachment

RESOLUTION

SUSPENSION OF CONVENIENCE FEES

FOR REMAINDER OF FISCAL YEAR 2022

- WHEREAS, in response to the spread of novel coronavirus, or COVID-19, the Board of Supervisors of James City County, Virginia (the "Board") has periodically waived convenience fees for payments made to the County; and
- WHEREAS, most recently, on May 25, 2021, the Board waived convenience fees for payments made to the County between June 30, 2021 and December 31, 2021; and
- WHEREAS, on October 26, 2021, the Board discussed the use of General Fund savings to extend the suspension of convenience fees through Fiscal Year 2022.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, that convenience fees are hereby waived for payments made to the County between January 1, 2022 and June 30, 2022, to be funded by savings in the General Fund.

	Michael J. Hipple Chairman, Board of Supervisors				_
ATTEST:		VOTES	S		
		<u>AYE</u>	<u>NAY</u>	ABSTAIN	ABSENT
	SADLER ICENHOUR				
Teresa J. Saeed	LARSON				
Deputy Clerk to the Board	MCGLENNON				
	HIPPLE				
Adopted by the Board December, 2021.	of Supervisors of Jan	mes City (County,	Virginia, this	14th day of

SuspCFeesFY22-res

AGENDA ITEM NO. F.7.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Rebecca Vinroot, Director of Social Services

SUBJECT: Grant Award - Guardianship Navigator Program - \$73,000

ATTACHMENTS:

Description Type

Memorandum Cover Memo
Resolution Resolution

REVIEWERS:

Department Reviewer Action Date

Board Secretary Saeed, Teresa Approved 12/15/2021 - 9:18 AM

MEMORANDUM

DATE: December 14, 2021

TO: The Board of Supervisors

FROM: Rebecca Vinroot, Director of Social Services

SUBJECT: Grant Award - Guardianship Navigator Program - \$73,000

James City County Department of Social Services (JCC DSS) has been chosen as an awardee of the Guardianship Navigator Grant Program in the amount of \$73,000 by the Williamsburg Health Foundation.

The Guardianship Navigator Program will be a regional program to provide assistance to guardians throughout the catchment area of James City County, the City of Williamsburg, York County, and the City of Poquoson. The Greater Williamsburg Guardianship Team, a collaboration between James City County Social Services, York-Poquoson Social Services, City of Williamsburg Department of Human Services, Riverside Center for Excellence in Aging and Lifelong Health, Colonial Behavioral Health, Williamsburg-James City County and York County Circuit Court, the College of William and Mary Elder Law Clinic, and local attorneys, will provide consultative oversight of the program.

The Navigator will counsel and provide voluntary services to guardians before the guardianship appointment and will provide support for approximately 18 months after the appointment regardless of jurisdiction. The Navigator will ensure that guardians understand their responsibilities, meet all requirements and effectively manage health and social needs of the adult, meet all required reports, and offer ongoing support as needed. Additionally, rather than utilizing the already burdened public guardianship program, the Navigator will develop a volunteer guardian program for our community to serve as guardian for incapacitated adults who are indigent and do not have natural support.

A portion of these funds are to be used for personnel. As such, JCC DSS is requesting the creation of a term-limited full-time Guardianship Navigator position from January 1-December 31, 2022.

Staff respectfully requests that the Board accept the grant award in the amount of \$73,000 and approve the full-time position from January 1-December 31, 2022. In addition, staff requests the Board to authorize the County Administrator to sign the contract with the Williamsburg Health Foundation.

RV/md GA-21GdnshipNavPrg-mem

Attachment:

1. Resolution

RESOLUTION

GRANT AWARD - GUARDIANSHIP NAVIGATOR PROGRAM - \$73,000

- WHEREAS, James City County Department of Social Services (JCC DSS) has been chosen as an awardee of the Guardianship Navigator Grant Program in the amount of \$73,000 by the Williamsburg Health Foundation; and
- WHEREAS, these grant funds are being made available to provide assistance to guardians throughout the catchment area of James City County, the City of Williamsburg, York County, and the City of Poquoson; and
- WHEREAS, due to the continued increased volume in guardians needing assistance, JCC DSS is requesting the creation of a term-limited full-time Guardianship Navigator position which will be responsible to counsel and provide voluntary services to guardians before the guardianship appointment and will provide support for approximately 18 months after the appointment regardless of jurisdiction.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the acceptance of the grant award, the creation of one new position, and the following appropriation amendment to the Virginia Public Assistance Fund:

Revenue: Williamsburg Health Foundation \$73,000 Expenditure: \$73,000 Guardianship Navigator Program Michael J. Hipple Chairman, Board of Supervisors ATTEST: VOTES AYENAY ABSTAIN ABSENT SADLER **ICENHOUR** Teresa J. Saeed LARSON Deputy Clerk to the Board **MCGLENNON HIPPLE**

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of

GA-21GdnshipNavPrg-res

December, 2021.

AGENDA ITEM NO. F.8.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Scott A. Stevens, County Administrator

SUBJECT: Williamsburg-James City County School Division Appropriation - \$2,799,920

ATTACHMENTS:

Description Type

Resolution Resolution

REVIEWERS:

Department Reviewer Action Date

Board Secretary Saeed, Teresa Approved 12/15/2021 - 9:20 AM

RESOLUTION

<u>WILLIAMSBURG-JAMES CITY COUNTY SCHOOL DIVISION</u> <u>APPROPRIATION - \$2,799,920</u>

WHEREAS, the Williamsburg-James City County School Board (WJCC) has requested to use \$3,100,000 from its fiscal year 2021 year-end surplus that was returned to the localities of the joint school system for the design of a newly constructed preschool; and

WHEREAS, the County's share of the \$3,100,000 is 90.32%, or \$2,799,920; and

WHEREAS, the Board of Supervisors must approve the use of and appropriate these funds under the terms and conditions of the City/County School Contract; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes \$2,799,920 of the WJCC's year-end surplus that was returned to the County and in the County's fund balance to be appropriated in the County's FY 2022 budget for the following purposes:

•					
General Fund - Fund Balance	•		<u>\$2</u>	2,799,920	
General Fund - Fo Transfer to C	unding Uses: apital Projects Fund		<u>\$2</u>	2,799,920	
	Fund - Funding Source: n General Fund		<u>\$2</u>	2 <u>,799,920</u>	
Capital Projects Fund - Expenditures: WJCC Schools - Preschool Design			<u>\$2</u>	2,799,920	
		Michael J. Chairman,		f Supervisors	_
ATTEST: Teresa J. Saeed Deputy Clerk to the Board	SADLER — ICENHOUR LARSON MCGLENNON	VOTES AYE ———————————————————————————————————	NAY	<u>ABSTAIN</u>	<u>ABSENT</u>
	HIPPLE Board of Supervisors of Ja	ames City (County,	Virginia, this	14th day of

PreSchDesignApprop-res

December 2021.

AGENDA ITEM NO. G.1.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Terry Costello, Deputy Zoning Administrator/Senior Planner

SUBJECT: ORD-20-0015. Zoning Ordinance Amendments to Address the Keeping of Bees in

Non-Residential Districts

ATTACHMENTS:

	Description	Type
П	Memorandum	Staff Report
ם	Ordinance, strikethrough	Ordinance
ם	Ordinance, final	Exhibit
ם	Iniating Resolution	Resolution
D	Unapproved minutes from the November 3, 2021 Planning Commission Meeting	Minutes

REVIEWERS:

Department	Reviewer	Action	Date
Planning	Holt, Paul	Approved	11/23/2021 - 7:53 PM
Development Management	Holt, Paul	Approved	11/23/2021 - 7:53 PM
Publication Management	Pobiak, Amanda	Approved	11/24/2021 - 8:25 AM
Legal Review	Kinsman, Adam	Approved	11/29/2021 - 1:49 PM
Board Secretary	Saeed, Teresa	Approved	12/1/2021 - 11:11 AM
Board Secretary	Purse, Jason	Approved	12/7/2021 - 2:30 PM
Board Secretary	Saeed, Teresa	Approved	12/7/2021 - 2:34 PM

MEMORANDUM

DATE: December 14, 2021

TO: The Board of Supervisors

FROM: Terry Costello, Deputy Zoning Administrator/Senior Planner

SUBJECT: ORD-20-0015. Zoning Ordinance Amendments to Address the Keeping of Bees in Non-

Residential Districts

Introduction

At its September 8, 2020 meeting, the Board of Supervisors approved the keeping of bees in Residential Districts (R-1, Limited Residential District; R-2, General Residential District; R-3, Residential Redevelopment District; R-4, Residential Planned Community District; R-5, Multifamily Residential District; and PUD-R, Planned Unit Development Districts, Residential) with performance standards. Additionally, the Board of Supervisors adopted an Initiating Resolution to address beekeeping in non-residential districts (R-4, Residential Planned Community District, Commercial Uses; LB, Limited Business; B-1, General Business; M-1, Limited Business/Industrial; M-2, General Industrial; PUD-R, Planned Unit Development, Commercial Uses; PUD-C, Planned Unit Development; RT, Research and Technology; MU, Mixed Use; and EO, Economic Opportunity Zoning Districts).

Pollinators contribute substantially to the economy. According to the Presidential Memorandum titled, "Creating a Federal Strategy to Promote the Health of Honey Bees and other Pollinators" dated June 20, 2014, honey bee pollination adds more than \$15 billion in value to agricultural crops each year in the United States. There are also a number of valuable non-food products produced by the honey bee, such as beeswax used in cleaning and beauty supplies. Over the past few decades, there has been a significant loss of pollinators, which include honey bees.

At the state level, there have been several initiatives to support beekeeping in the Commonwealth. On March 30, 2012, the Virginia General Assembly created the Beehive Grant Program to assist individuals who desire to keep bees. On August 31, 2016, the Virginia Department of Agriculture and Consumer Services adopted Best Management Practices (BMPs) for the Operation of Apiaries in Order to Limit Operator Liability. These BMPs are voluntary, except that those seeking certain liability protections provided for under State Code must comply with the BMPs.

Overview

Staff conducted research on other localities regarding the keeping of bees in non-residential districts. To provide consistency, the same localities that were surveyed as part of the Residential Beekeeping Ordinance were used for this review. Most of the localities that allow beekeeping in residential districts do not permit beekeeping in non-residential districts. Fairfax County allows this use in non-residential districts, as well as Isle of Wight County. However, the only non-residential district in Isle of Wight County where the use is permitted is the Village Center District, which is similar to James City County's Mixed Use District. Both localities use the same standards for residential and non-residential districts. Some localities such as the Cities of Hampton, Norfolk, and Williamsburg do not address beekeeping in their Ordinances; due to the nature of the Ordinances, this allows the use to occur.

Staff presented Phase I materials at the October 15, 2020 meeting of the Policy Committee. Staff presented three options should the Policy Committee wish to move forward with allowing beekeeping in non-residential zoned districts. One option was to encourage all beekeepers to voluntarily follow the Virginia

ORD-20-0015. Zoning Ordinance Amendments to Address the Keeping of Bees in Non-Residential Districts
December 14, 2021
Page 2

Department of Agriculture and Consumer Services BMPs that were adopted by the State of Virginia; the second was to apply the residential beekeeping standards to non-residential properties; and the third was to develop standards in the Special Regulations section of the Zoning Ordinance applicable to non-residential properties only. At this meeting, the Policy Committee directed staff to develop performance standards for non-residential properties similar to the format for residential properties.

Staff presented performance standards for ground mounted hives as well as rooftop hives at the July 15, 2021 meeting of the Policy Committee. The proposed standards included the residential ones as well as requiring notification in situations where there were multiple tenants and signage. Standards proposed for rooftop hives included distances from the edge, requirement of a strapping system, and signage. The Committee decided there should be no restrictions as far as beekeeping being an accessory use or a primary use. The Committee directed staff to prepare a draft Ordinance based on the agreed upon performance standards.

Staff presented the draft Ordinance at the September 9, 2021 meeting of the Policy Committee. After further discussion, the requirement of notifying adjacent property owners was deleted from the draft Ordinance due to the regulation being unenforceable. The Policy Committee recommended approval of the Ordinance to the Planning Commission.

Staff presented the proposed Ordinance at the November 3, 2021 meeting of the Planning Commission. The Planning Commission recommended approval of the Ordinance to the Board of Supervisors by a vote of 6-0 (O'Conner absent).

Recommendation

Staff recommends that the Board of Supervisors approve the attached Ordinance.

TC/ap ZOA20-15BeekpNRDUpd-mem

Attachments:

- 1. Ordinance, strikethrough version
- 2. Ordinance, clean version
- 3. Initiating Resolution
- 4. Unapproved Minutes of the November 3, 2021, Planning Commission Meeting

ORDIN	ANCE N	JO	
UNDIN	ANCER	NU.	

AN ORDINANCE TO AMEND AND REORDAIN CHAPTER 24, ZONING, OF THE CODE OF THE COUNTY OF JAMES CITY, VIRGINIA, BY AMENDING ARTICLE II, SPECIAL REGULATIONS, DIVISION 1, IN GENERAL, SECTION 24-47.1, STANDARDS FOR BEEKEEPING; AND BY AMENDING ARTICLE V, DISTRICTS, DIVISION 5, RESIDENTIAL PLANNED COMMUNITY DISTRICT, R-4, SECTION 24-281, USE LIST; DIVISION 9, LIMITED BUSINESS DISTRICT, LB, SECTION 24-368, USE LIST; DIVISION 10, GENERAL BUSINESS DISTRICT, B-1, SECTION 24-390, USE LIST; DIVISION 11, LIMITED BUSINESS/INDUSTRIAL DISTRICT, M-1, SECTION 24-411, USE LIST; DIVISION 12, GENERAL INDUSTRIAL DISTRICT, M-2, SECTION 24-436, USE LIST; DIVISION 13, RESEARCH AND TECHNOLOGY DISTRICT, RT, SECTION 24-461, USE LIST; DIVISION 14, PLANNED UNIT DEVELOPMENT DISTRICTS, PUD, SECTION 24-493, USE LIST; DIVISION 15, MIXED USE, MU, SECTION 24-518, USE LIST; AND DIVISION 17, ECONOMIC OPPORTUNITY, EO, SECTION 24-536.4, USE LIST.

BE IT ORDAINED by the Board of Supervisors of the County of James City, Virginia, that Chapter 24, Zoning, is hereby amended and reordained by amending Article II, Special Regulations, Division 1, In General, Section 24-47.1, Standards for beekeeping, and by amending Article V, Districts, Division 5, Residential Planned Community District, R-4, Section 24-281, Use list; Division 9, Limited Business District, LB, Section 24-368, Use list; Division 10, General Business District, B-1, Section 24-390, Use list; Division 11, Limited Business/Industrial District, M-1, Section 24-411, Use list; Division 12, General Industrial District, M-2, Section 24-436, Use list; Division 13, Research and Technology District, RT, Section 24-461, Use list; Division 14, Planned Unit Development Districts, PUD, Section 24-493, Use list; Division 15, Mixed Use, MU, Section 24-518, Use list; and Division 17, Economic Opportunity, EO, Section 24-536.4, Use list.

Chapter 24. Zoning

Article II. Special Regulations

Division 1. In General

Sec. 24-47.1. Standards for beekeeping.

(a) Beekeeping on residentially zoned property shall comply with the following requirements:

- (a1) Hives shall be at least ten feet away from public rights-of-way and the boundary lines of properties not owned or controlled by the person maintaining the hive.
- (b2) Hives shall be at least 50 feet away from any dwelling or structure located on property not under the same ownership or control as that of the person maintaining the hive.
- (e3) A barrier shall be required if a hive is located between ten and 30 feet from a public right-ofway or boundary line of a property not owned or controlled by the person maintaining the hive. The barrier shall consist of fencing, vegetation, or both, and must (i) be no less than six feet in height as measured from finished grade; (ii) be of sufficient density to establish bee flyways six feet or higher; (iii) be located between the hive and public right-of-way or property boundary line; and (iv) extend no less than ten feet in length on either side of the hive.
- (d4) Hives shall be located within the rear yard of the lot and shall be orientated with the entrance facing internal to the property.
- (e5) There shall be an on-site water source located within 50 feet of the hive, or less than half the distance to the nearest unnatural source of water, whichever is closest.
- (£6) If the property on which the hive is located is less than one acre, the person maintaining the hive shall have no more than six colonies. If the property is one acre or more, the number of colonies shall not be limited.
- (b) Beekeeping on non-residentially zoned property shall comply with the requirements of subsection (a) and the following:
 - (1) There shall be a permanent sign, not to exceed four square feet in size, on the property stating that bees are on the premises. The sign shall be attached to the building and shall not be illuminated.
 - (2) Hives located on rooftops shall:
 - (a) Be located only on flat roofs.
 - (b) Be at least six feet from the edge of the roof.
 - (c) Include a strapping system to ensure hives are secure.

Article V. Districts

Division 5. Residential Planned Community, R-4

Sec. 24-281. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

Division 9. Limited Business District, LB

Sec. 24-368. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

Division 10. General Business District, B-1

Sec. 24-390. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	Р	

Division 11. Limited Business/Industrial District, M-1

Sec. 24-411. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

Division 12. General Industrial District, M-2

Sec. 24-436. Use list.

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Use Category	Use List	Permitted Uses	Specially Permitted Uses	
Commercial Uses	Beekeeping in accordance with section 24-47.1	Р		

Division 13. Research and Technology District, RT

Sec. 24-461. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

Division 14. Planned Unit Development Districts, PUD

Sec. 24-493. Use list.

(a) In the planned unit development district, residential (PUD-R), all structures to be erected or land to be used shall be for the following uses:

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

(b) In the planned unit development district, commercial (PUD-C), all structures to be erected or land to be used shall be for one or more of the following uses:

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

Division 15. Mixed Use, MU

Sec. 24-518. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

Division 17. Economic Opportunity, EO

Sec. 24-536.4. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

	Michael J. Hipple Chairman, Board of Super				rvisors	
ATTEST:		VOTES	S			
		<u>AYE</u>	<u>NAY</u>	ABSTAIN	ABSENT	
	SADLER					
	ICENHOUR					
Teresa J. Saeed	LARSON					
Deputy Clerk to the Board	MCGLENNON					
	HIPPLE					

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of December, 2021.

ZOA20-15-BeekpNRD-ord

ORDIN.	ANCE	NO	
UNDIN.		INC).	

AN ORDINANCE TO AMEND AND REORDAIN CHAPTER 24, ZONING, OF THE CODE OF THE COUNTY OF JAMES CITY, VIRGINIA, BY AMENDING ARTICLE II, SPECIAL REGULATIONS, DIVISION 1, IN GENERAL, SECTION 24-47.1, STANDARDS FOR BEEKEEPING; AND BY AMENDING ARTICLE V, DISTRICTS, DIVISION 5, RESIDENTIAL PLANNED COMMUNITY DISTRICT, R-4, SECTION 24-281, USE LIST; DIVISION 9, LIMITED BUSINESS DISTRICT, LB, SECTION 24-368, USE LIST; DIVISION 10, GENERAL BUSINESS DISTRICT, B-1, SECTION 24-390, USE LIST; DIVISION 11, LIMITED BUSINESS/INDUSTRIAL DISTRICT, M-1, SECTION 24-411, USE LIST; DIVISION 12, GENERAL INDUSTRIAL DISTRICT, M-2, SECTION 24-436, USE LIST; DIVISION 13, RESEARCH AND TECHNOLOGY DISTRICT, RT, SECTION 24-461, USE LIST; DIVISION 14, PLANNED UNIT DEVELOPMENT DISTRICTS, PUD, SECTION 24-493, USE LIST; DIVISION 15, MIXED USE, MU, SECTION 24-518, USE LIST; AND DIVISION 17, ECONOMIC OPPORTUNITY, EO, SECTION 24-536.4, USE LIST.

BE IT ORDAINED by the Board of Supervisors of the County of James City, Virginia, that Chapter 24, Zoning, is hereby amended and reordained by amending Article II, Special Regulations, Division 1, In General, Section 24-47.1, Standards for beekeeping, and by amending Article V, Districts, Division 5, Residential Planned Community District, R-4, Section 24-281, Use list; Division 9, Limited Business District, LB, Section 24-368, Use list; Division 10, General Business District, B-1, Section 24-390, Use list; Division 11, Limited Business/Industrial District, M-1, Section 24-411, Use list; Division 12, General Industrial District, M-2, Section 24-436, Use list; Division 13, Research and Technology District, RT, Section 24-461, Use list; Division 14, Planned Unit Development Districts, PUD, Section 24-493, Use list; Division 15, Mixed Use, MU, Section 24-518, Use list; and Division 17, Economic Opportunity, EO, Section 24-536.4, Use list.

Chapter 24. Zoning

Article II. Special Regulations

Division I. In General

Sec. 24-47.1. Standards for beekeeping.

(a) Beekeeping on residentially zoned property shall comply with the following requirements:

- (1) Hives shall be at least ten feet away from public rights-of-way and the boundary lines of properties not owned or controlled by the person maintaining the hive.
- (2) Hives shall be at least 50 feet away from any dwelling or structure located on property not under the same ownership or control as that of the person maintaining the hive.
- (3) A barrier shall be required if a hive is located between ten and 30 feet from a public right-of-way or boundary line of a property not owned or controlled by the person maintaining the hive. The barrier shall consist of fencing, vegetation, or both, and must (i) be no less than six feet in height as measured from finished grade; (ii) be of sufficient density to establish bee flyways six feet or higher; (iii) be located between the hive and public right-of-way or property boundary line; and (iv) extend no less than ten feet in length on either side of the hive.
- (4) Hives shall be located within the rear yard of the lot and shall be orientated with the entrance facing internal to the property.
- (5) There shall be an on-site water source located within 50 feet of the hive, or less than half the distance to the nearest unnatural source of water, whichever is closest.
- (6) If the property on which the hive is located is less than one acre, the person maintaining the hive shall have no more than six colonies. If the property is one acre or more, the number of colonies shall not be limited.
- (b) Beekeeping on non-residentially zoned property shall comply with the requirements of subsection (a) and the following:
 - (1) There shall be a permanent sign, not to exceed four square feet in size, on the property stating that bees are on the premises. The sign shall be attached to the building and shall not be illuminated.
 - (2) Hives located on rooftops shall:
 - (a) Be located only on flat roofs.
 - (b) Be at least six feet from the edge of the roof.
 - (c) Include a strapping system to ensure hives are secure.

Article V. Districts

Division 5. Residential Planned Community, R-4

Sec. 24-281. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	Р	

Division 9. Limited Business District, LB

Sec. 24-368. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

Division 10. General Business District, B-1

Sec. 24-390. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	Р	

Division 11. Limited Business/Industrial District, M-1

Sec. 24-411. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	Р	

Division 12. General Industrial District, M-2

Sec. 24-436. Use list.

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Use Category	Use List	Permitted Uses	Specially Permitted Uses	
Commercial Uses	Beekeeping in accordance with section 24-47.1	Р		

Division 13. Research and Technology District, RT

Sec. 24-461. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

Division 14. Planned Unit Development Districts, PUD

Sec. 24-493. Use list.

(a) In the planned unit development district, residential (PUD-R), all structures to be erected or land to be used shall be for the following uses:

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	Р	

(b) In the planned unit development district, commercial (PUD-C), all structures to be erected or land to be used shall be for one or more of the following uses:

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

Division 15. Mixed Use, MU

Sec. 24-518. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

Division 17. Economic Opportunity, EO

Sec. 24-536.4. Use list.

Use Category	Use List	Permitted Uses	Specially Permitted Uses
Commercial Uses	Beekeeping in accordance with section 24-47.1	P	

ZOA20-15-BeekpNRD-ord-final

RESOLUTION

INITIATION OF AMENDMENTS TO THE ZONING ORDINANCE TO CONSIDER

THE KEEPING OF BEES IN NON-RESIDENTIAL ZONING DISTRICTS

- WHEREAS, Virginia Code § 15.2-2286 and County Code § 24-13 permit the Board of Supervisors of James City County, Virginia (the "Board") to, by resolution, initiate amendments to the regulations of the Zoning Ordinance that the Board finds to be prudent; and
- WHEREAS, amendments to the Zoning Ordinance may be prudent to address the keeping of bees in non-residential zoning districts; and
- WHEREAS, the Board is of the opinion that the public necessity, convenience, general welfare, and good zoning practice warrant the consideration of amendments to the Zoning Ordinance.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, does hereby initiate amendment of Chapter 24, Zoning of the James City County Code in order to consider the keeping of bees in non-residential zoning districts, and directs staff to prepare such amendments for consideration by the Planning Commission and the Board of Supervisors. The Planning Commission shall hold at least one public hearing on the consideration of amendment of said Ordinance and shall forward its recommendation thereon to the Board of Supervisors in accordance with the law.

ATTEST:

SADLER
MCGLENNON
LARSON
HIPPLE
Deputy Clerk to the Board

VOTES

AYE NAY ABSTAIN

James O. Icenhour, Jr.

Chairman, Board of Supervisors

Adopted by the Board of Supervisors of James City County, Virginia, this 8th day of September, 2020.

IntAmd-Bees-NonRD-res

Unapproved Minutes of the November 3, 2021 Planning Commission Regular Meeting

ORD-20-0015. Zoning Ordinance Amendments to Address the Keeping of Bees in Non-Residential Districts

Ms. Terry Costello, Deputy Zoning Administrator, stated that on September 8, 2020, the Board of Supervisors approved the keeping of bees in Residential Districts with Performance Standards. Ms. Costello stated that during the process leading up to that approval, there were discussions about permitting beekeeping in non-residential districts. Ms. Costello stated that, as a result of the discussions, the Board of Supervisors adopted an Initiating Resolution to address this use.

Ms. Costello stated that staff conducted research on other localities similar to what was done previously. Ms. Costello stated that of the few localities that do permit this use in non-residential districts, the standards were the same for residential and non-residential districts.

Ms. Costello stated that the Policy Committee met three times to consider the research conducted as well as reviewing the current residential standards. Ms. Costello stated that Performance Standards were then developed for ground mounted hives as well as rooftop hives.

Ms. Costello stated that the draft Ordinance requires properties in these non-residential districts to adhere to the standards for residential properties as well as additional ones, which include signage for both rooftop and ground hives, specified distances from the edge of the roof, and the requirement of a strapping system for the rooftop.

Ms. Costello stated that at its September 9, 2021 meeting, the Policy Committee unanimously recommended approval of the draft Ordinance to the Planning Commission.

Ms. Costello stated that staff recommends that the Planning Commission forward a recommendation of approval to the Board of Supervisors.

Mr. Haldeman called for disclosures from the Commission.

There were no disclosures.

Mr. Haldeman opened the Public Hearing.

As no one wished to speak, Mr. Haldeman closed the Public Hearing.

Mr. Polster made a motion to recommend approval of the Ordinance amendment.

On a roll call vote, the Commission voted to recommend approval of ORD-20-0015. Zoning Ordinance Amendments to Address the Keeping of Bees in Non-Residential Districts. (6-0)

AGENDA ITEM NO. G.2.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Terry Costello, Deputy Zoning Administrator/Senior Planner

SUBJECT: SUP-21-0016. Williamsburg Unitarian Universalists Church School

ATTACHMENTS:

	Description	Type
D	Staff Report	Staff Report
D	Resolution	Resolution
D	Location Map	Exhibit
D	Master Plan	Exhibit
ם	Unapproved Minutes from the November 3, 2021 Planning Commission Meeting	Minutes
ם	Email from adjacent property owner	Backup Material

REVIEWERS:

Department	Reviewer	Action	Date
Planning	Holt, Paul	Approved	11/23/2021 - 7:48 PM
Development Management	Holt, Paul	Approved	11/23/2021 - 7:48 PM
Publication Management	Daniel, Martha	Approved	11/24/2021 - 8:04 AM
Legal Review	Kinsman, Adam	Approved	11/29/2021 - 1:48 PM
Board Secretary	Saeed, Teresa	Approved	12/1/2021 - 11:11 AM
Board Secretary	Purse, Jason	Approved	12/7/2021 - 2:30 PM
Board Secretary	Saeed, Teresa	Approved	12/7/2021 - 2:35 PM

SPECIAL USE PERMIT-21-0016. Williamsburg Unitarian Universalists Church School

Staff Report for the December 14, 2021, Board of Supervisors Public Hearing

SUMMARY FACTS

Applicant: Mr. Joe Cross

Land Owner: Williamsburg Universalists

Proposal: To allow for a school within an existing

place of public assembly for a maximum of

30 children with five staff members.

Location: 3051 Ironbound Road

Tax Map/Parcel No.: 4710100065A

Project Acreage: ± 7.5 acres, using approximately 2,200

square footage of 12,103 square feet total,

in addition to the outside playground

Zoning: R-8, Rural Residential

Comprehensive Plan: Low Density Residential

Primary Service Area: Inside

Staff Contact: Terry Costello, Deputy Zoning

Administrator/Senior Planner

PUBLIC HEARING DATES

Planning Commission: November 3, 2021, 6:00 p.m.

Board of Supervisors: December 14, 2021, 5:00 p.m.

FACTORS FAVORABLE

- 1. With the proposed conditions, staff finds the proposal to be compatible with the surrounding zoning and development.
- 2. With the proposed conditions, staff finds the proposal to be consistent with the adopted 2045 Comprehensive Plan.
- 3. Adequate off-street parking is provided.
- 4. Impacts: See Impact Analysis on Pages 3-4.

FACTORS UNFAVORABLE

1. Impacts: See Impact Analysis on Pages 3-4.

SUMMARY STAFF RECOMMENDATION

Approval, subject to the proposed conditions.

PLANNING COMMISSION RECOMMENDATION

At its November 3, 2021 meeting, the Planning Commission voted to recommend approval of this application by a vote of 6-0 (O'Conner absent).

PROPOSED CHANGES MADE SINCE THE PLANNING COMMISSION MEETING

None.

Staff Report for the December 14, 2021, Board of Supervisors Public Hearing

PROJECT DESCRIPTION

- This proposal is to allow for a school within an existing place of public assembly. A Special Use Permit (SUP) is required for schools in R-8, Rural Residential.
- Eighty percent of the groups or programs at the church meet during the week. Of that group, the majority meet after 6 p.m. The groups that do meet during the day typically have six or less participants. Twenty percent of the groups or programs that meet at the church meet after church services on Sunday, or Sunday afternoons. All non-church groups or programs meet exclusively on Saturday and Sundays. (These numbers are pre-COVID-19).
- The school will have a maximum of 30 children. The ages range from toddler to kindergarten age. The school will have five staff members. The program will operate Monday through Friday. The program will be utilizing approximately 2,200 square feet of the total building square footage of 12,103 square feet. The outside playground will also be used. The hours of operation will be from 7:30 a.m.-6 p.m., with instructional time from 8:30 a.m. -3 p.m. There will be very limited daycare before 8:30 a.m. and after 3 p.m. It is anticipated no more than five children will be attending daycare before school begins and after school ends.
- The site currently has 57 paved parking spaces and 16 gravel parking spaces for a total of 73 spaces. There is adequate parking for the staff that will be on-site and the few parents who will utilize the daycare program. The majority of children will be dropped off in a car line and picked up in the same manner.

PLANNING AND ZONING HISTORY

• The Williamsburg Unitarian Universalists Church has occupied its current facility since January 1997. The original site plan for

the sanctuary of approximately 5,000 square feet was approved by the Planning Division in September 1994 and amended in August 1999, before an SUP was required. The James City County Zoning Ordinance was amended in December 1999 to require an SUP for houses of worship (places of public assembly) on R-8 zoned property.

- An SUP (SUP-20-95) was approved in July 1995 for a school in an existing structure on the property. A daycare and its expansion were approved with the special use permits, SUP-33-96 (March 1997) and SUP-12-99 (July 1999).
- An SUP (SUP-0017-2014) was approved in January 2015 to expand the building and parking area and to permit the use of the "Parker House" as an accessory use to the house of worship or as a single-family dwelling for rent. This SUP replaced the previous SUPs mentioned above.
- This SUP request will not replace SUP-0017-2014 but will be in addition to the approved SUP for the place of public assembly.

SURROUNDING ZONING AND DEVELOPMENT

North: PL, Public Lands and R-8, Rural Residential.

East: R-8, Rural Residential.

South: R-8, Rural Residential.

West: PL, Public Lands and R-8, Rural Residential.

The property is located east of Clara Byrd Baker Elementary School and the James City Service Authority's Treatment Plant. Surrounding properties to the north, east, west, and south contain single-family residential dwellings.

SPECIAL USE PERMIT-21-0016. Williamsburg Unitarian Universalists Church School

Staff Report for the December 14, 2021, Board of Supervisors Public Hearing

Impacts/Potentially Unfavorable Conditions	Status (No Mitigation Required/Mitigated/Not Fully Mitigated)	Considerations/Proposed Mitigation of Potentially Unfavorable Conditions
Public Transportation: Vehicular	Mitigated	-The proposed use on the property is not anticipated to exceed 100 peak hour trips. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual, approximately 19 morning peak hour trips would be generated and approximately 10 afternoon peak hour trips would be generated. The majority of the traffic from the school/daycare use should not coincide with traffic generated at the start and end times for Clara Byrd Baker Elementary School. (Condition No. 3). -The subject property is located on a major collector road, as recommended in the Comprehensive Plan for commercial uses in areas designated Low Density Residential. -No changes anticipated to the Level of Service on Ironbound Road. According to the 2035 Comprehensive Plan, the Level of Service for that portion of Ironbound Road is at Level A-C. The draft 2045 Comprehensive Plan confirms this status in 2017, and projects it to remain the same in 2045.
Public Transportation: Pedestrian/Bicycle	No Mitigation Required	-Pedestrian/bicycle accommodations are not triggered when there are no changes proposed to the building footprint.
Public Safety	No Mitigation Required	-Subject property is located within a six-minute radius of Fire Stations 3 and 5The proposal does not generate impacts that require mitigation to the County's emergency services or facilities.
Public Schools	No Mitigation Required	-The proposal will not generate schoolchildren.
Public Parks and Recreation	No Mitigation Required	-The proposal does not generate impacts that require mitigation to the County's parks and recreation services or facilities.
Public Libraries and Cultural Centers	No Mitigation Required	-The proposal does not generate impacts that require mitigation to public libraries or cultural centers.
Groundwater and Drinking Water Resources	No Mitigation Required	-The proposal does not generate impacts that require mitigation to groundwater or drinking water resources.

SPECIAL USE PERMIT-21-0016. Williamsburg Unitarian Universalists Church School

Staff Report for the December 14, 2021, Board of Supervisors Public Hearing

Impacts/Potentially Unfavorable Conditions	Status (No Mitigation Required/Mitigated/Not Fully Mitigated)	Considerations/Proposed Mitigation of Potentially Unfavorable Conditions
Watersheds, Streams, and Reservoirs	No Mitigation Required	-The Stormwater and Resource Protection Division has reviewed this application and had no objections. No new impervious surface is proposed as part of this SUP request. Should exterior site improvements be made in the future, such as an expansion or paved parking area, those improvements would be subject to additional environmental review at that time.
<u>Cultural/Historic</u>	No Mitigation Required	-The subject property has been previously disturbed and has no known cultural resources on-site.
Nearby and Surrounding Properties	No Mitigation Required	-The subject property is located near both residential and public usesTraffic is anticipated to be typical of a community facility, the subject property must adhere to the County's Noise Ordinance, and there is no new signage or lighting proposed.
Community Character	No Mitigation Required	-Ironbound Road is located along a Community Character Corridor (CCC)Existing façade and landscaping maintain the property's character, and parking is not located directly on the CCC as recommended by the Comprehensive Plan.

Staff Report for the December 14, 2021, Board of Supervisors Public Hearing

COMPREHENSIVE PLAN

- The property is designated Low Density Residential on the 2035 Comprehensive Plan Land Use Map and on the adopted 2045 Comprehensive Plan Land Use Map. Two parcels north and west are federal, state, and County land. All remaining properties north and west, as well as south and east, are designated Low Density Residential. For Low Density Residential, appropriate primary uses recommended by the Comprehensive Plan include single-family homes, multifamily units, accessory units, and cluster housing. Other uses including schools, places of public assembly, very limited commercial, and community-oriented facilities may also be considered appropriate should the proposal meet the following standards:
- Complements the residential character of the area. Staff finds the proposal consistent with the residential character of the area, as no exterior changes to the building or property are proposed.
- Have traffic, noise, lighting, and other impacts similar to surrounding residential uses. Traffic is anticipated to be typical of a community facility, and the times traffic would be generated for the school should not coincide with start and end times for Clara Byrd Baker Elementary School (Condition No. 3). Approximately 19 morning peak hour trips are anticipated, with approximately 10 afternoon peak hour trips. (ITE Trip Generation Manual) The subject property must adhere to the County's Noise Ordinance, and there is no new signage or lighting proposed.
- Generally be located on collector or arterial roads at intersections.
 This property is located on, and takes access from, Ironbound Road. The Virginia Department of Transportation classifies Ironbound Road as a major collector road.

• Provide adequate screening and buffering to protect the character of nearby residential areas. Staff finds that existing vegetation provide adequate screening of the existing place of public assembly from adjacent properties. The school use will be located entirely within the existing place of public assembly structure, while also utilizing the outdoor playground.

PROPOSED SUP CONDITIONS

Proposed conditions are provided as Attachment No.1.

STAFF RECOMMENDATION

Staff finds that the proposal is compatible with surrounding zoning and development and consistent with the 2045 Comprehensive Plan.

Staff recommends approval of this application subject to the attached conditions.

TC/ap SUP21-16UnitrnUnivUpd

Attachments:

- 1. Resolution
- 2. Location Map
- 3. Master Plan
- 4. Unapproved minutes of the November 3, 2021, Planning Commission Meeting
- 5. Email from adjacent property owner

RESOLUTION

CASE NO. SUP-21-0016. WILLIAMSBURG UNITARIAN UNIVERSALISTS

CHURCH SCHOOL

- WHEREAS, the Board of Supervisors of James City County, Virginia, has adopted by Ordinance specific land uses that shall be subjected to a Special Use Permit (SUP) process; and
- WHEREAS, Mr. Joe Cross has applied for an SUP to allow for a school within an existing place of public assembly located at 3051 Ironbound Road and further identified as James City County Real Estate Tax Map Parcel No. 4710100065A (the "Property"); and
- WHEREAS, the Planning Commission, following its public hearing on November 3, 2021, recommended approval of Case No. SUP-21-0016 by a vote of 6-0; and
- WHEREAS, a public hearing was advertised, adjoining property owners notified, and a hearing conducted on Case No. SUP-21-0016; and
- WHEREAS, the Board of Supervisors of James City County, Virginia, finds this use to be consistent with the 2045 Comprehensive Plan Land Use Map designation for the Property.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, after consideration of the factors in Section 24-9 of the James City County Code, does hereby approve the issuance of Case No. SUP-21-0016 as described herein with the following conditions:
 - Master Plan. This SUP shall permit a school on property located at 3051 Ironbound Road and further identified as James City County Real Estate Tax Map Parcel No. 4710100065A (the "Property"). The use and layout of the Property shall be generally as shown on the document entitled "SUP-21-0016, Williamsburg Unitarian Universalists Church School" and date stamped October 15, 2021, with any deviations considered per Section 24-23(a)(2) of the Zoning Ordinance, as amended.
 - 2. <u>School Building</u>. The school shall be operated within the existing specially permitted place of public assembly on the Property.
 - 3. <u>Hours of Operation</u>. The school shall be limited to hours of operation, which include drop-off and pick-up times, from 7:30 a.m. to 6:00 p.m., Monday through Friday.
 - 4. <u>Enrollment</u>. Enrollment of the school shall be limited to thirty (30) children, Pre-K through Kindergarten. On or before January 1 of each year, school enrollment data for the previous calendar year and projected enrollment for the upcoming calendar year shall be provided to the Zoning Administrator, or designee. The enrollment numbers shall include the total number of children enrolled and the number of staff employed.

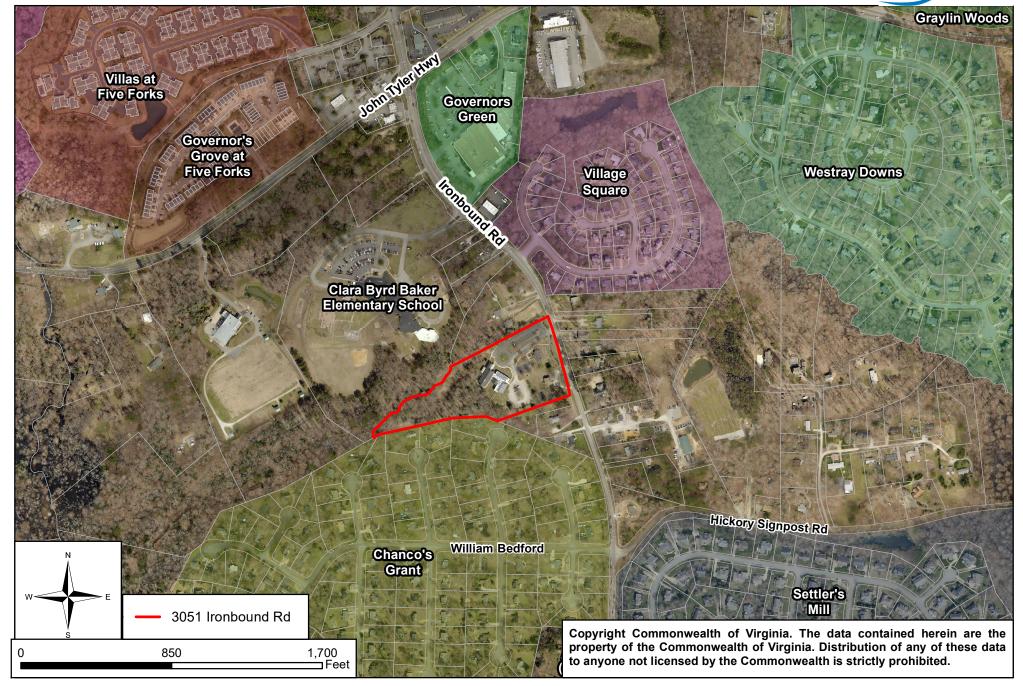
- 5. <u>Commencement of Use</u>. The school shall be in operation within eighteen (18) months from the date of approval of this SUP, or this SUP shall automatically be void.
- 6. <u>Severance Clause</u>. This SUP is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

		Michael J. Chairman,		f Supervisors	_
ATTEST:		VOTE	S		
		<u>AYE</u>	<u>NAY</u>	ABSTAIN	ABSENT
	SADLER ICENHOUR				
Teresa J. Saeed	LARSON				
Deputy Clerk to the Board	MCGLENNON				
	HIPPLE				
Adopted by the Boar December, 2021.	d of Supervisors of Ja	mes City	County,	Virginia, this	14th day of

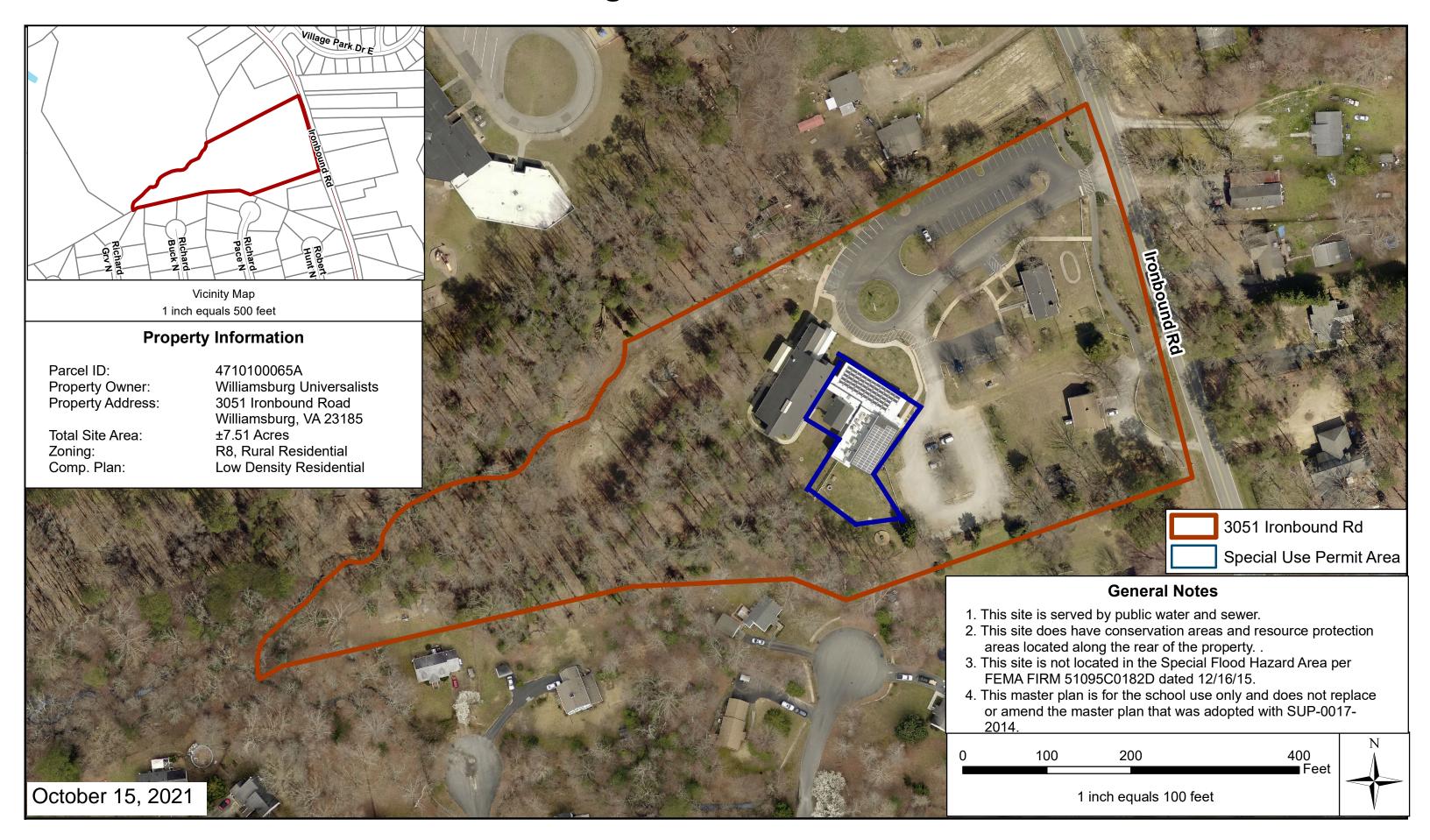
SUP21-16UnitrnUniv-res

JCC SUP-21-0016 Williamsburg Unitarian Universalists Church School





SUP-21-0016. Williamsburg Unitarian Universalists Church School



Unapproved Minutes of the November 3, 2021 Planning Commission Regular Meeting

SUP-21-0016. Williamsburg Unitarian Church School

Ms. Terry Costello, Deputy Zoning Administrator, stated that Mr. Joe Cross, Williamsburg Unitarian Universalist Church, has applied for an SUP to allow for a school within the existing church structure located at 3051 Ironbound Road. Ms. Costello stated that the property is zoned R-8, Rural Residential, and designated Low Density Residential on the 2045 Comprehensive Plan Land Use Map and is located inside the Primary Service Area.

Ms. Costello further stated that the Church has occupied this building since January 1997. Ms. Costello further stated that an SUP was approved in 2015 to expand the building and parking area, and permit the two other structures on the property as accessory to the Church.

Ms. Costello stated that the school will have a maximum of 30 students and five staff members. Ms. Costello further stated that the children will range in age from Pre-K through Kindergarten.

Ms. Costello stated that the hours of operation will be from 7:30 a.m. until 6 p.m. Monday through Friday. Ms. Costello stated that the hours of instruction will be 8:30 a.m. through 3 p.m. Ms. Costello stated that there would be very limited daycare before 8:30 a.m. and after 3 p.m. Ms. Costello stated that the children will be picked up in a car line similar to other schools. Ms. Costello stated that the school will be operated within the current facility and use the existing outdoor play area.

Ms. Costello stated that staff finds the proposal to be compatible with surrounding development and consistent with the 2045 Comprehensive Plan. Ms. Costello stated that staff recommends that the Planning Commission recommend approval of the application to the Board of Supervisors subject to the proposed conditions.

Mr. Haldeman inquired if there would be any new construction.

Ms. Costello confirmed that there would not be any new construction.

Mr. Haldeman called for disclosures from the Commission.

There were no disclosures.

Mr. Haldeman opened the Public Hearing.

As no one wished to speak, Mr. Haldeman closed the Public Hearing.

Mr. Krapf made a motion to recommend approval of the application.

On a roll call vote, the Commission voted to recommend approval of SUP-21-0016. Williamsburg Unitarian Church School. (6-0)

Terry Costello

To: Terry Costello

Subject: FW: [External] Williamsburg Unitarian Universalists Church School

From: Andrea Armstrong <andbubs@cox.net>
Sent: Sunday, October 24, 2021 12:00 AM

To: Community Development < community.development@jamescitycountyva.gov>

Subject: [External] Williamsburg Unitarian Universalists Church School

We are absolutely against the initiation of a "church school" in our neighborhood. There is already a public school just

a few steps down the road in close proximity to them. Another school is NOT NEEDED. We already have school bus

backups, very long lines of cars blocking the road which prevent us from getting back home after appointments, etc. Also,

as I mentioned, there is a fully functional school available in our area. Another school is definitely NOT NECESSARY at all.

We oppose all efforts to have a church school here.

Sincerely,

John and Andrea Armstrong

AGENDA ITEM NO. G.3.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Thomas Wysong, Senior Planner II

SUBJECT: SUP 19-0006. Hazelwood Farms - The Village Center

ATTACHMENTS:

	Description	Type
D	Staff Report	Staff Report
D	1. Resolution	Resolution
D	2. Location Map	Exhibit
D	3. Master Plan	Exhibit
D	4. Design Guidelines	Backup Material
D	5. Community Impact Statement	Backup Material
D	6.Traffic Impact Analysis	Backup Material
D	7. DRW Transportation Memos	Backup Material
D	8. Water & Sewer Graphic	Backup Material
ם	9. Proposed Transportation Improvement Map	Backup Material
D	10. Public Input	Backup Material
D	11. PC Minutes	Backup Material

REVIEWERS:

Department	Reviewer	Action	Date
Planning	Holt, Paul	Approved	11/23/2021 - 10:34 AM
Development Management	Holt, Paul	Approved	11/23/2021 - 10:34 AM
Publication Management	Daniel, Martha	Approved	11/23/2021 - 10:50 AM
Legal Review	Kinsman, Adam	Approved	11/23/2021 - 2:40 PM
Board Secretary	Saeed, Teresa	Approved	11/23/2021 - 4:05 PM
Board Secretary	Purse, Jason	Approved	12/7/2021 - 2:30 PM
Board Secretary	Saeed, Teresa	Approved	12/7/2021 - 2:34 PM

SUMMARY FACTS

Applicant: Mr. Tim Trant, Kaufman and Canoles

Land Owners: Hazelwood Farms LLC and Hazelwood R

M III Trustee et ALS

Proposal: A request for a Special Use Permit (SUP)

on property located at 9505, 9517, 9689, and 9701 Old Stage Road, further identified as James City County Tax Map Nos. 0440100009, 0440100008, 0440100003, and 0440100002, respectively, and that portion of 9400 Barnes Road lying north of Interstate 64 (I-64), further identified as the portion of James City County Tax Map No. 0430100017 lying north of I-64 (collectively, the "Properties").

The application requests the following specially permitted uses on the Properties:

- a convenience store which sells and dispenses fuel;
- extension of public water and sewer facilities;
- commercial buildings or groups of buildings that exceed 10,000 square feet of floor area pursuant to County Code Section 24-11(a)(2) and within the square footage limits shown on the master plan;
- commercial buildings or groups of buildings, not including office uses, which generate, or would be expected to generate, a total of 100 or more additional trips to and from the site

during the peak hour of the operation pursuant to County Code Section 24-

11(a)(3); and

• any buildings, additions, and expansions requiring an SUP pursuant to

County Code Section 24-11(b).

Locations: 9505 Old Stage Road

9517 Old Stage Road 9689 Old Stage Road 9701 Old Stage Road

9400 Barnes Road (portion north of I-64)

Tax Map/Parcel Nos.: 0440100009

0440100008 0440100003 0440100002 0430100017

Current Zoning: B-1, General Business

Project Acreage: The five parcels together total approxi-

mately 79 acres

Comprehensive Plan: Mixed Use Stonehouse

Primary Service Area: Inside

(PSA)

Staff Contact: Thomas Wysong, Senior Planner II

PUBLIC HEARING DATES

Planning Commission: October 6, 2021, 6:00 p.m.

Board of Supervisors: November 9, 2021 5:00 p.m. (Postponed)

December 14, 2021 5:00 p.m.

FACTORS FAVORABLE

- 1. Staff finds the proposal to be consistent with the adopted Comprehensive Plan.
- 2. The applicant has submitted a Traffic Impact Analysis (TIA) accounting for the proposed commercial development. The proposed SUP conditions for multiple transportation commitments are intended to mitigate the proposed impacts of the development, improve the adjacent transportation network, and establish bicycle and pedestrian connections within the development and adjacent to nearby parcels.
- 3. The applicant has submitted design guidelines that adhere to the guidance in the Comprehensive Plan for Mixed Use development and exceed the requirements of the B-1, General Business Zoning District.
- 4. SUP conditions are proposed which are anticipated to mitigate impacts for each use.
- 5. With the proposed SUP conditions, staff finds that the proposal will not negatively impact surrounding development.
- 6. This proposal passes the Adequate Transportation Facilities Test.
- 7. Impacts: See Impact Analysis on Pages 9-12.

FACTORS UNFAVORABLE

- 1. Impacts: See Impact Analysis on Pages 9-12.
- 2. The proposal does not fully align with the *Regional Bikeways Plan*.

SUMMARY STAFF RECOMMENDATION

Staff recommends that the Board of Supervisors approve the application, subject to the proposed conditions.

PLANNING COMMISSION RECOMMENDATION

At its October 6, 2021, Regular meeting, the Planning Commission recommended approval of the application with the proposed conditions by a vote of 6-0.

CHANGES SINCE PLANNING COMMISSION MEETING

None.

PROJECT DESCRIPTION

Mr. Tim Trant has applied on behalf of Hazelwood Farms LLC and Hazelwood R M III Trustee et ALS for an SUP for the following uses:

- a convenience store which sells and dispenses fuel;
- extensions of public water and sewer facilities;
- commercial buildings or groups of buildings that exceed 10,000 square feet of floor area pursuant to County Code Section 24-11(a)(2) and within the square footage limits shown on the master plan;
- commercial buildings or groups of buildings, not including office uses, which generate, or would be expected to generate, a total of 100 or more additional trips to and from the site during the peak hour of the operation pursuant to County Code Section 24-11(a)(3); and
- any buildings, additions, and expansions requiring an SUP pursuant to County Code Section 24-11(b).

The proposed SUP conditions would only allow for two fast food restaurants, one convenience store with fuel sales, and one bank with drive-through on the property.

Site Layout

The Hazelwood Farms Village Center is envisioned as an entertainment, retail, office, and business support complex. This SUP is being sought to permit up to 510,000 square feet of various retail, grocery, bank, office, self-storage, restaurant, hotel, convenience store, fuel station, and other commercial uses consistent with the B-1 zoning within a common development on these properties. The Village Center is a long-term project, meaning the applicant does not currently know the end users of the site or the exact locations of each use being proposed. As such, the proposed master plan and submitted design guidelines show the general layout of the Village Center and the uses designated for each of the five Land Bays of the property. Regarding public water and sewer, the site design proposes to extend a water transmission main and sewer force main from Fieldstone Parkway and under Route 30 to serve the development within the Village Center (See Attachment No. 8 for Improvement Graphic).

The site design proposes access to the property solely through the two entrances from Route 30 shown on the master plan. Commercial uses are proposed within each of the five Land Bays. A multiuse path is proposed along the frontage of the Property on Route 30 and connecting to interior commercial development. Land Bays 1, 2, and 3, which abut Route 30, are designated as the location of the "Frontage Retail Area," in which the applicant is proposing commercial use. The proposed SUP conditions limit the number of those particular uses that might have a negative impact on neighboring properties and community character. Specifically, the following limits are proposed in the conditions:

- Fast food restaurants with drive-throughs: two maximum
- Convenience stores with fuel sales: one maximum
- Banks with drive-throughs: one maximum

The applicant has submitted design guidelines for all development within the Village Center, which commit to bicycle and pedestrian connectivity, designing for public access improvements, parking standards, building pattern and form, and special design requirements. Per the illustrative layout detailed in the submitted design guidelines, the applicant envisions a series of inline shops, a food store, and a theatre as potential uses for Land Bay 5. A hotel is also shown as a potential use for Land Bay 4.

Public Transportation: Vehicular

The scale of this proposal requires the submittal of a TIA. The TIA examines the existing conditions of vehicular traffic for roads and intersections serving and impacted by the proposal of the Enterprise Center and the Village Center and the projected traffic impacts of the Hazelwood proposal on these roads and intersections with proposed improvements on these roads and intersections. For the Village Center, the Route 30/Fieldstone Parkway intersection, Route 30/Eastbound Ramp A intersection, and Route 30/Barnes Road intersection are the three existing intersections analyzed within the TIA. These intersections are not signalized or programmed for improvement by the Virginia Department of Transportation (VDOT). Each are expected to have increased demand as a result of the development of the Village Center. SUP conditions are proposed requiring a multistepped approach to improve the road network and mitigate the traffic impacts that are anticipated for the Village Center.

The first step is completing the TIA and gaining approval from VDOT for this analysis. The TIA has been reviewed by the County, Kimley-Horn and Associates (KHA), and VDOT, with KHA recommending approval and VDOT issuing approval. The approved TIA serves as the guide for the proposed improvements accompanying this SUP application.

The second step is ensuring the appropriate improvements are reviewed and scheduled for implementation. Per the proposed SUP

conditions, the applicant is guaranteeing a Signal Justification Report (SJR) for the Route 30/Fieldstone Parkway and Route 30/I-64 Eastbound off-ramp intersections and Phasing Plan for both intersections will be approved prior to the submittal of the first site plan for the Village Center. The developer will be required to meet with the County and VDOT prior to submittal of both items to discuss traffic study requirements and review any updated road improvements that have occurred, been proffered by others, or funded by VDOT.

The third step is utilizing the approved Phasing Plan to ensure the necessary road improvements are installed as the Village Center is developed. The Phasing Plan is conditioned to include the improvements within the TIA, which are shown on the master plan and are intended to mitigate traffic impacts. Please see the table on the next page for a summary of the Level of Service (LOS) analysis of road facilities conducted within the TIA.

	Hazelwood TIA LOS Analysis							
Road/Intersection (Project site impacted in bold)	Current Status	Current Overall LOS	2030 Projected Overall LOS Without Hazelwood	Proposed Hazelwood Improvement (Proffered or Conditioned)	2030 Projected Overall LOS With Hazelwood	2030 Projected Overall LOS With Hazelwood, Moss Creek, and Stonehouse Developed*		
Route 30/Fieldstone Parkway Village Center	Unsignalized	Level C or >	Level C or >	 Signalization. Addition of double left-turn lanes on north-bound Route 30 at Property entrance. Addition of right-turn lane on southbound Route 30 at Property entrance. Property entrance with four exit lanes and two entering lanes. Shared use path. 	Level C or >	Level C		
Route 30/I-64 Westbound Ramps Enterprise Center	Unsignalized	Level C or >	Level C or >	Signalization.Adjustment of pavement for improvement.	Level B	Level B		
Route 30/I-64 Eastbound Ramp A	Unsignalized	Level B or >	Level B or >	- Signalization.	Level B	Level A		
Route 30/Old Stage Road Enterprise Center	Unsignalized	Level C or >	Level C or >	 Signalization. Addition of second left-turn lane on northbound Route 30. Extension of right-turn lane on southbound Route 30 at Route 746 Old Stage Road to make a continuous lane with merging lane from 	Level B	Level C		

				-	I-64 off ramp onto Route 30. Third northbound through lane on Route 30 at approach to Route 746 Old Stage Road and continuing to drop off lane at ramp to I-64 east. Improvements to Route 746 Old Stage Road as shown on the master plan. Adding second west- bound approach lane and taper on VDOT frontage road. Restriction to two entrances on Old Stage Road as shown on master plan.		
Route 30/Barnes Road Village Center	Unsignalized	Level C or >	Level C or >	-	None, Remain Unsignalized.	Level D or >	Level F**
I-64 Merges/Diverges Enterprise Center/Village Center	Unsignalized	Level B or >	Level B or >	-	See continuous turn lane proposed for Route 30/Old Stage Road.	Level B or >	Level C or >

^{*90/100} Cycles analysis from TIA referenced in this column. TIA also includes 70-second cycle analysis, but 90/100 cycle deemed more appropriate.

^{**}See DRW Consultants LLC Memo dated 1/14/2020 for context on this intersection. The possibility of a U-turn at the signalized Fieldstone Parkway is presented as a potential solution to this LOS issue and can be expected to be examined during the SJR review of the Fieldstone Parkway and Route 30 intersection.

In addition to the improvements detailed in the preceding table, the proposed SUP conditions restrict access to Barnes Road (except in the case of emergencies) and to include a public bus stop with the first site plan for development of the property. In order to ensure development does not exceed the bounds of the TIA, the proposed SUP conditions require that Property cannot exceed 1,596 PM peak hour trips as determined by the most recent edition of the Institute of Transportation Engineers Trip Generation Manual (the ITE Manual) at the time of each site plan approval for the development of the Property. Peak hour trips will be calculated and submitted with each development plan for the property.

Roadway congestion information from the 2045 Comprehensive Plan is presented below. As shown in the table, the most recent LOS data for each of the three facilities related to this proposal have a LOS in the A-C range. For each of these facilities, this LOS is anticipated to remain in this range in 2045.

Future Roadway Congestion Level

Facility	From	То	2017 Weekday Volume	2045 Weekday Volume	2017 PM Peak Period LOS	2045 PM Peak Period LOS
Barhamsville Road (Route 30)	I-64	Route 60	19,004	32,280	A-C	A-C
Old Stage Road (Route 30)	New Kent CL	Barnes Road (Route 601 S)	14,943	19,225	A-C	A-C
Old Stage Road (Route 30)	Barnes Road (Route 601 S)	I-64	8,315	13,680	A-C	A-C

The County adopted the Adequate Transportation Facilities Test by resolution on August 14, 2018. This policy requires for a proposed SUP or rezoning to be tested during the application process to ensure that transportation facilities are adequate to mitigate traffic impacts. Per the adopted policy, a proposed rezoning or special use permit application will pass the test if:

- i. No off-site improvements are required by the TIA that is approved by both the Planning Director and VDOT; or
- ii. All off-site improvements recommended by a TIA that is approved by both the Planning Director and VDOT are guaranteed in a form approved by the Planning Director and County Attorney.

The transportation improvements required by the SUP Conditions (which are recommended within the approved TIA) accompanying this application ensure that this proposal passes the Adequate Transportation Facilities Test.

PLANNING AND ZONING HISTORY

All of the parcels subject to this applicant are zoned B-1, which has been the zoning for the property since at least the 1980s.

SURROUNDING ZONING AND DEVELOPMENT

North: A-1, General Agricultural

MU, Mixed Use

West: A-1, General Agricultural

South: A-1, General Agricultural

B-1, General Business

East: PUD-R, Planned Unit Development Residential

The subject Property is located east of Barnes Road (Route 601), north of I-64, west of Old Stage Road, and west of Old Stage Road (Route 30). The Moss Creek Commerce Center and Land Bay 5 of the Stonehouse development are located to the east of the property on the other side of Route 30. Both of these projects are currently undeveloped. The Moss Creek parcel is zoned for Mixed Use and can permit development in accordance with the adopted Moss Creek Master Plan, which includes office/warehouse, a convenience store with fuel sales, a restaurant, and retail uses. Per the adopted Stonehouse Master Plan, Land Bay 5 is designated for up to 180 residential units.

IMPACT ANALYSIS

Impacts/Potentially Unfavorable Conditions	Status (No Mitigation Required/Mitigated/Not Fully Mitigated)	Considerations/Proposed Mitigation of Potentially Unfavorable Conditions
Public Transportation: Vehicular	Mitigated	- See discussion on Page 3.
Public Transportation: Pedestrian/Bicycle	Not Fully Mitigated	 The County's <i>Pedestrian Accommodation Master Plan</i> requires a multiuse path along the southern frontage of Route 30. The Regional Bikeways Map proposes a bike lane along the southern frontage of Route 30. Pursuant to Sec. 24-35 of the Zoning Ordinance, the proposed improvements shown on these maps are required to be shown on the site plan and installed at development. The bike lane will be further evaluated during the site plan review process. The master plan proposed a multiuse path along the southern frontage of Route 30. Condition No. 4 requires the guarantee of this path prior to initial site plan approval. Condition No. 15 ensures an internal traffic signage plan shall be submitted with site plans, which helps ensure pedestrian and cyclist safety. Condition No. 17 requires internal pedestrian connections to be provided on the property.
Public Safety	No Mitigation Required	 Located within a six-minute radius of Fire Station 1. The proposal does not generate impacts that require mitigation to the County's emergency services or facilities.
Public Schools	No Mitigation Required	- No residential units are proposed within the Village Center.
Public Parks and Recreation	No Mitigation Required	- No residential units are proposed within the Village Center.
Public Libraries and Cultural Centers	No Mitigation Required	- The proposal does not generate impacts that require mitigation to public libraries or cultural centers.

Impacts/Potentially Unfavorable Conditions	Status (No Mitigation Required/Mitigated/Not Fully Mitigated)	Considerations/Proposed Mitigation of Potentially Unfavorable Conditions
Groundwater and Drinking Water Resources	Mitigated	- The Village Center Master Plan proposes to use the existing James City Service Authority (JCSA) water main and sewer force main on Fieldstone Parkway. JCSA has reviewed and approved this conceptual proposal on the master plan, as well as the projected water and sewer flows within the CIS. The Master Plan shows a proposed public utility easement in the event that future looping of the water system under I-64 is pursued.
		Conditions
Watersheds, Streams, and	Mitigated	 Condition No. 5 requires water conservation standards to be instituted and for the developer to consider designing the stormwater systems such that stormwater can be collected for irrigation. Furthermore, this condition prohibits the JCSA public water supply from being used for irrigation. The conditions specific to convenience stores with fuel sales (Condition No. 20) require a Spill Prevention, Control and Countermeasures Plan be provided prior to issuance of a land disturbance permit. The master plan includes the reservation of a corridor to accommodate a JCSA easement for a potential future water main loop. The master plan shows a conceptual layout for stormwater management
Reservoirs		facilities. This project is located within the Diascund Creek watershed.
		Conditions - Condition No. 19 requires the submittal of a Master Stormwater Management Plan meeting a higher standard than what is required by the County Ordinance.
<u>Cultural/Historic</u>	No Mitigation Required	- Per Section 24-145 of the Zoning Ordinance, an archaeological study and natural resource inventory will be required at the development plan stage.

Impacts/Potentially Unfavorable Conditions	Status (No Mitigation Required/Mitigated/Not Fully Mitigated)	Considerations/Proposed Mitigation of Potentially Unfavorable Conditions
Nearby and Surrounding Properties	Mitigated	 Conditions Condition No. 6 requires a 50-foot vegetated buffer along the Route 30 right-of-way. Condition No. 7 requires a 50-foot vegetated buffer with additional evergreen plantings along I-64 to screen development in adjacent Land Areas. Condition No. 8 requires a 100-foot vegetated buffer along the Barnes Road right-of-way to screen the project from nearby residential properties. Condition No. 14 requires screening of all dumpsters, ground mounted HVAC, mechanical units, and cart corrals. Condition No. 18 limits the height of lighting fixtures and states that lighting shall not be routinely illuminated at night. Condition No. 20 (Convenience Stores with Fuel Sales) curtails outside displays, sale, or storage, and intercom and speaker noise. Condition No. 21 (Fast-Food Restaurants) curtails outside displays, sale, or storage, and intercom and speaker noise.

Impacts/Potentially Unfavorable Conditions	Status (No Mitigation Required/Mitigated/Not Fully Mitigated)	Considerations/Proposed Mitigation of Potentially Unfavorable Conditions
Community Character	Mitigated	 Route 30 is designated as a Wooded Community Character Corridor. Conditions The applicant has submitted design guidelines conditioned as part of this SUP. Condition No. 3 prohibits a single building on the property from exceeding 70,000 square feet. Condition No. 6 requires a 50-foot vegetated buffer along Route 30. Condition No. 11 requires each site plan submitted to include the final architectural design for all buildings and include general elevations of the buildings, as well as the view of the building for all sides visible from Old Stage Road (Route 30) for the Director of Planning's review. Condition No. 12 requires enhanced site design requiring a higher standard of façade design for certain buildings, parking lot design, location standards for drive-through uses, building footprint requirements, and design criteria for mini-storage warehouse use. Condition No. 13 requires free-standing signage to be externally illuminated monument style signs not to exceed 8 feet in height, with brick base or similar material.

Comprehensive Plan

The property is designated Mixed Use-Stonehouse on the Comprehensive Plan Land Use Map. The text for the specific Stonehouse Mixed-Use area from the Comprehensive Plan is provided below:

"The principal suggested uses for the Stonehouse Mixed Use area are light industrial and office/business park. Except for the area between I-64 and Old Stage Road, commercial uses should be clearly secondary in nature, should be limited in scale, comprise a small percentage of the land area of the overall mixed use area, and be oriented towards support services that employees and residents in the Stonehouse area can utilize. The commercial uses should not be developed in a "strip" commercial fashion, but rather should be internally oriented with limited and shared access to Route 30. For the area between I-64 and Old Stage Road, community-scale commercial uses (such as shopping center, hotel, restaurant, and office uses) consistent with prominent interstate interchange access and in support of surrounding residential development are envisioned. For the area between I-64 and Old Stage Road, residential is not a recommended use.

Staff finds the proposed Village Center is consistent with this language. The proposed development is for community-scale commercial uses, includes design guidelines that prohibit "strip development" and includes internal orientation of the site, and does not contain residential development.

The 2045 Comprehensive Plan update for the Mixed Use Stonehouse designation included one additional sentence for the Stonehouse Mixed Use Area: "Future development in the Stonehouse area will be conditioned on the provision of adequate transportation access."

Staff finds the proposed Village Center is consistent with this language, given the approved TIA and proposed SUP transportation conditions for the development.

The overall Mixed Use designation was revised and updated as part of the 2045 Comprehensive Plan Update to include general guidelines for overall development, the mix of uses, recommended densities and intensities, etc. The Village Center does not advance the complete communities concept (with recommended density and intensity) put forth within the 2045 Comprehensive Plan; however, staff finds that the development of the Village Center, when taken in context for all lands designated Stonehouse Mixed Use, is generally consistent with the intent of this designation in the 2045 Comprehensive Plan, which is to "create vibrant urban/small town environments that bring compatible land uses, public amenities, and utilities together at various scales. These developments should create pedestrian-friendly, complete communities, with a variety of uses that enable people to live, work, play, and shop in one place." Staff also finds that the Village Center aligns with the recommended uses and allocation for the Stonehouse Mixed Use designation, which call for 20-50% residential, 50-80% for non-residential, 5% public/civic area, and 10% open space and recreation area for the entire area on the Future Land Use Map designated for Stonehouse Mixed Use. As such, staff finds this proposal to be generally consistent with the Comprehensive Plan.

Goals Strategies and Actions

Staff also finds that this proposal generally aligns with multiple Goals, Strategies, and Actions (GSAs) within the Comprehensive Plan.

Land Use

This application aligns with multiple GSAs within the Land Use section. The GSAs in the Land Use section supports master-planning that emphasizes the economic potential of interchange areas by promoting office and industry uses, encourages multiple uses

commercial and industrial uses within nodes inside the PSA, and promotes the inclusion of bicycle and pedestrian facilities within the new developments.

Economic Development

This application aligns with multiple GSAs within the Economic Development section. The GSAs in the Economic Development section supports the development of a diverse economy, including retail and non-retail uses.

STAFF RECOMMENDATION

Staff recommends that the Board of Supervisors approve the application, subject to the proposed conditions.

TW/md SUP19-6HazelwdFmsVllgCtr

Attachments:

- 1. Resolution
- 2. Location Map
- 3. Proposed Master Plan
- 4. Proposed Design Guidelines
- 5. Community Impact Statement
- 6. Traffic Impact Analysis
- 7. DRW Memo
- 8. Water and Sewer Graphic
- 9. Transportation Improvements Map
- 10. Public Input Received
- 11. Unapproved minutes from the October 6, 2021 Planning Commission meeting

RESOLUTION

CASE NO. SUP-19-0006.

HAZELWOOD FARMS-THE VILLAGE CENTER

- WHEREAS, the Board of Supervisors of James City County, Virginia, has adopted by Ordinance specific land uses that shall be subjected to a Special Use Permit (SUP) process; and
- WHEREAS, Mr. Tim Trant of Kaufman and Canoles has applied for an SUP on behalf of Hazelwood Farms LLC and Hazelwood R M III Trustee et ALS on property located at 9505 Old Stage Road, 9517 Old Stage Road, 9689 Old Stage Road, and 9701 Old Stage Road, further identified as James City County Real Estate Tax Map Parcel Nos. 0440100009, 0440100008, 0440100003, 0440100002, and 0430100017 (the "Property") to allow for: a convenience store which sells and dispenses fuel; any commercial building or group of buildings that exceeds 10,000 square feet of floor area pursuant to Section 24-11(a)(2) of the County Code; any commercial building or group of buildings, not including office uses, which generates, or would be expected to generate, a total of 100 or more additional trips to and from the Property during the peak hour of the operation pursuant to Section 24-11(a)(3) of the County Code; and buildings, additions, and expansions requiring a special use permit pursuant to Section 24-11(b) of the County Code; and the extension of public water and sewer; and
- WHEREAS, the Planning Commission, following its public hearing on October 6, 2021, recommended approval of Case No. SUP-19-0006 by a vote of 6-0; and
- WHEREAS, a public hearing was advertised, adjoining property owners notified, and a hearing conducted on Case No. SUP-19-0006; and
- WHEREAS, the Board of Supervisors of James City County, Virginia, finds this use to be consistent with good zoning practices and the 2045 Comprehensive Plan Land Use Map designation for the Property.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, after consideration of the factors in Section 24-9 of the James City County Code, does hereby approve the issuance of Case No. SUP-19-0006 as described herein with the following conditions:
 - 1. <u>Master Plan</u>. This SUP shall be valid for approximately 79.06 acres of property located at 9505 Old Stage Road, 9517 Old Stage Road, 9400 Barnes Road, 9689 Old Stage Road, and 9701 Old Stage Road, further identified as 0440100009, 0440100008, a portion of 0430100017 (situated north of Interstate 64), 0440100003, and 0440100002, respectively (collectively referred to as the "Property"). Development of the Property shall be generally in accordance with the master plan entitled "Special Use Permit For Village Center at Hazelwood Farms (2020)" prepared by AES Consulting Engineers, dated 3/12/21 (the "Master Plan") and design guidelines entitled "Design Guidelines for Hazelwood Farms Village Center," prepared by Hopke & Associates, dated 09/22/21 (the "Design Guidelines"), with any deviations considered per Section 24-23(a)(2) of the Zoning Ordinance, as amended.

- 2. <u>Specially Permitted Uses</u>. This SUP shall be valid for (1) a convenience store which sells and dispenses fuel, (2) any commercial building or group of buildings that exceeds 10,000 square feet of floor area pursuant to Section 24-11(a)(2) of the County Code, (3) any commercial building or group of buildings, not including office uses, which generates, or would be expected to generate, a total of 100 or more additional trips to and from the site during the peak hour of the operation pursuant to Section 24-11(a)(3) of the County Code, and (4) buildings, additions, and expansions requiring a special use permit pursuant to Section 24-11(b) of the County Code; however, such commercial building, group of buildings, and additions or expansions thereto shall be limited to those permitted uses under Section 24-390 of the County Code, as amended, and those special uses permitted by this SUP. Uses within the specially approved square footage are further subject to the following restrictions:
 - A. There shall be no more than two fast-food restaurants, one convenience store with fuel sales, and one bank with a drive-through on the Property.
 - B. The uses in subsection (A) shall only be located in Land Bay 1, Land Bay 2, or Land Bay 3, as shown on the Master Plan, and shall not be located within 150 feet of Barnes Road.
 - C. Drive-through windows on the Property shall be screened so as to not be visible from Route 30 with landscaping and/or fencing as determined by the Director of Planning.
 - D. Any fast-food restaurant shall also be subject to Condition No. 21 of this SUP.
- 3. <u>Square Footage Limitations</u>. Development of the Property shall not exceed 510,000 square feet of maximum gross floor area. No single building on the Property shall exceed 70,000 square feet. Building coverage for each land bay shall not exceed 30%. In order to accurately track the progression of the development of the Property and requirements of this condition, each site plan or subdivision plan for any development within the Property shall include a then-current accounting of the square footage of development that has previously been approved by the County and that is proposed by the plan being submitted for review. Such accounting shall be in a form reasonably acceptable to the Director of Planning.

4. Traffic Improvements.

- A. *SJR Required:* Prior to the submittal of a site plan for development within the Property, a Signal Justification Report (or such successor analysis or other requirement as may then be in effect) in accordance with the Virginia Department of Transportation (VDOT) regulations (the "SJR") for the Rt. 30/I-64 eastbound ramp junction intersection and a phasing plan ("Phasing Plan") for the following intersections shall be submitted to VDOT and the Planning Division for review and approval:
 - i. Rt. 30/Fieldstone Parkway; and
 - ii. Rt. 30/I-64 eastbound off-ramp junction.
- B. *SJR & Phasing Plan Scoping Meeting*: Prior to submittal of the SJR, a scoping meeting shall be conducted with VDOT and the Planning Division to determine the scope of the SJR.
- C. *SJR Completion & Road Improvement Plans*: Prior to final approval of the first site plan for development within the Property:

- i. The SJR must be approved by VDOT and the Director of Planning or designee;
- ii. The Phasing Plan for the improvements recommended in the approved SJR and, except to the extent superseded by the recommendation of the approved SJR, the improvements listed in Condition No. 4(F) below (collectively, the "Traffic Improvements") must be approved by VDOT and the Director of Planning or designee;
- iii. Road improvement plans containing the portion of the Traffic Improvements recommended by the Phasing Plan based on the then-proposed development of the Property shall be submitted to and approved by VDOT and the Director of Planning or designee; and
- iv. The improvements reflected in the road improvement plans described in Condition C (iii) shall be completed or guaranteed in accordance with Section 15.2-2299 of the Virginia Code (or such successor provision) and the applicable provisions of the County Code of Ordinances (such performance assurances to be herein referred to as a "Guarantee" or "Guarantees") in a manner acceptable to the County Attorney.
- D. Subsequent Approvals: Prior to approval of any site plan for development within the Property subsequent to the first site plan:
 - Road improvement plans containing the portion of the Traffic Improvements recommended by the Phasing Plan based on the thenproposed development of the Property shall be submitted to and approved by VDOT and the Director of Planning or designee; and
 - ii. The improvements reflected in the road improvement plans described in Condition D(i) shall be completed or Guaranteed in a manner acceptable to the County Attorney.
- E. *Subsequent SJR Approval:* Any subsequent SJR approved by VDOT and the Director of Planning or designee for the locations in Condition A above shall be deemed substituted for the SJR approval specified in Condition C(i).
- F. *Intersection Improvements:* The following traffic improvements shall be constructed in accordance with the Phasing Plan described above:
 - i. Rt. 30/Fieldstone Parkway:
 - a. Signalization of the intersection, either as a new signal installation or as an addition to a signal installed by others, or other intersection control improvements as determined by VDOT;
 - b. Addition of double left turn lanes on northbound Rt. 30 at Property entrance;
 - c. Addition of right turn lane on southbound Rt. 30 at Property entrance; and
 - d. Property entrance with four exit lanes and two entering lanes.
 - e. Shared use path, in accordance with Condition No. (4)I.
 - ii. Rt. 30/Eastbound 1-64 off ramp:
 - a. Signalization of the intersection, either as a new signal installation or as an addition to a signal installed by others, or other intersection control improvements as determined by VDOT; and
 - b. Any adjustment of pavement required for signal installation, or other intersection control improvements as determined by VDOT.

- iii. Second entrance (right turn in/out only) to property at approximately Sta. 321+25 will be permitted with a right turn lane on southbound Rt. 30 at this second entrance.
- G. Alternative Intersection Conditions: If VDOT and the Director of Planning or designee, through SJR review, requires alternative intersection design at any location in Condition No. 4(F) above, then the improvements recommended by the approved SJR shall be substituted for the corresponding improvements listed in Condition No. 4(F).
- H. *Existing Rt. 30 Crossover*: The second existing crossover on Rt. 30 along the Property frontage located between Fieldstone Parkway and 1-64 shall be closed pursuant to the SJR and Phasing Plan review or other VDOT access approval for the Property.
- I. *Multiuse Path*: A multiuse path (in accordance with Sec. 24-35(b) of the Zoning Ordinance) shall be included with all road improvement plans on southbound Rt. 30 from Barnes Road to 1-64 at approximately Sta. 337+25 and shall be Guaranteed prior to site plan approval for initial development on the Property. On the north side of the Rt. 30/Fieldstone Parkway intersection, a multi-use path (in accordance with Sec. 24-35(b) of the Zoning Ordinance) crossing Rt. 30 from the Village Center entrance and connecting to a future multiuse path in Moss Creek development will be constructed with Rt. 30/Fieldstone intersection improvements. Multiuse paths (in accordance with Sec. 24-35(b) of the Zoning Ordinance) will be located in public rights-of-way or within easements dedicated to public access and VDOT maintenance.
- J. Barnes Road: There will be no direct vehicular access, other than emergency access, between the Property and Barnes Road. Emergency access shall be determined by the Director of Planning. Such emergency access shall be designed to cross the Barnes Road Buffer at or near a perpendicular angle to the property line, with clearing kept to the minimum necessary to accommodate the access.
- K. Bus Stops: A public bus stop shall be included in the initial site plan submitted for development of the Property. If placed on a public road, the bus stop may include a bump out and will have connections to the multiuse path system. If placed within the private property parking lot, the bus stop will include landings for bus patrons and pedestrian connections to multiuse paths on public right of way. Bus stop design shall be coordinated with the Williamsburg Area Transit Authority (WATA) prior to site plan approval to meet its design standards for shelters and pull-offs. Prior to final site plan approval the bus stop location, design, and bus circulation shall be approved by WATA and the Director of Planning. The bus stop shall be completed or Guaranteed prior to issuance of a Certificate of Occupancy for the development shown on the initial site plan for the Property. The bus stop requirement set forth in this condition may be waived by the Director of Planning and the Executive Director of WATA.

- Trip Generation: Development of the Property shall not exceed 1,596 PM peak hour trips as determined by the most recent edition of the Institute of Transportation Engineers Trip Generation Manual (the "ITE Manual") at the time of each site plan approval for the development of the Property. Accordingly, each site plan for the development of the Property shall, when submitted to the County for review, contain an accounting of the PM peak hour trip generation, as determined by the ITE Manual, associated with the development proposed by such site plan, all development shown on previously approved site plans for development of the Property (except to the extent the proposed site plan is in lieu of a previously approved site plan for development of the Property), and all development shown on site plans then under review by the County for development of the Property. No site plan for development of the Property shall be approved by the County which includes an amount of development that, together with all other development shown on previously approved site plans for development of the Property (except to the extent the proposed site plan is in lieu of a previously approved site plan for development of the Property), would generate more than 1,596 PM peak hour trips as determined by the ITE Manual. In determining and accounting for the foregoing PM peak hour trips:
 - i. Internal and pass-by capture shall be determined in accordance with VDOT standards, and;
 - ii. Traffic counts for completed and occupied development on the Property may, with the approval of the County's Director of Planning, be substituted for ITE Manual estimated trips.
- 5. Conservation & Irrigation. Water conservation standards shall be enforced on the Property. Water conservation standards shall be submitted to and approved by the James City Service Authority (JCSA) prior to each site plan approval. The standards may include, but shall not be limited to, such water conservation measures as limitations on the installation and use of irrigation systems and irrigation wells, the use of approved landscaping materials including the use of drought-tolerant plants where appropriate, and the use of water-conserving fixtures and appliances to promote water conservation and minimize the use of public water resources. In the design phase, the developer and designing engineer shall take into consideration the design of stormwater systems that can be used to collect stormwater for outdoor water use for the entire development. Only surface water collected from surface water impoundments, or water taken from an underground cistern, may be used for irrigating common areas on the Property. In no circumstances shall the JCSA public water supply be used for irrigation. If the Owner demonstrates to the satisfaction and approval of the General Manager of the JCSA through drainage area studies and irrigation water budgets that the impoundments cannot provide sufficient water for all irrigation, the General Manager of the JCSA may, in writing, approve a shallow (less than 100 feet) irrigation well to supplement the water provided by the impoundments or cisterns.

- 6. Route 30 Buffer. Prior to final approval of any site plan in Land Bay 1, Land Bay 2, or Land Bay 3, the Director of Planning or designee shall review and approve a landscape plan for the entirety of the Land Bay. The landscape plan for the Land Bay shall provide a 50-foot vegetated community character corridor buffer along the Route 30 right-of-way in accordance with Section 24-98 of the Zoning Ordinance. Any disturbance or grading into this area shall be the minimum necessary and shall require additional plantings consisting of no less than 125% of the required plantings per the Ordinance or as may be otherwise approved by the Director of Planning, such that at maturity the plantings match or exceed the mature height and density of trees and shrubs within the buffer. In areas of the buffer that are currently comprised of mature forest, as defined in Sec. 24-98 of the Zoning Ordinance, the buffer shall be left undisturbed in its natural state. In areas of the buffer that are not completely comprised of mature forest, as defined in Sec. 24-98 of the Zoning Ordinance, supplemental evergreen shrubs and trees shall be required. The landscaping detailed in this condition shall be shown as part of the initial building site plan, or shall be submitted as a separate plan concurrent with the initial building site plan in Land Bay 1, Land Bay 2, and Land Bay 3. All landscaping on the landscape plan shall be Guaranteed prior to site plan approval. The landscaping shown on the approved landscape plans(s) for Land Area 1, Land Bay 2, or Land Bay 3 shall be installed within 12 months of the final site plan approval, unless another timeline for planting has been approved by the Director of Planning.
- 7. Interstate 64 Buffer. Prior to final approval of any site plan in Land Bay 4 or Land Bay 5, the Director of Planning or designee shall review and approve a landscape plan for the Land Bay(s). The landscape plan for the Land Area shall provide a 50foot vegetated buffer along the Interstate 64 right-of-way and be landscaped to the provisions of Section 24-98 of the Zoning Ordinance, except that the required tree and shrubs mixture be modified to require 45% of all proposed trees and shrubs within the 50-foot wide vegetated buffer to be evergreen, with at least 45% of evergreen trees achieving a minimum height at maturity of 40 feet. Any disturbance or grading into this area shall be the minimum necessary and shall require additional plantings consisting of no less than 125% of the required plantings per the Ordinance or as may be otherwise approved by the Director of Planning, such that at maturity the plantings match or exceed the mature height and density of trees and shrubs within the buffer. In areas of the buffer that are currently comprised of mature forest, as defined in Sec. 24-98 of the Zoning Ordinance, the buffer shall be left undisturbed in its natural state. In areas of the buffer that are not completely comprised of mature forest, as defined in Sec. 24-98 of the Zoning Ordinance, supplemental evergreen shrubs and trees shall be required. The landscaping detailed in this condition shall be shown as part of the initial building site plan, or shall be submitted as a separate plan concurrent with the initial building site plan in Land Bay 4 or Land Bay 5. All landscaping on the landscape plan shall be Guaranteed prior to site plan approval. The landscaping shown on the approved landscape plans(s) for Land Bay 4 or Land Bay 5 shall be installed within 12 months of the final site plan approval, unless another timeline for planting has been approved by the Director of Planning.

- 8. Barnes Road Buffer. Prior to final approval of any site plan in Land Bay 1 or Land Bay 5, the Director of Planning or designee shall review and approve a landscape plan for the Land Bay(s). The landscape plan for the Land Area shall provide a 100foot vegetated buffer along the Barnes Road right-of-way and be landscaped to the provisions of Section 24-98 of the Zoning Ordinance, except that the required tree and shrubs mixture be modified to require 45% of all proposed trees and shrubs within the 100-foot-wide vegetated buffer to be evergreen, with at least 45% of evergreen trees achieving a minimum height at maturity of 40 feet. Any disturbance or grading into this area shall be the minimum necessary and shall require additional plantings consisting of no less than 125% of the required plantings per the Ordinance, such that at maturity the plantings match or exceed the mature height and density of trees and shrubs within the buffer. In areas of the buffer that are currently comprised of mature forest, as defined in Sec. 24-98 of the Zoning Ordinance, the buffer shall be left undisturbed in its natural state. In areas of the buffer that are not completely comprised of mature forest, as defined in Sec. 24-98 of the Zoning Ordinance, supplemental evergreen shrubs and trees shall be required. The landscaping detailed in this condition shall be shown as part of the initial building site plan, or shall be submitted as a separate plan concurrent with the initial building site plan in Land Bay 1 or Land Bay 5. All landscaping on the landscape plan shall be Guaranteed prior to site plan approval. The landscaping shown on the approved landscape plans(s) for Land Bay 1 or Land Bay 5 shall be installed within 12 months of the final site plan approval, unless another timeline for planting has been approved by the Director of Planning.
- 9. <u>Vehicular Access Restriction</u>. Access to the Property shall be restricted to the two primary commercial access roadways shown on the Master Plan. No other curb cuts are permitted on Route 30.

10. Sustainable Design Initiatives.

Sustainable design initiatives shall be implemented during development of the Property and construction of all buildings to achieve the equivalent of those credits that would be required to achieve the "Certified" level in the Leadership in Energy and Environmental Design (LEED) 2009 Certification program or whatever is equivalent from the LEED for New Construction and Major Renovations (based on the most current guidelines) (the "Credits") for each building. This shall include completion of all prerequisite items, except that for the Energy and Atmosphere category prerequisite number 1, the Owner may choose to pursue Energy Star designation or such other energy systems verification process as is approved in advance by the Director of Planning. In addition, for up to a maximum of 10% of the points needed to reach the LEED "Certified" level, the Owner may request that initiatives equivalent to, but not included on the LEED checklist as credits, be pursued instead. Any request for equivalent initiatives shall be submitted in writing as part of the process specified in (b) below, together with supporting documentation for review and approval by the Director of Planning. Documentation of the building energy performance shall be provided by a mechanical engineer to the Director of Planning before the Certificate of Occupancy for each building to demonstrate an improvement in efficiency of the building's thermal envelope, mechanical systems, and electrical systems over code-required baseline performance.

- B. Application for formal LEED certification by the USGBC is at the discretion of the Owner, and is not required. If formal LEED certification is not pursued, compliance with this condition shall be monitored and verified to the County by a LEED Accredited Professional engaged by the Owner. The strategies to achieve the Credits will be incorporated into the construction documents either as part of the design, or as requirements for the contractor to substantiate during the course of construction. Compliance with the Credit requirements will be validated in a straightforward way through things like, but not limited to, review of contractor submittals, submission of design calculations, and letters certifying that requirements have been met. This validation will be overseen by a LEED-accredited professional and approved by the Director of Planning or designee, with Credits related to the design of the project approved prior to issuance of the final site plan approval, and Credits related to the construction of the project approved prior to issuance any Certificate of Occupancy.
- 11. <u>Architectural Review</u>. Prior to site plan approval, the Director of Planning shall review and approve the final architectural design of each proposed building to be consistent with the Design Guidelines. Each site plan shall include the final architectural design for all buildings shown and include general elevations of the buildings, as well as the view of the building for all sides visible from Old Stage Road (Route 30). Determination of substantial architectural consistency shall be made by the Director of Planning or designee. In the event the Director of Planning disapproves, the applicant may appeal the decision of the Director of Planning to the Development Review Committee which shall forward a recommendation to the Planning Commission.

12. Site Design.

- A. For Land Bay 1, Land Bay 2, and Land Bay 3, any building façade facing a road shall be designed in appearance as a front façade. The intent of this condition is to ensure that the side and rear of buildings, when visible from a roadway, achieve the standards put forward within the Design Guidelines for the front façade. No more than 25% of the required parking in these areas shall be located in between the building and Old Stage Road (Route 30).
- B. The design of parking lots shall be consistent with the Design Guidelines. Surface parking lots shall include landscaping that divides the parking lots into different "bays" or "pods" to reduce their visual dominance. Parking lot design showing compliance with this condition shall be shown on each site plan where new parking is required and shall be approved by the Director of Planning prior to site plan approval.
- C. Any use containing a drive-through element shall be located to the side or at the rear of the building and shall not face Route 30.
- D. No building may have a footprint greater than 70,000 square feet and no two buildings may have a combined footprint greater than 90,000 square feet. Floor plates may not be larger than 12,000 square feet without being divided into what appears to be two or more buildings.
- E. Building depths may not be greater than 90 feet without being divided into what appears to be two buildings.
- F. All warehouse storage units operated as mini-storage shall be designed as a single footprint building. Warehouse storage units whereby individual storage units have an exterior access door are prohibited.

- 13. <u>Free-Standing Signage</u>. All freestanding signage, including entrance signage located at the Property's two entrances as shown on the Master Plan shall be externally illuminated monument-style signs, not to exceed 8 feet in height. The base of the signs shall be brick or shall use materials similar in type and color with the site architecture. The design of the signs shall be approved by the Director of Planning prior to final site plan approval for consistency with this condition.
- 14. <u>Screening of Site Features</u>. All dumpsters, ground-mounted HVAC, mechanical units, and cart corrals which are adjacent to buildings shall be screened by an enclosure composed of masonry, closed cell PVC, prefinished metal, or cementitious panels, in detail and colors to blend with adjacent building materials. Where present, such features shall be shown on the site plan for the adjacent building, and shall be reviewed and approved by the Director of Planning for consistency with this condition.
- 15. <u>Internal Traffic Signage Plan</u>. The Owner shall include an internal signage plan with the materials submitted for the initial site plan review for the Property, which shall indicate the location of internal traffic signs and the orientation of vehicular flow within the Property. The internal signage plan shall be reviewed and approved by the Director of Planning, or designee, prior to final approval of the initial site plan for the Property. Thereafter, the internal signage plan may be amended with review and approval by the Director of Planning, or designee.
- 16. <u>Shared Maintenance of Site Improvements</u>. Prior to the first site plan approval for the Property, documentation shall be submitted demonstrating that all shared site improvements (including, but not limited to, utilities, stormwater facilities, landscaping, roads and parking lots, and lighting) are subject to appropriate shared maintenance agreements ensuring that the site improvements will be maintained continuously. Compliance with this condition as to the existence of such shared maintenance documentation shall be subject to review and approval of the County Attorney or designee.
- 17. <u>Internal Pedestrian Accommodations</u>. The owner of each property shall provide internal pedestrian connections to include, but not limited to, wherever sidewalk enters the parking area or crosses any entrance to the Property or drive-through lane and shall provide safe connections to any existing or proposed WATA bus stop. The connections shall be clearly delineated by use of a different color of pavement, brick pavers or some other method determined to be acceptable by the Director of Planning.
- 18. <u>Lighting</u>. All new exterior light fixtures, including building lighting, on the Property shall have recessed fixtures with no lens, bulb, or globe extending below the casing and a lighting plan shall be submitted to and approved by the Director of Planning or designee prior to final site plan approval. All light poles must not exceed twenty (20) feet in height and the lighting plan must indicate no glare outside the boundary lines of the Property unless otherwise approved in writing by the Director of Planning or designee. "Glare" is defined as more than 0.1 foot-candle at the boundary of the Property or any direct view of the lighting source from adjoining properties.

- 19. <u>Master Stormwater Management Plan</u>. A Master Stormwater Management Plan (MSWMP) for the Property or any Land Bay Area within shall be approved prior to the first site plan submittal for the area. The MSWMP shall comply with the standards within the adopted watershed management plan in place at time of submittal and all outside agency permits shall be issued prior to the third submittal of the MSWMP. Furthermore, each Village Center Area MSWMP shall adhere to the conditions detailed below:
 - A. Land Areas 1, 3, and 4, as delineated on the Conceptual Stormwater Master Plan (revision date 8/20/19) will include a stormwater management facility, designed to the standards and specifications current at the time of Land Area development.
 - B. Each Land Area (1, 2, 3, and 4) will include no less than two treatment trains as part of the Land Area master stormwater approach. Each of these trains will be required to contain at least three low impact development features, such as those noted on the submitted plan set (i.e., vegetated filter strip, permeable pavement, bioretention basin, dry swale, manufactured treatment device).
 - C. If required by the watershed management plan adopted at the time of submittal, Special Stormwater Criteria (SSC) measures may not also be used to achieve required water quality requirements. At the time of an MSWMP submittal, specific SSC measures may be deemed unsuitable for the type of development as determined by the Director of Stormwater and Resource Protection or designee.
- 20. <u>Convenience Stores With Fuel Sales</u>. The convenience store with fuel sale permitted by this SUP shall be subject to the following additional conditions:
 - A. Outside Display, Sale, or Storage: Unless otherwise stated in this condition, no outside display, sale, or storage of merchandise shall be permitted at the Property. As used for this condition, the term "merchandise" shall include but not be limited to ice, soda, candy, and/or snack machines. For the convenience store with fuel sale, only two outside vending machine and one outside ice chest shall be permitted and, if used, shall be situated against the exterior wall not facing Route 30 and both shall be screened with building materials similar in type and color with the site architecture to minimize visual impacts from adjacent road rights-of-way. Final screening design shall be approved by the Director of Planning.
 - B. *Use Design:* The convenience store shall not be designed or used as a truck stop, as defined within the Zoning Ordinance.
 - C. *Fueling Islands*: There shall be no more than six (6) fueling islands associated with the convenience store.
 - D. *Intercom and Speaker Noise*: All intercom and other speaker systems on the Property shall operate in such a manner that they shall not be audible from adjacent developments within the same Land Bay.

- E. Landscaping: Prior to final site plan approval, a landscape plan shall be submitted showing adequate screening of the fuel islands from internal uses and/or external properties through the use of landscaped islands and/or medians. The islands and/or medians shall be a minimum of 5 feet wide in order to accommodate landscaping adjacent to the boundaries of the gas facility. Evergreen plantings with a minimum height of 3 feet shall be planted in these medians to adequately screen the fuel islands. The Director of Planning shall determine whether the screening is adequate prior to final site plan approval. Landscaping of the islands/medians shall be installed and/or Guaranteed prior to the issuance of a temporary Certificate of Occupancy.
- F. Architectural Review: The architecture of any canopy, including any columns, shall match the primary colors, design, and exterior building materials of the convenience store. The canopies shall have a mansard roof design, as determined by the Director of Planning. Any canopy shall have a maximum height of 15 feet measured from the finished grade to the underside of the canopy. The canopy shall not include signage that involves backlighting or electronic lettering. There shall be no more than two signs on the canopy.
- G. Spill Prevention, Control and Countermeasures (SPCC) Plan: Prior to the issuance of a Land Disturbing Permit, an SPCC Plan shall be reviewed and approved by the Director of Stormwater and Resource Protection. The SPCC Plan shall address chemical handling, including, but not limited to, oil, diesel, and gasoline.
- 21. <u>Fast-Food Restaurants</u>. The fast-food restaurants permitted by this SUP shall be subject to the following additional conditions:
 - A. Signage: All building face signage shall be externally illuminated or use backlit or channeled lettered lighting as defined in Section 24-67 of the Zoning Ordinance. For any back-lit or channeled lettered signs, the sign shall meet the criteria listed in Section 24-72 of the Zoning Ordinance, or successor section. In addition to any building face signage as permitted by the Zoning Ordinance, any fast-food restaurant may have one exterior freestanding sign. Freestanding signs shall be externally illuminated monument-style signs not to exceed 8 feet in height and the base of the signs shall be brick or shall use materials similar in type and color with the site architecture.
 - B. *Screening:* The food order board and drive-through pick up window(s) shall be screened from Route 30 with landscaping and/or fencing, as determined by the Director of Planning or designee.
 - C. Outside Display, Sale or Storage: No outside display, sale, or storage of merchandise shall be permitted on the Property.
 - D. Intercom and Speaker Noise: All intercom and other speaker systems on the Property shall operate in such a manner that they shall not be audible from adjacent developments.
 - E. Architectural Review Fast-Food Canopy: The architecture of any canopy accessory to a fast-food restaurant shall match the primary colors, design, and exterior building materials of the fast-food restaurant, in accordance with the "Design Guidelines for Hazelwood Farms Village Center" and dated September 21, 2021. Final design of such canopy shall be reviewed and approved by the Director of Planning prior to site plan approval.

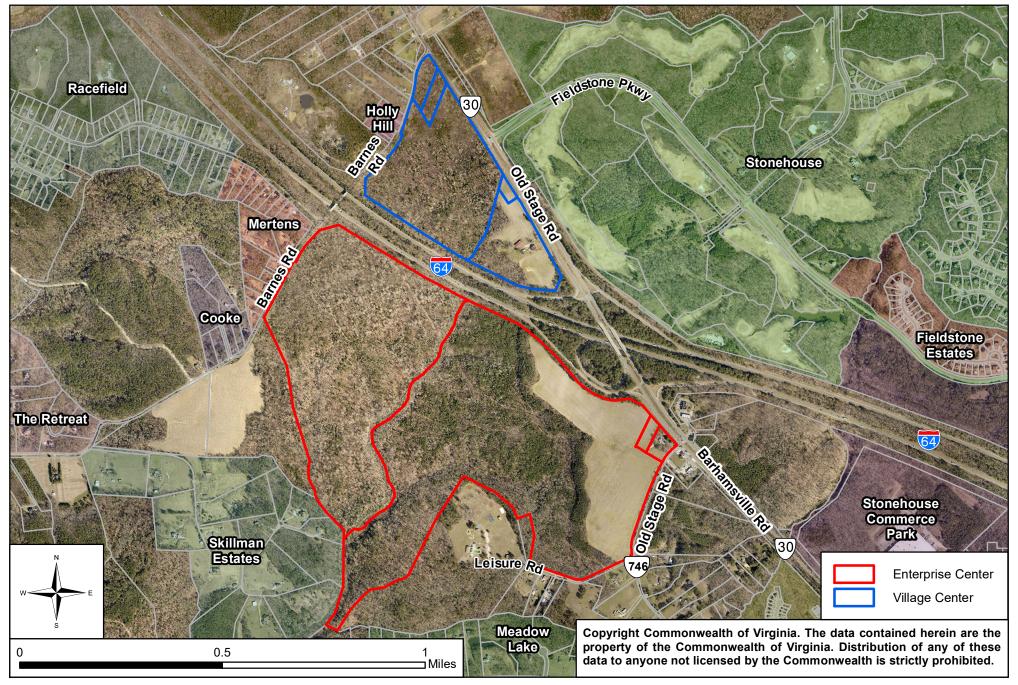
- 22. Water and Sewer Facilities.
 - A. *Use:* This SUP shall be valid for the installation of a force main and water main, each a diameter of 4 inches or greater, to connect to existing facilities located within VDOT right-of-way for Fieldstone Parkway and extend across the intersection of Fieldstone Parkway and Old Stage Road (Route 30) to serve the Property. A water main loop may be installed on the Property under Interstate 64 to connect to parcels south of the interstate.
 - B. Construction Hours: The hours of construction of the water and sewer facilities referenced in letter A above shall be limited to daylight hours, Monday through Friday. Limited night and weekend work may be approved by the Director of Planning if requested in advance and it is determined that such work will not negatively affect surrounding properties.
 - C. *Replanting*: Prior to issuance of a Land Disturbing Permit, a plan addressing the replanting of disturbed vegetation within the right-of-way shall be submitted and approved by the Director of Planning or designee. The intent of the plan is to restore the area to pre-land disturbing conditions.
 - D. *Lighting*: There shall be no new permanent lighting associated with the water and sewer facilities within the rights-of-way.
- 23. <u>Commencement for Construction</u>. Construction of one of these uses, excluding the public water and sewer facilities, shall commence within 60 months from the date of approval of this SUP or the SUP shall be void. Construction shall be defined as the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation. Construction does not include land preparation such as clearing, grading, or filling.
- 24. <u>Severance Clause</u>. This SUP is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

		Michael J. Chairman,		Supervisors	_
ATTEST:		VOTE	S		
		AYE	NAY	ABSTAIN	ABSENT
	SADLER				
Teresa J. Saeed	- ICENHOUR				
Deputy Clerk to the Board	LARSON				
Deputy Clerk to the Board	MCGLENNON HIPPLE				

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of December, 2021.

JCC Z-19-0006, SUP-19-0005 & SUP-19-0006: Hazelwood Enterprise Center & Village Center





SPECIAL USE PERMIT FOR

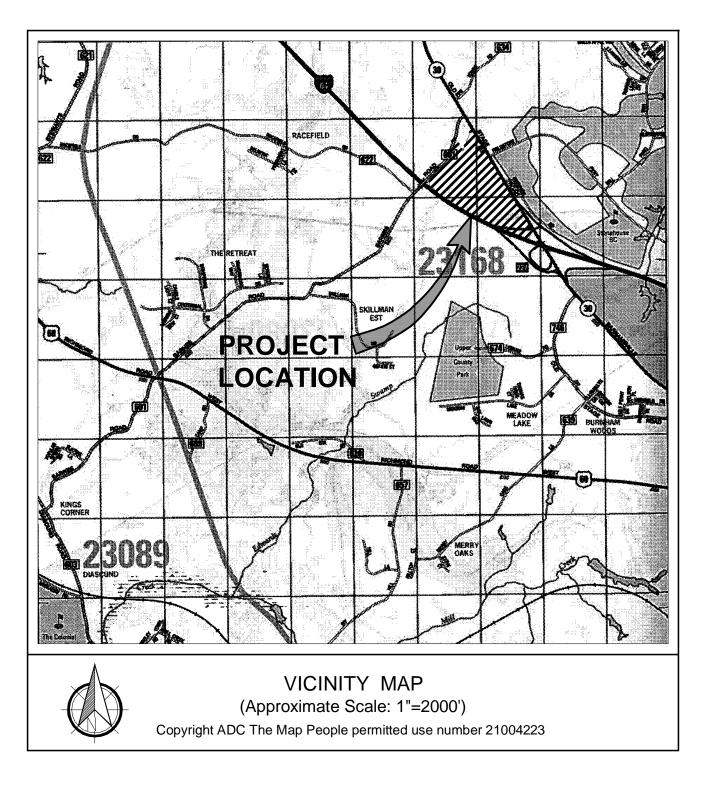
VILLAGE CENTER

AT HAZELWOOD FARMS

GENERAL NOTES

- 1. TOPOGRAPHIC INFORMATION IS BASED ON 1-FOOT CONTOUR INTERVALS PROVIDED BY AN AERIAL SURVEY FLOWN IN 2015.
- 2. SHEET 2, ENVIRONMENTAL INVENTORY, INDICATES 25% SLOPES, SOIL INVENTORY, WETLANDS, THE APPROXIMATE LOCATION OF RESOURCE PROTECTION AREAS (RPA) AND ASSOCIATED BUFFERS, AND PERENNIAL STREAM DETERMINATIONS. FOR FURTHER INFORMATION ON THE ENVIRONMENTAL INVENTORY, REFER TO THE COMMUNITY IMPACT
- 3. THIS PROJECT IS LOCATED WITHIN THE WARE CREEK AND DIASCUND CREEK RESERVOIR WATERSHEDS.
- 4. CURB AND GUTTER STREETS ARE PROPOSED.
- 5. ALL PUBLIC STREETS WITHIN THE DEVELOPMENT WILL BE DESIGNED PER APPLICABLE VDOT STANDARDS.
- 6. HYDROLOGIC UNIT CODES Y062 WARE CREEK JL27 DIASCUND CREEK RESERVOIR
- 7. MAXIMUM BUILDING HEIGHT = 60'

JAMES CITY COUNTY STONEHOUSE DISTRICT



COUNTY PROJECT NO.: SUP-19-005 ORIGINAL SUBMITTAL DATE: 2/7/2019 APPROVAL DATE:

INDEX OF SHEETS

COVER SHEET EXISTING CONDITIONS PLAN CONCEPTUAL LAND USE AND SHARED USE PATH PLAN CONCEPTUAL STORMWATER MASTER PLAN CONCEPTUAL UTILITY PLAN CONCEPTUAL RT. 30 ROAD IMPROVEMENTS PLAN

SHEET DESCRIPTION

SITE DATA:

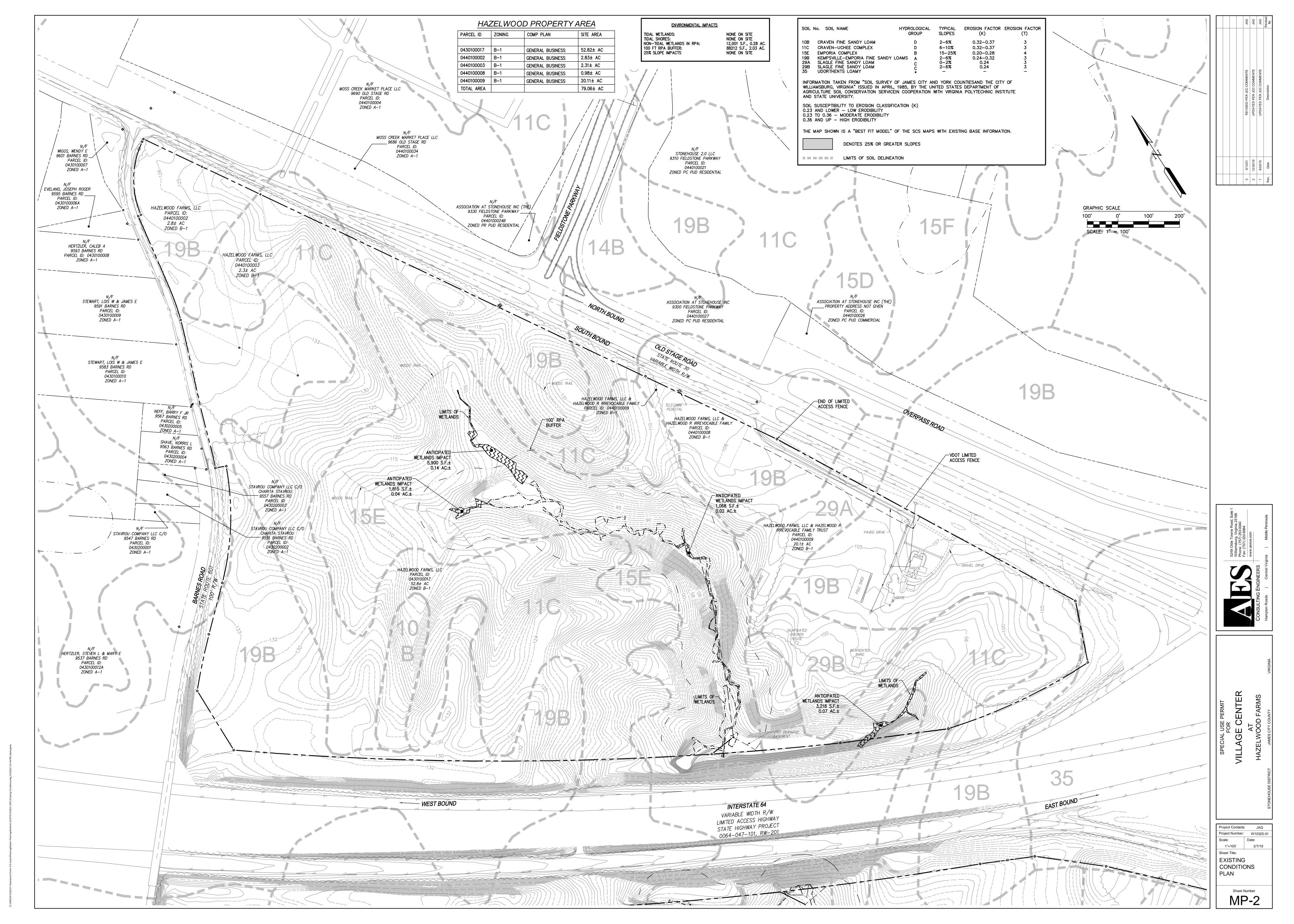
TOTAL ACREAGE:

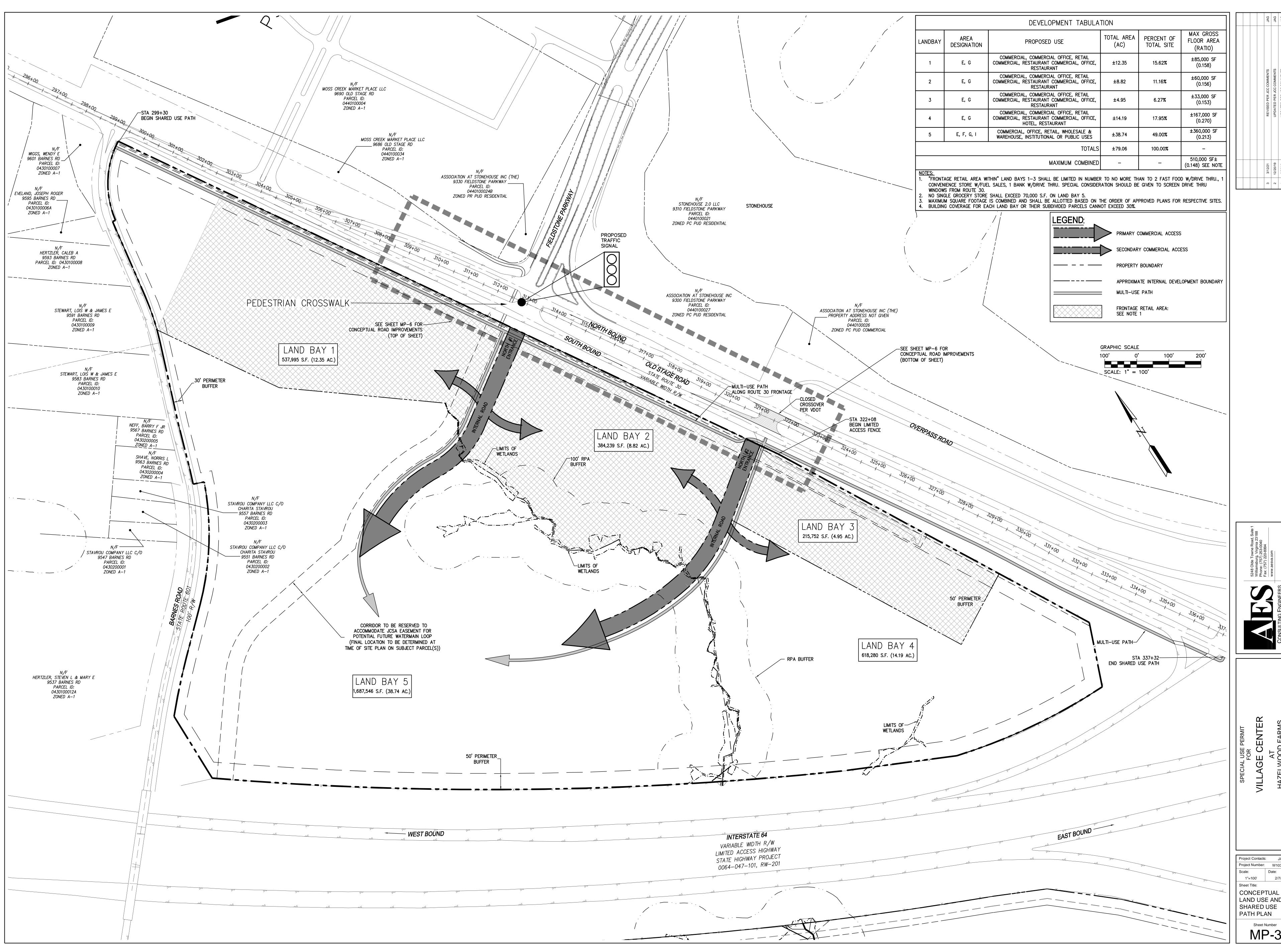
9505, 9517,9689 & 9701 OLD STAGE RD. & 9400 BARNES RD., SITE ADDRESS: WILLIAMSBURG, VIRGINIA 23185

ZONING: B-1, GENERAL BUSINESS T.M. 0430100017 (PART 1) 52.82 AC.± PARCELS: T.M. 0440100002 T.M. 0440100003 2.31 A.C.± T.M. 0440100008 0.98 A.C.± T.M. 0440100009 (PART 1) 20.05 A.C.± T.M. 0440100009 (PART 2)

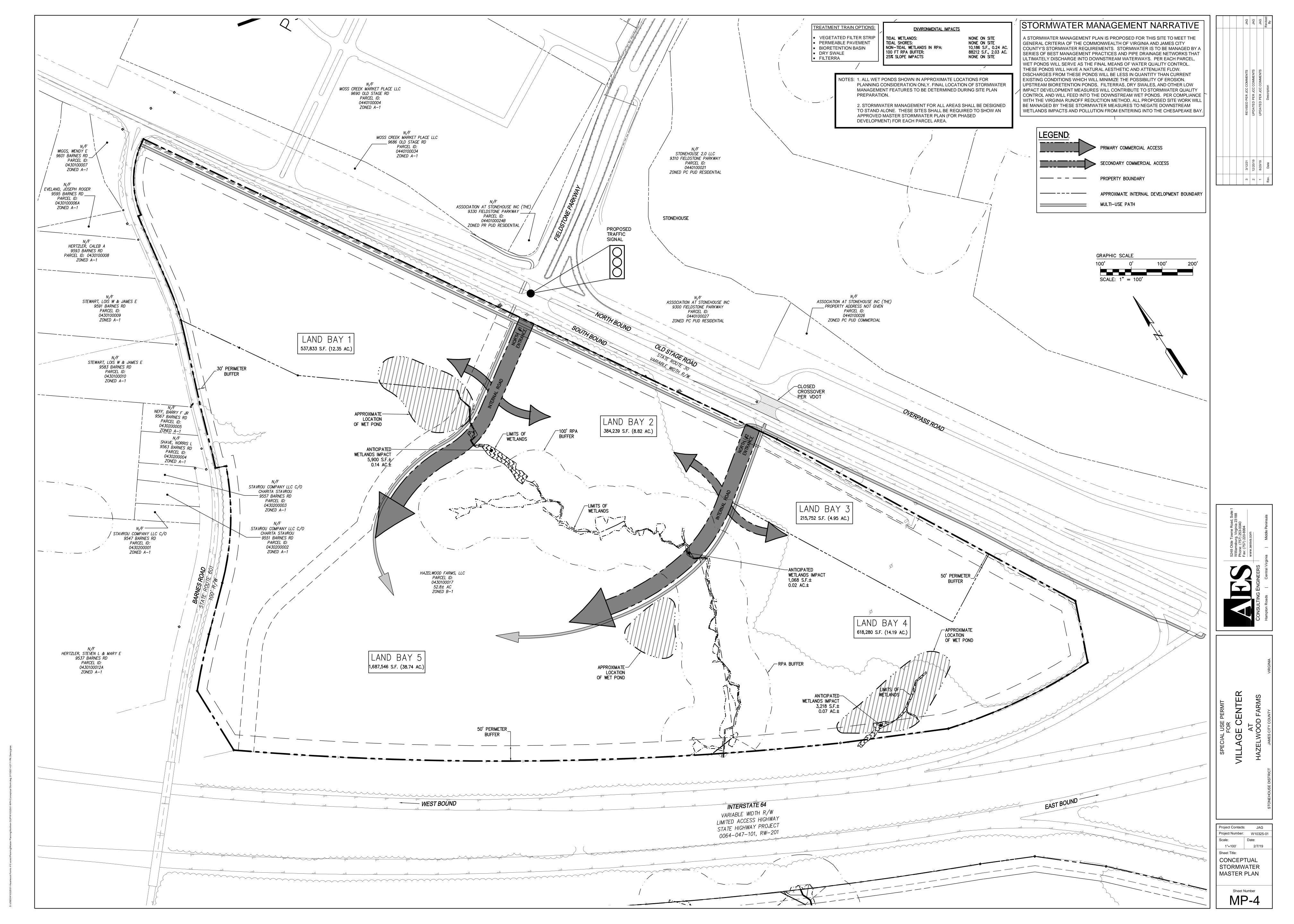
FLOOD HAZARD MAP: THIS PROPERTY IS IN FLOOD ZONE "X" AS SHOWN ON MAP NUMBER 51095C0037D, PANEL 0037D, FOR COMMUNITY NUMBER 510201, DATED 12/16/2015 OF THE FLOOD INSURANCE RATE MAPS FOR JAMES CITY COUNTY, VIRGINIA. ZONE "X" IS DEFINED AS AREAS OUTSIDE THE 500 YEAR FLOOD PLAIN.

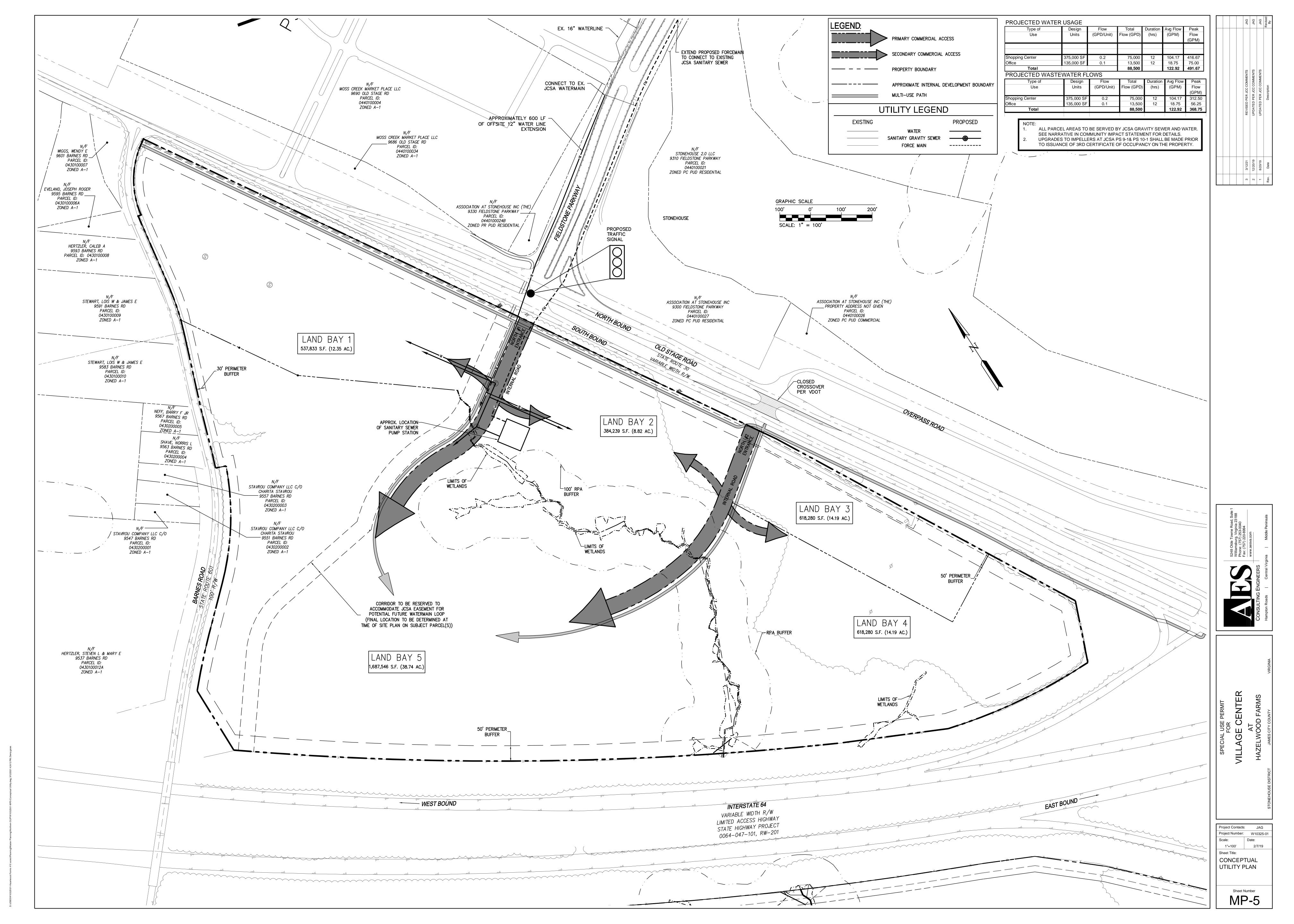
Project Number: W10325-01 COVER SHEET

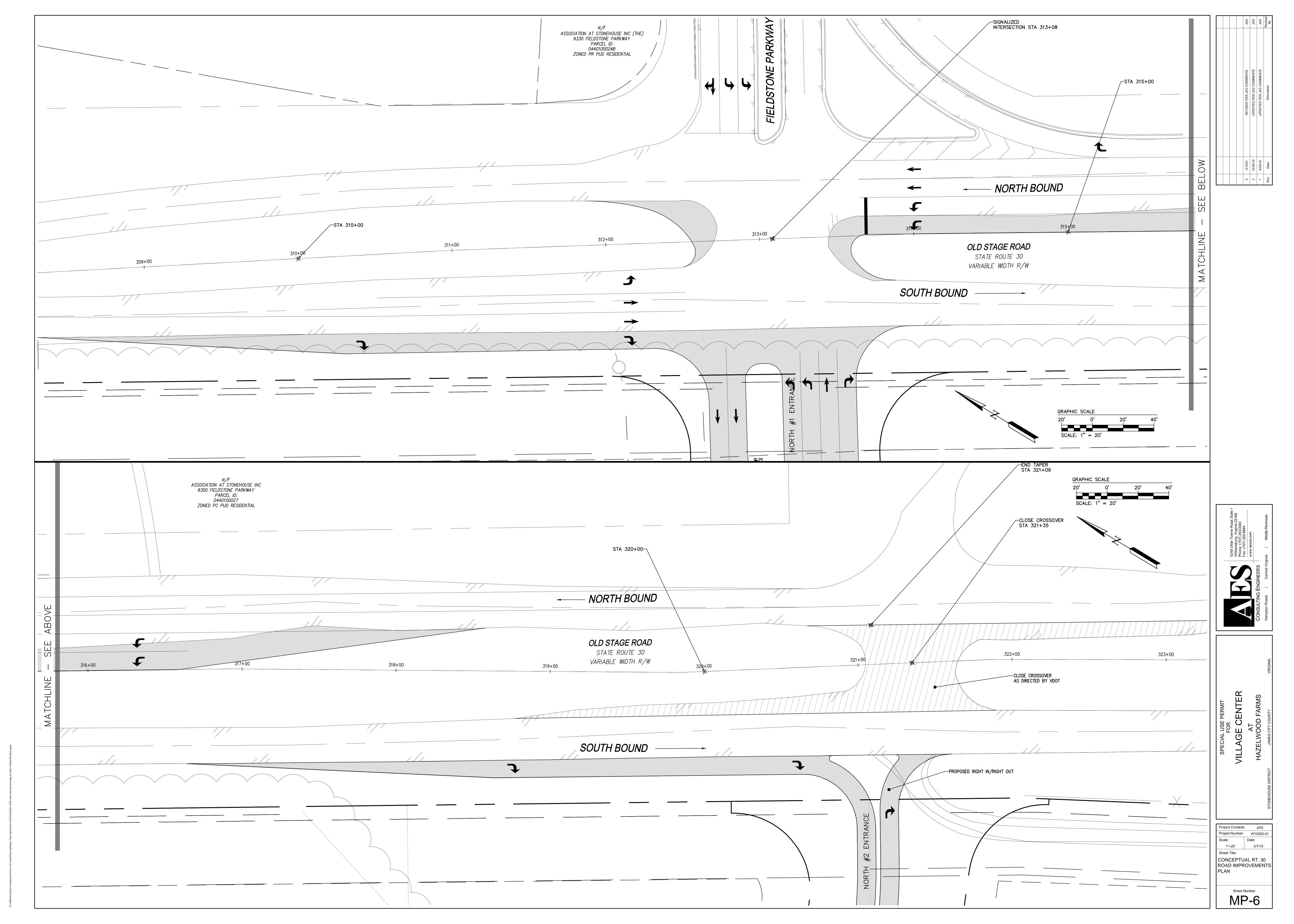




Project Contacts: JAG Project Number: W10325-01 LAND USE AND







Design Guidelines for

Hazelwood Farms Village Center

James City County, Virginia September 22, 2021



prepared for: **Hazelwood Realtors, LLC** 757-880-8070 804-512-5892

prepared by:

HOPKE & ASSOCIATES, Inc. 1156 Jamestown Road, Suite C Williamsburg, VA 23185 757-229-1100 www.hopke.com AES, Consulting Engineers 5248 Olde Towne Road Williamsburg, VA 23188 757-253-0040 www.aesva.com

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Overview

The property is located in the Stonehouse district of James City County, Virginia, at the intersection of Interstate 64 and Route 30/Barhamsville Road. It lies entirely to the west side of Route 30/Barhamsville Road and is subdivided by Interstate 64 into two major sections. These guidelines are concerned with the north section, heretofore referred to as the "Village Center."

The Village Center has easy access from the interstate for west-bound traffic and shares a major intersection with the Stonehouse residential community. Thus the Village Center is master planned as a mixed use development to create a walkable downtown for the Stonehouse district of James City County. The master plan further encourages forward-thinking accommodations for the automobile, with ease of parking and circulation without sacrificing a quality pedestrian experience.

These standards are intended to comply with the James City County Zoning Ordinance with the expectation of a "Special User Permit" (SUP) under the current "B-1" zoning category per Division 10, "General Business District." Wherein any discrepancies or ambiguities may occur, these guidelines shall not be interpreted to allow standards which are less restrictive than the Zoning Ordinance. These guidelines are also written to satisfy the conditions of Landscape Standards, in accordance with Section 24-98(3) of the Zoning Ordinance.

The Developer shall be responsible for administration of these Design Standards and shall engage a licensed Architect ("Review Architect") to interpret their application for all aspects of the project through a formal, documented review process. Selection of the Review Architect shall be at the sole discretion of the Developer. The responsibility for administration of the Design Standards may be assigned to another entity (such as a "property owners association") in the future, at the sole discretion of the Developer.

It is recognized by the Owner and agencies having jurisdiction that these guidelines are written with an overarching intent of establishing a standard of quality and consistency in the architecture and site development for the property. It is furthermore understood that actual development and detailed planning may occur in the less immediate future when real estate market trends, best practices of land planning and transportation technology have changed in ways that cannot be imagined or anticipated at this time. As such these guidelines may be re-visited in the future and may be appropriately amended to reflect such changes at the discretion of the developer, property owner or property owners association, with the review and approval of the James City County Planning Director.

Design submission procedures and forms shall be developed and formalized by the developer prior to submission to James City County for building permits or site plan approvals. At a minimum, those procedures shall include:

- Conceptual Review of proposed site development of a given parcel as well as any implied master plan adjustments.
- Conceptual Review of proposed exterior architectural development with rendered perspectives and/or elevations, consistent with footprints depicted on the site development plan and indicating grade adjustments with reasonable accuracy.

- Final building design and site plan submissions with proposed materials and colors at appropriate scale and detail.
- Final building material and color selections submitted and documented with samples of predominant materials
- Final landscape and hardscape selections submitted and documented with photographs of key elements, such as street furnishing (e.g. bike racks, street light posts, trash receptacles, benches, etc...)

The developer shall commit to "sustainable" land planning and building design, incorporating best practices of LEED, Earthcraft, or other equivalent "Green Building" certification and assessment tools, in compliance with the "Endorsement of Green Building Incentives" policy of James City County (case no. ZO-00005-2011). If the developer elects to obtain formal certification through such a program, it is recognized that they would be entitled to the benefits outlined in that official resolution.

General Description

The Village Center is envisioned as an entertainment, retail, office and business support complex. While connected to the Stonehouse residential development with cycling and pedestrian ways, this parcel is located at ideally for arrival by automobile. Thus, a portion of the site is to be organized in a more traditional regional shopping center development pattern, with in-line shops and parking courts. An appropriate community anchor, such as a movie theater, is proposed on center with the main property access.

Along Route 30/Barhamsville Road, commercial/retail establishments are proposed, but with a required pedestrian approach from a parallel internal street. For the remainder of the parcel, numerous small, common parking areas are to be incorporated in the final master plan, in lieu of a single large parking field. The eastern most portion of the property is the most prominent. The master plan anticipates a larger use, such as a hotel or multi-story office building at that location.

The parcel is naturally subdivided by a small amount of environmentally sensitive wetlands. Buffers are to be utilized to both protect these areas and feature them as a park for pedestrians, bikers and vehicles. On-street parking along the face of the in-line shops and/or pick-up/drop-off zones are to be incorporated to promote a pedestrian character, while also anticipate future accommodations for semi-autonomous self-parking vehicles.



Figure 1: Village Center Diagrammatic Master Plan

Vehicular and Pedestrian Circulation

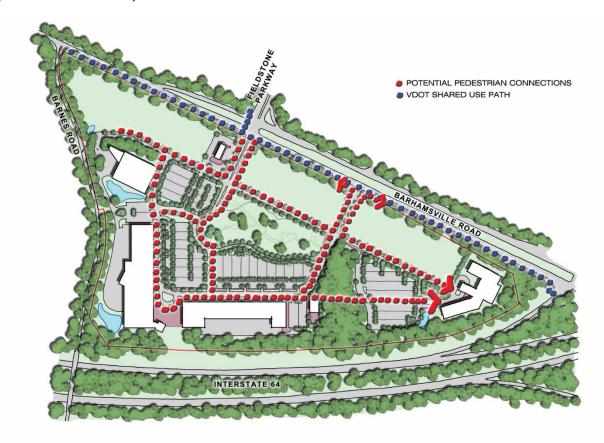
The heart of the Village Center is organized around a collection of parking courts which are bounded by out-parcels on two sides, a series of in-line shops on a two other sides, and park land on the remaining. While planned for convenient access from the interstate, it is also connected to the Stonehouse residential development by a bike path and a pedestrian friendly boulevard.

Arrival by automobile is through a sequence of spaces designed to calm traffic and cede preference to the pedestrian. In anticipation of a future with autonomous or semi-autonomous (self-parking) vehicles, accommodations are proposed for vehicle drop-off and pick-up convenient to each shop or service. Parking is arranged in relatively small lots to complement residential scale architecture and includes parallel parking to promote pedestrian safety and an urban character. Charging stations for electric cars are to be distributed within the larger parking areas with adequate infrastructure to accommodate increased demand over time. Bike Racks are to be included at major services (e.g. restaurants) and public spaces to encourage the use of bicycles within the Village.

So, what might this look like? While it is the purpose of these guidelines to allow for creative solutions, below is an "illustrative plan" to serve as an example. This is a workable solution which provides a network of circulation paths which work together to serve the economic viability of the property while utilizing its environmentally sensitive assets as natural amenities. Other approaches may be equally viable, and acceptable under these guidelines.



However the specific layout of the streets and buildings eventually develops, it should exhibit pedestrian connectivity:



- Main vehicular entrances to the site should also include pedestrian and biking connections to the multi-use trail along Route 30/Barhamsville Road.
- Internal streets should be served by sidewalks that themselves connect to building entrances.
- The sidewalk system is to be well thought-out such that traversing from any one building on the site to any other can be accomplished in a clear and logical manner, without interruption, along internal streets, through passive parks and woodlands, from each parking court, and within each sub-parcel.
- Allowance should be made in the detail planning of the site for two (2) Bus Stops that coincide with designated pedestrian ways.

Public Access Improvements

Vehicular and non-vehicular public access to Village Center is provided by improvements to Rt. 30, VDOT shared use paths on Rt. 30 frontage, and accommodations for bus service.

Vehicular access to the site includes the following road improvements:

- A primary full access entrance aligned at the Rt. 30/Fieldstone Parkway intersection with a divided median entrance to Village Center, additional turn lanes for site access and signalization. Future improvements by Stonehouse are integrated into plans.
- A secondary right turn in and out entrance on Rt. 30 south of Fieldstone Parkway.

The improvements at Rt. 30/Fieldstone Parkway provide the capacity to accommodate traffic from Village Center and other planned developments in the area.

Non-vehicular access is to be provided by VDOT shared use paths (10 foot wide):

- On the west side of Rt. 30 from I-64 ramps to end of limited access fence: approximately 1500 feet. This section is within the I-64 limited access fence and is contingent upon Federal and State approval.
- On the west side of Rt. 30 from to I-64 limited access fence to Barnes Road: approximately 2300 feet.
- On the north side of the Rt. 30/Fieldstone Parkway intersection, a shared use path crossing of Rt. 30 from the Village Center entrance connecting to a future shared use path in Moss Creek development: approximately 300 feet.
- Total: approximately 4100 feet.

These shared use paths are to be built to VDOT specifications for VDOT maintenance. These paths will be located with public rights of way or on easements dedicated to public use and VDOT maintenance.

Two bus stops will be included as approved by WATA. Bus stops on public roads may include bump outs designs and will include access to the shared use path system. Bus stops within the private property parking lots will include landings for bus patrons and pedestrian connections to shared used paths.

Streetscapes

Buildings will be oriented to the streets or a public park. Where parking must be behind or to the side of a building, a secondary entrance more convenient to vehicle access is acceptable, but will not eliminate the requirement of a major entrance addressing the street or park.

Architectural elements, businesses and services with street activities such as sidewalk-dining and balcony overlooks are strongly encouraged.



For free-standing buildings especially, buildings should be located on their respective sites so as to reinforce a pedestrian comfort and vitality. Specifically:

- **1.** Parking should be located to the rear or side of each building. Shared parking between free-standing buildings is to be encouraged.
- 2. Buildings along Route 30/Barhamsville Road should have main entrances facing the internal street with some formal gesture, such as a secondary entrance, facing Route 30/Barhamsville Road. Alternatively, entrances may face to the side, with sidewalk extending to the streets to create a strong visual connection to both the internal street and Route 30/Barhamsville Road.
- **3.** Sidewalks and pedestrian accommodations are to be provided to create obvious, safe and functional connections to the internal street sidewalks.
- **4.** Street Trees and pedestrian scaled lighting are to be installed along internal roads that are complementary to those features located on in-line shops. Coordination of such elements with the owner of the in-line shops building is encouraged. Some latitude will be afforded in the approval process for such coordination.

Parking and Access

- 1. Parking shall be arranged in a collection of central parking courts and small parking enclaves. "On street" parking along the face of in-line shops, in combination with pick-up/drop-off areas adjacent to the entry elements is encouraged. Such areas, as well as the parking courts themselves, should be designed with an eye toward accommodating future semi-autonomous self-parking cars and include charging stations for electric vehicles.
- 2. Landscaping within these parking enclaves shall be minimized in favor of more effective landscaping at their perimeter for screening. Parking capacity shall be provided in accordance with the James City County Zoning Ordinance, the location and number to be confirmed as a part of the final site plan development.



Building Pattern and Form

Fundamentally, building masses are to be broken down into smaller, pedestrian scaled elements. There should be a mix of sloped roof elements and parapet-roofed facades. Outer parcel buildings are to have a predominantly 1-1/2 to 2 story expression; thus one-story buildings should appear to have an attic level with dormers or other architectural devices creating that illusion. Large floor plates (exceeding 12,000 sf) are to be avoided; but where necessary building masses are to be visually broken down into smaller elements to give the appearance of multiple smaller buildings. A single building footprint greater than 70,000 or with a depth greater than 90' will be allowed without such treatment to its massing and appearance.

General

1. In-line shops:

The general building form of the in-line shops is anticipated to be a relatively simple series of "boxes" with a parapeted, low-slope roof system. Each tenant space shall have at least one major architectural feature at each of its public entrances. Exterior finishes generally visible to the public shall be of the nature and quality that are consistent with the freestanding buildings, such as brick and siding. Facades on sides of the building that are not visible to public right-of-ways may deviate, but shall be well screened with landscaping and of a color and quality compatible with the rest of the building, such as painted, textured concrete block.

- 1.1. Entrances to the retail spaces shall have a village character, being more in scale with the pedestrian than the main building form, which is necessarily large. Store entrance elements shall have a consistency of architectural vocabulary, but vary enough to evoke the organic nature of a village. Sloped roofs, dormers, display windows and awnings are encouraged.
- 1.2. Special attention is to be paid to the spaces between the buildings and between the retail entrance elements, creating a sequence of pedestrian ways which link street-like walk-ways to the parking court and natural green spaces





2. Free-standing Buildings:

Free-standing buildings are generally anticipated to be single-user buildings which are to have a village or small-urban scale. Simple, unadorned building massing is not acceptable.

- **2.1.** They should be predominantly slope-roofed and designed to be seen from all four sides. If the main entrance to the building faces to side parking area, a well landscaped, prominent sidewalk should connect that entrance to the internal street and sidewalk system.
- **2.2.** Architecturally, they should emulate, complement or respond to the architecture of the in-line shops. While reference to corporate chain architecture is not prohibited, it must be customized to appear as part of a consistent development theme.

3. Building Elements:

The height of each building shall be limited by code and zoning ordinance as well as specific tenant requirements. Mechanical equipment shall be screened from view utilizing roof-top equipment or, if ground mounted, fencing and/or landscaping. Tenant entrance elements should exceed the height of the main building form.



Visual Character

1. Architectural Style:

These guidelines are not intended to require a specific architectural style. Rather, once chosen there should be a consistency of architectural style and character throughout the Village. The following visual design criteria are meant to be style-independent, although they clearly lend themselves to historic revival or contemporary-transitional styles.

2. Edge Definition and Screening:

Fences and walls shall be architecturally consistent with the building designs. Walls are to be made of a combination of materials, including brick, decorative cmu, siding, stone, and to a limited extent, stucco. Fences and privacy screens are to be made of wood pickets, pvc lumber, wrought iron, vinyl board on board fencing, or painted metal. Chain link fences are not permitted. Landscaping may be used in conjunction with fences and walls to better define edges or screen views and activities.



3. Scale and Articulation:

3.1. Scale is the relationship in size between buildings and the human form. Articulation is the way in which architectural elements are used to reduce the scale of the masses that compose the building form. Buildings shall be designed to appear smaller through the articulation of the overall massing and organizing it as a collection of smaller component masses. The use of architectural



elements such as bays, balconies, porches, loggias and arcades add interest to building facades and aid in relating the scale of any building to human dimensions. Roofs may be articulated through the use of dormers, lanterns, monitors, widow's watches and other roof-top elements.



- Each of these devices adds character and interest to the buildings of the development which, in turn, reinforces the village character intended by these guidelines.
- **3.2.** There shall be an adequate variety of architectural elements along all facades to distinguish individual shops while remaining stylistically consistent within the entire development.

4. Building Elements:

4.1. Building Materials - General

- **4.1.1.** Building walls: brick, stucco, clad wood, wood shingle, wood clapboard, wood board and batten, and fiber cement siding.
- **4.1.2.** Exposed Foundation Walls: Brick or brick facing, or stucco finished poured concrete or concrete block.
- **4.1.3.** Materials shall transition and terminate appropriately. If a material transition is desired, such transition shall occur at interior corners, not outside corners. Materials shall be utilized to express component massing and shall not be treated as surface decoration. No more than two wall materials may occur on any individual building.
- **4.1.4.** Chimneys: brick, stucco, or tabby (coastal concrete)
- **4.1.5.** Arcades and colonnades: brick, stucco, wood, poly-stone, fiberglass
- **4.1.6.** Porches, columns: painted wood, cellular pvc, painted metal, poly-stone, fiberglass
- **4.1.7.** Posts, spindles, balusters: painted wood, cellular pvc, painted metal, poly-stone, fiberglass
- **4.1.8.** Stoops, exterior stairs: brick, wood, or steel
- **4.1.9.** Decks: wood, composite lumber, or high quality synthetic wood decking
- **4.1.10.** Awning and canopies: canvas-covered metal or wood structure

4.2. Roofs:

4.2.1. Recommended Materials:

- Roofs: Wood shingles, galvanized or painted metal seamed, copper, lead-coated copper, slate, synthetic slate, architectural grade asphalt or fiberglass shingle.
- Live Roofs: Live roofs are permissible, to be approved on a case-by-case basis and should be integral to the architectural character of the entire building.
- Gutters and downspouts: galvanized aluminum, painted metal, copper
- Flashing: copper, lead coated copper, galvanized aluminum

4.2.2. Roof Shapes:

- Buildings shall have a varied character of traditionally shaped roofs.
- Principal Roofs: Gabled, hipped, hipped gables, gabled hips or gambrel in a symmetrical fashion with a slope of 6:12 to 12:12.
- Secondary Roofs: Shed with minimum slope of 2:12.
- Roof Terraces: Permitted when accessible from an interior space or in the form of a special rooftop element.
- Flat Roofs: Permitted as a primary roof when interrupted with other sloped or parapeted roof elements. Permitted as a secondary roof when in the form of a

- special rooftop element or tower. Flat roofs generally are to have parapets, balustrades or railings.
- Parapets: Horizontal
- Dormers: Shed, Pitched or eyebrow
- Special roof-top elements: Symmetrically situated or aligned with the rhythm of structural bays and fenestration.
- Roof-top mechanical enclosures: Concealed from view by sloped roofs of the character described above.

4.3. Fenestration

- **4.3.1.** Window Glazing: Refelctive glass (such as black spandrel) is unacceptable and will not be permitted. All window glazing should allow visibility to the interior of the building.
- **4.3.2.** Recommended Materials:
 - Windows: wood, painted metal, vinyl, metal clad wood
 - Bay windows: wood, metal clad wood, painted metal, with metal tops
 - Doors: painted wood, metal clad wood, painted metal, fiberglass resin
 - Garage doors: painted wood, metal with incorporated glazing, clad wood
 - Shutters: wood, fiberglass resin
 - Security doors and grilles: metal

4.3.3. Configuration:

- Windows: Rectangular with a minimum proportion of 1.5 vertical to 1 horizontal.
- Bay windows: rectangular or chamfered.
- Doors: rectangular with rectangular transoms, if used. Glazing within doors shall be consistent with window glazing.
- Garage doors: 16' max. in width, articulated to appear as multiple doors where possible.
- Shutters: Operable or given the convincing appearance of being operable and sized to fully cover the opening.
- Security doors and grilles: metal
- Service Doors (rear facade only): Overhead coiling metal or folding metal.

Special Requirements for Specific Building Types

1. Convenience Stores: Convenience Stores shall be designed so as to safely and effectively separate vehicular from pedestrian traffic with techniques that allow for convenient access by automobile but without sacrificing pedestrian access and connectivity. Convenience Stores with Fuel Sales and canopy must have a canopy that is visually subservient to the main store building. Canopies must relate to the store building architecturally in form, color and materials. This includes columns, ceilings, and all exposed trim, fascias and roofing. The roof element itself shall reference vernacular roof forms (gabled, hipped, mono-pitched, mansard, etc..) while being consistent with the main building form. A predominant ceiling height is limited to 15' maximum, so as not to dominate the main building form. Use of exposed trusses and/or decorative elements that reduce the industrial feel of the canopy is strongly encouraged. There shall be no more than two signs on the canopy and

shall be integrated into the canopy design so as not to appear "mounted" as an afterthought. Halo lighting is allowed. The background of any backlit signs shall be opaque, allowing only lettering and logos to broadcast light. String or tape lighting is not allowed. Electronic lettering in canopy signs is not allowed.

- 2. Hotels: It is anticipated that a multi-story hotel may be an optimal use within the Village Center, given its proximity to the interstate interchange. Such a facility should be designed with a sensitivity to the established theme of the Village Center and the local vernacular architecture. In addition to general criteria above, hotels will also be subject to the following requirements:
 - **2.1.** To make the building consistent with the surrounding vernacular architecture, it should endeavor to incorporate design elements that are evocative of its surroundings in their use of materials, scale and architectural embellishment.
 - **2.2.** Emphasis in the design should be given to the ground-floor, as the portion of the building that is most relatable to the pedestrian scale. Ground floor commercial uses that are easily accessed from the balance of the Village Center are encouraged. Design elements that take advantage of views toward the Village Center and its environmental assets are also encouraged.
 - **2.3.** The design of the building should also make a nod to the vernacular architecture by the use of sloped roof elements at or above the top floor.
 - **2.4.** Façade elements between the top and ground floors should be composed of a balanced pattern of fenestration elements, to include windows, balconies and bays. A monotonous repetition of the same window is not acceptable.

3. Site Design:

- **3.1.** Any use containing a drive-through element shall be located to the side or at the rear of the building and shall not face Route 30
- **3.2.** No building may have a footprint greater than 70,000 square feet and no two buildings may have a combined footprint greater than 90,000 square feet. Floor plates may not be larger than 12,000 square feet without being divided into what appears to be two or more buildings.
- **3.3.** Building depths may not be greater than 90 feet without being divided into what appears to be two buildings.

Landscape and Open Space Standards

General Requirements

Landscaped open spaces, parking areas and pedestrian ways shall have emphasis placed on their edges either with buildings or plantings to create the effect of "outdoor rooms." Walk-ways adjacent to buildings shall reinforce the sense of a public street. Walk-ways adjacent to open spaces shall be lined with trees to reinforce the edge of the open space. Landscaping along Route 30/Barhamsville Road should provide visibility into the development while creating an effective buffer for parking and "back of house" building elements. Other property edges should retain natural buffers, to the extent practical, to maintain a character consistent with the surrounding area. The main road into the development, should be tree-lined and formal, creating a natural extension of, but not necessarily duplicative treatment as, Fieldstone Parkway.

Open Spaces and Pedestrian Ways

spaced at a consistent spacing, at a magnitude appropriate to their species (e.g. 40' on center for Pin Oak). Shade/Canopy type trees are the preferred tree type for all formal open spaces; ornamental trees may be used to emphasize special open spaces and pedestrian ways. In all cases, species and planting sizes are to be selected to be in keeping with the scale of the space in which they will reside. Street-lights in



public ways shall be spaced so-as not to conflict with tree plantings and be of a pedestrian scale and design, a maximum of 16' in height.

2. Developer shall provide for a multi-use trail and sidewalk along Route 30/Barhamsville Road site boundary. The trail shall be 8'-0" to 10'-0" in width, minimum. Precise design and character of both is to be determined in coordination with any VDOT required improvements at Barahmsville Road.



Parking Areas

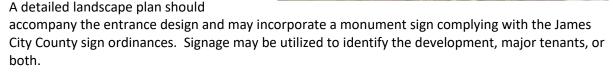
- Parking shall be arranged in small parking enclaves. On-street parking is encouraged adjacent to the entry side of the buildings. Pick-up and Drop-off areas are also encouraged in anticipation of future semi-autonomous selfdriving vehicle technology.
- **2.** Landscaping within parking enclaves shall be minimized in favor of more effective landscaping at their perimeter for screening.



3. Parking layout is to be simple and logical. Fencing and landscape screening is to be utilized to effectively screen parking areas from adjacent properties and public right-of-ways. Lighting in parking areas shall be taller than the pedestrian oriented fixtures, providing a reasonable degree of ambient lighting for public safety.

Signage

- 1. Signs are to be submitted as part of building design and park design submissions.
- 2. Monument signs are encouraged. Pedestrian oriented, architecturally detailed post-mounted signs (such as those in the Merchant Square district of Colonial Williamsburg) are also encouraged. Similarly detailed wall-mounted blade signs are encouraged. Simple pole-mounted signs are prohibited.
- **3.** Building face signs must be coordinated with the architectural design of the building and sized to fit naturally into a sign band or other location anticipated in the building design. Roof mounted signs are prohibited.
- **4.** Where allowed by ordinance, a secondary building face sign facing a public street is allowed, but must be sized and designed to coordinate with the building architecture.
- **5.** All signs must conform with the James City County sign ordinances and be approved by James City County subsequent to approval by the developer.
- the Stonehouse residential development.
 The entrance feature should be aesthetically pleasing to the eye and incorporate similar lines, materials, colors and signage font as StoneHouse residential development located opposite of the entrance. The intent will be to create the appearance of being an extension of the neighborhood ambiance. However, while complementary it should be more pedestrian in scale and urban in character.







Community Impact Statement Special Use Permit

for

The Village Center at Hazelwood Farms

Prepared For

Hazelwood Farms, LLC

P.O. Box 27 Toano, Virginia 23168

And
Timothy O. Trant II
Kaufman & Canoles
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February 7, 2019 (Revised on April 2021)

AES Project Number: W10325-01

Prepared by:



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I. INTRODUCTION

On behalf of Hazelwood Farms, LLC, Timothy O. Trant II of Kaufman & Canoles, P.C. proposes to request a Special Use Permit for the Hazelwood Farms property in the Stonehouse district that is referred to as the Village Center (Northern parcel). The property consists of approximately 79.06 acres total, consisting of 5 parcels (3) in the Name of Hazelwood Farms, LLC and (2) in the name of Hazelwood Farms, LLC & Hazlewood RM III Trustee ET ALS, All parcels are zoned in the B-1 (General Business) and are within the Primary Service Area (PSA). The property is located on the Northwest side of Interstate 64 and accessible by the South side of Old Stage Road (Rte. 30). This Special Use Permit is being sought to allow for up to 510,000 square foot of various retail, grocery, bank, office, self-storage, restaurant, hotel, convenience store, fuel station and other commercial uses consistent with the B-1 zoning within a common development on these properties in the Stonehouse District in James City County.

RACEFIELD PROJECT

Exhibit 1 – Location Map



VICINITY MAP

(Approximate Scale: 1"=2000')

Copyright ADC The Map People permitted use number 210 04223

II. THE PROJECT TEAM

The organizations that participated in the preparation of the information provided in this impact study are as follows:

• Owner -Hazelwood Farms, LLC

• Legal -Kaufman & Canoles

• Land Planning -AES Consulting Engineers

• Civil Engineering -AES Consulting Engineers

• Architectural -Hopke & Associates

• Environmental -Kerr Environmental

• Traffic -DRW Consultants, LLC

III. PROJECT DESCRIPTION AND PLANNING CONSIDERATIONS

Project Description

The owner is proposing to build a commercial development to include various business uses to include possible retail, grocery, bank, self-storage, restaurant, and other commercial uses consistent with the B-1 zoning within approximately 79 acres in the Stonehouse District in James City County.

Potential Special Permit Uses

- Any convenience stores that sell and dispense fuel
- Commercial in excess of 10,000 square feet of floor area
- Commercial that generates more than 100 additional trips during peak hour of operation
- Fast Food with Drive Thru
- Banks with Drive Thru

Planning Considerations

The Village Center at Hazelwood Farms, lies within the Primary Service Area (PSA) of the County, is designated within the Stonehouse Mixed Use area within the Comprehensive Plan and fronts on a Community Character Corridor (US Rte. 30).

The Primary Service Area (PSA) is an important planning tool within James City County and it encourages efficient use of public facilities and services, avoids overburdening such facilities and services, helps ensure facilities are available where and when needed, increases public benefit per dollar spent, promotes public health and safety through improved emergency response time, and minimizes well and septic failures. As this Site is within the PSA it has been identified as one where James City County has planned for growth with the knowledge that services can be brought to the site and that there is ample capacity in these systems to support this project.

The project frontage along Old Stage Road (US Rte. 30) and is designated as an open/agricultural in the Community Character Corridor classification. The County "acknowledges that views along these roads can have a significant impact on how citizens and visitors perceive the character of an area." It is the intent of this project to enhance the character of this area of the County with the implementation of Design Guidelines that will help to frame the development

within the proposed business zoning.

The site is designated to be within the Stonehouse Mixed Use area on the Comprehensive Plan. That mixed use area is noted to be suitable for business development for light industrial, office/business park, with an emphasis to avoid "strip" style development. It is the intent of this project to enhance the character of this area through the use of our Master Plan and design guidelines (including the Enterprise Center under separate application) to develop a retail/commercial center that avoids the "strip" center feel and enhances the experience for the existing residential and commercial areas in the upper portion of the County.

IV. ANALYSIS OF IMPACTS TO PUBLIC FACILITIES AND SERVICES

The subject property of this Special Use Permit application is located within the Primary Service Area of James City County. Identified on the zoning maps, the Primary Service Area is an area where urban development is encouraged to occur. Public water and public sanitary sewer services (and other public services such as police, fire and life rescue, and transportation) are presently provided to parcels within the Primary Service Area.

A. Public Water Facilities

The subject property will be served with potable water by the existing JCSA water distribution system in the area. JCSA currently maintains a 16" water main along the north side of Fieldstone Parkway. The existing water system shall be extended from Fieldstone parkway across Old Stage Road to service the proposed development.

The project's internal water system will consist of a combination of 12 and 8-inch water mains, providing the project adequate volumes and pressures for consumption and fire protection. Verification of the adequacy of the JCSA existing water system and design of the onsite water main extensions will be further analyzed and location of piping confirmed with modeling techniques based upon field testing during the site design. As part of discussions with representatives of the James City Service Authority, there are concerns about the future needs within the northern portions of James City County that may require a system loop across Interstate 64. Accommodation for a system loop will be made—additional modeling will be preformed at the site plan stage to ensure adequate supply and pressures exist within the system.

Water consumption for the proposed project is estimated at with a Daily Water Demand of 88,500 gallons per day. Peak Hour Water Demand for this project is estimated at approximately 492 gallons per minute (see Table 1 for more detail)

TABLE 1 - PROJECTED WATER USAGE

Type of	Design	Flow	Total	Duration	Avg Flow	Peak*
Use	Units	(GPD/Unit)	Flow (GPD)	(hrs)	(GPM)	Flow
		,	, ,	, ,	. ,	(GPM)
Shopping Center	375,000 SF	0.2	75,000	12	104.17	416.67
Office	135,000 SF	0.1	13,500	12	18.75	75.00
Total			88,500		122.92	491.67

^{*}Peak Flow = 4 * Avg. Flow

B. Public Sewer Facilities

The commercial properties and buildings proposed within this development are proposed to be served by a sanitary sewer pumping station and 6" force main that will connect to the JCSA system. The proposed force main and pump station are anticipated to be owned and operated by JCSA at the time the system is connected to the public sewer system. For the exisiting sewer along Fieldstone there is the option to connect to either a gravity sewer system or a 12" force main sanitary sewer system. Portions of the sewer system along Fieldstone Parkway have not been dedicated to JCSA and it is understood that any connection to these not yet dedicated systems will require testing and assurances to JCSA that the existing system and downstream stations have capacity to accept the flow. At this time based upon future development forecasting, it is anticipated that pump station upgrades may be necessary to both LS 9-1 and LS 10-1. The owner agrees to make the necessary accommodations at the time of site plan approvals to ensure system adequacy.

The estimated average daily flow generated from the proposed development is 88,500 gallons per day (GPD) with a peak flow rate of 369 gallons per minute (GPM). See Table 2 below for details of projected wastewater flows.

Type of Design Flow Total Duration Avg Flow Peak* Use Units (GPD/Unit) Flow (GPD) (hrs) (GPM) Flow (GPM) Shopping Center 375,000 SF 0.2 75,000 12 104.17 312.50 135,000 SF 13,500 0.1 12 18.75 56.25 Office 88,500 122.92 368.75 Total

Table 2 – Wastewater Flows

C. Fire Protection and Emergency Services

There are currently five fire stations providing fire protection and Emergency Medical Service (EMS) to James City County. Each station is placed within the County in such a way as to help achieve the response goal of six minutes or less. Every station is staffed by three shifts of career and volunteer Firefighters. Station crews are responsible for the pre-planning of target hazards in their area as well as safety inspections of private businesses within the response district

^{*} Peak Flow = 3 * Avg. Flow

In addition, there exists a mutual aid agreement with the York County and City of Williamsburg for backup assistance. The location of the project allows for coverage by one of the county's five stations: James City County Station 1, located on Forge Road, York County Station 5, located on Newman Road, and the City of Williamsburg as a third backup all will be within reasonable response times of the project.

D. Solid Waste

The proposed development on the subject property will generate solid wastes that will require collection and disposal to promote a safe and healthy environment. Reputable, private contractors will handle the collection of solid waste. Both commercial trash and recyclable material will be removed from this site to a solid waste transfer station.

E. Franchise Utility Service Providers

Virginia Natural Gas, Dominion Enginery, Cox Communications, and Verizon Communications provide, respectively, natural gas, electricity, cable TV/ Internet service, and telephone service to this area. The current policy of these utility service providers is to extend service to new development at no cost to the developer when positive revenue is identified; plus, with new land development, these utility service providers are required to place all new utility service underground.

V. ANALYSIS OF ENVIRONMENTAL IMPACTS

An environmental inventory, wetland delineation, and perennial stream analysis has been prepared by the Kerr Environmental Group 4/15/15. The inventory is incorporated into the provided Master Plan for the development.

VI. ANALYSIS OF STORMWATER MANAGEMENT (SWM) / BEST MANAGEMENT PRACTICES (BMP)

A conceptual stormwater management plan, meeting the general criteria of the Commonwealth of Virginia and James City County's stormwater requirements, was completed as a component of the planning for the proposed The Hazelwood Farm development. The goal of the stormwater management plan is to meet or exceed local and state stormwater requirements. In evaluating preliminary stormwater management solutions of the proposed development on the subject site, the site characteristics are considered. Preliminary site observations and mapping identify the following unique site characteristics to be considered in stormwater management

planning:

- A. The property drains to an unnamed tributary of the Diascund Creek watershed which drains under Interstate 64 and through the southern portions of the Hazelwood Farms property.
- B. The project currently collects off-site water from Route 30 and portions of Barnes Road.
- C. The site currently has one home, various out buildings, 10 acres of crop land, with the remaining portions being forest.
- D. All of the project area's existing drainage is surface runoff, ultimately converging to the unnamed tributary of Diascund Creek, located in central and south east of the project site.
- E. The project site largely consists of well drained soils with 0 to 6% slopes, with some slopes over 25%. Slopes greater than 25% are primarily found within the RPA buffer.

Stormwater is to be managed by a series of best management practices and pipe drainage networks that ultimately discharge into downstream wetlands. Stormwater management, conceptually, consists of two primary components; large wet ponds and a series of Low Impact Development (LID) features scattered around the project to capture and treat water near its source (buildings and parking lots). The stormwater management plan is intended to meet the general criteria of the Commonwealth of Virginia and James City County's stormwater requirements. Upstream bioretention cells, filterras, dry swales, and other low impact development measures will contribute to stormwater quality control and will feed into the downstream wet pond. Per compliance with the Virginia runoff reduction method, all proposed site work will be managed by these stormwater measures to negate downstream wetlands impacts and pollution from entering into the Chesapeake Bay.

Preliminary analysis of the Stormwater Management and BMP goals using the DEQ Virginia Runoff Reduction Method Spreadsheet is included on the Master Stormwater Management Plan (sheet 4 of the Master Plan set). In this system, the project must reduce the post-development phosphorus load to provide adequate stormwater treatment. The wet pond BMPs are designed to improve water quality and elongate time of concentration for stormwater runoff.

In summary, the preliminary analysis and intent of the stormwater management plan for the Village Center at Hazelwood Farms project demonstrates the stormwater management plan proposed will improve the overall downstream water quality and will help to control the downstream erosion and water quality from the currently uncontrolled runoff onto the downstream neighboring properties.

VII. ANALYSIS OF IMPACTS TO TRAFFIC

The proposed commercial development has been analyzed by DRW Consultants, LLC and is addressed within the Master plan. The DRW traffic impact analysis is submitted under separate cover.

VIII. ANALYSIS OF CULTURAL RESOURCES IMPACTS

An Archaeological Assessment for James City County; per the County's Archaeological Policy, was prepared by Circa (October 2014) and is attached in the Appendix of this report.

IX. ANALYSIS OF NATURAL RESOURCES IMPACTS

Rouse Environmental Services working on behalf of Kerr Environmental Group conducted an investigation of the site to review it for potential endangered wildlife and plant species. It was determined following an investigation that there were no such species or potential habitats deemed to be present on this property. A copy of their report is attached to this submittal.

X. CONCLUSION

In summary, The Village Center at Hazelwood Farms development is being planned as a commercial site which may include offices/retail, banks, restaurants, retail specialty's, fast food and a hotel within the B-1 Zoning District (General Business). Planning of the site as a commercial village center incorporates design principles to not only attract interstate traffic but to provide a "Village" atmosphere for surrounding residents to enjoy. There is adequate capacity in the system of roads serving this project, as well as adequate public facilities and wet and dry utilities available for the development. The site respects the environmental sensitivity of the watershed by reducing uncontrolled runoff and providing water quality protections. The proposed use meets the intent of the Comprehensive Plan and the community with the tangible public benefits of a neighborhood commercial center.

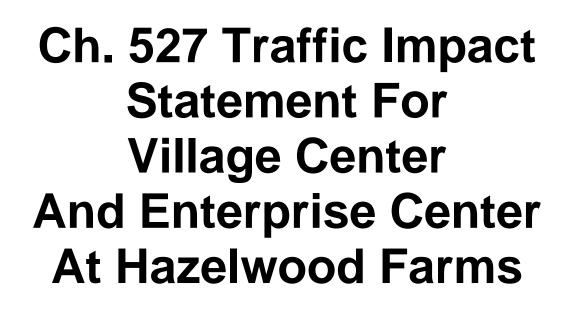
Ch. 527 Traffic Impact Statement For Village Center And Enterprise Center At Hazelwood Farms

JAMES CITY COUNTY, VIRGINIA

For: Hazelwood Farms, LLC

By:
DRW Consultants, LLC
Midlothian, VA

January 2019



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For: Hazelwood Farms, LLC

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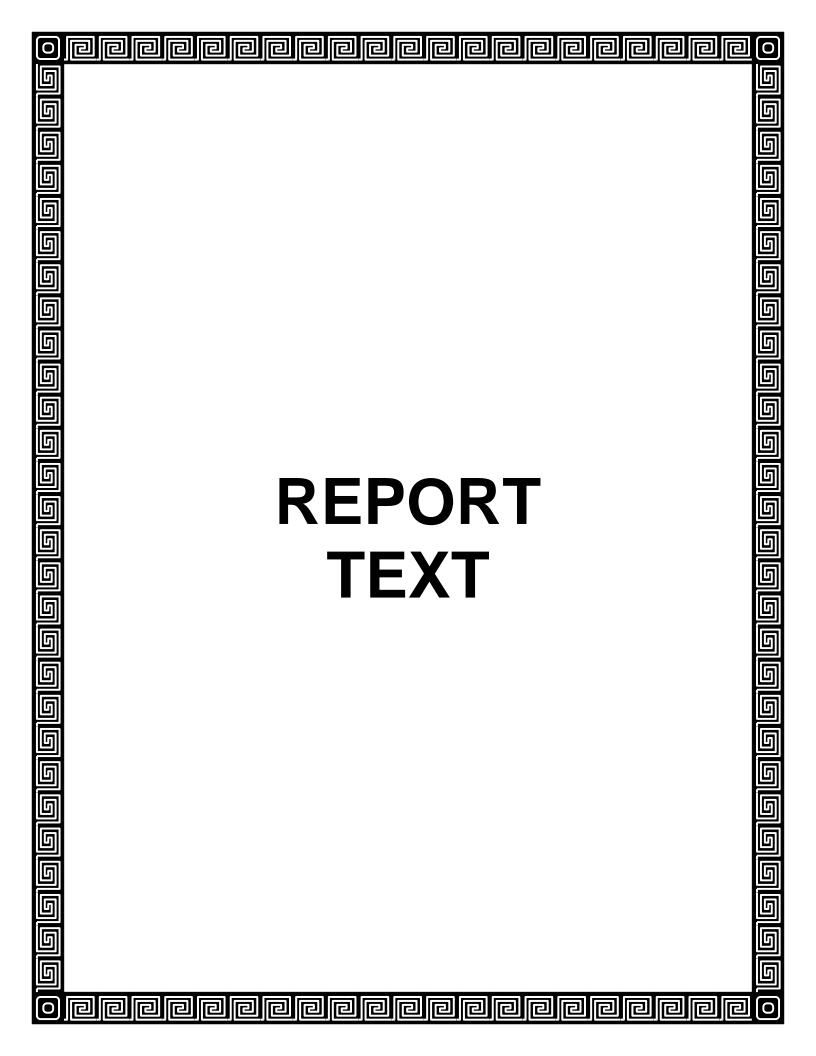
January 2019



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INTRODUCTION

Hazelwood Farms proposes to rezone their property at the I-64/Rt. 30 interchange in James City County. This traffic study is the second phase of study to address the requirements of VDOT Traffic Impact Analysis Regulations (24VAC30-155), commonly known as Chapter 527.

The first phase traffic study included complete background information as well as complete traffic counts and forecasts required for the study. It addressed only PM peak hour traffic analysis for buildout of the area and an evaluation of two Rt. 30 intersections pursuant to VDOT Roundabout Policy (Road Design Manual Appendix F). VDOT review of the first phase study acknowledged that roundabouts are not preferable for Rt. 30 locations and only traffic signals are included in this study.

This second phase study includes traffic signals on Rt. 30 and analysis of existing conditions, future conditions without and with Hazelwood Farms, and future conditions without and with Stonehouse and Moss Creek.

The approved Ch. 527 Pre-Scope of Work Meeting Form and the signed Scope of Work Meeting Checklist are included at the end of the Appendix. This study will also provide information to James City County for its consideration of the proposed rezoning.

EXECUTIVE SUMMARY

Hazelwood Farms location in the Hampton Roads region is shown on the upper section of Exhibit 1a. The lower section of Exhibit 1a shows the two sections of Hazelwood Farms:

- 1. North Hazelwood Farms (formally named Village Center at Hazelwood Farms): northwest quadrant of the I-64/Rt. 30 interchange. This area is referred to in planning documents as Village Center.
- 2. South Hazelwood Farms (formally named Enterprise Center at Hazelwood Farms): southwest quadrant of the I-64/Rt. 30 interchange. This area is referred to in planning documents as Enterprise Center.

The directional convention in this report is Rt. 30 runs north and south and I-64 runs east and west, and North Hazelwood Farms and South Hazelwood Farms nomenclature are used.

Exhibit 1b shows the Hazelwood Farms property location with on an area parcel map. I-64 and all other public roads are maintained by VDOT.

Rt. 30 is a minor arterial under VDOT functional classification in the area and has traffic in the 10,000 vehicles per day range. North Hazelwood Farm is anticipated to be developed with all access on Rt. 30 only.

Rt. 746 Old Stage Road is located on the west side of Rt. 30 and has daily traffic in the 1,000 vehicles per day range. South Hazelwood Farms frontage on Rt. 30 is a limited access line, and all property is anticipated to be developed with access on Rt. 746 Old Stage Road. (Note: part of Rt. 30 carries the name Old Stage Road, but the name Old Stage Road only applies to Rt. 746 in this report).

North Hazelwood Farms land use plan is shown on Exhibit 2a. Anticipated development consists of 135,000 square feet office (Area 1) and 375,000 square feet of retail space (Areas 2, 3 and 4). Depending on future conditions, the rear of the property (Area 4) may have less trip generation with alternative warehouse use.

Exhibit 2b shows the access plan for North Hazelwood Farms on Rt. 30. The major access (Entrance 1) will align across from Fieldstone Parkway at a signalized intersection with fourway access. Entrance 2 will have right turn in and out only access at approximately the current location of a crossover on Rt. 30. Per VDOT directive, the existing crossover is to be closed when Entrance 2 is constructed. All site access is anticipated to be VDOT commercial entrances with private internal access.

South Hazelwood Farms land use plan is shown on Exhibit 2c. Anticipated development consists of 2,920,000 square feet warehouse (Areas 1, 2, 4, and 5), 75,000 square feet of retail space (Area 3) and 300 apartments (Area 6).

Exhibit 2d shows the access plan for South Hazelwood Farms. All access for South Hazelwood Farms is on Old Stage Road. The proposed access road (Entrance 1) will be the primary entrance and is planned to be a VDOT subdivision street. Entrance 2 will be the secondary entrance closest to Rt. 30 and is anticipated to be a commercial entrance. Both entrances are proposed to be constructed with single lane roundabouts on Old Stage Road. Roundabouts are a recommended design when left turns are a substantial part of traffic (as is the case here). Access includes reconstruction of Old Stage Road with raised median and added lanes and a traffic signal at the Rt. 30/Old Stage intersection.

The raised median on Old Stage Road will block existing left turns at the Shell Station and McDonald's entrances. The roundabout at Entrance 2 also serves to accommodate U-turns for existing left turn entering the Shell Station and McDonald's entrances.

The Rt. 30 corridor also serves as primary access for two other developments: Stonehouse and Moss Creek shopping center.

Exhibit 1i shows the Stonehouse phasing plan included with the Timmons Group traffic study for Stonehouse in 2015. That study included full development of Phase 1 and 2 and that Stonehouse traffic is included in this study. On Rt. 30, Stonehouse has two access points:

- 1. Fieldstone Parkway north of I-64 across from North Hazelwood Farms serves the generally residential area of Stonehouse.
- 2. LaGrange Parkway south of I-64 and Old Stage Road serving Hazelwood Farms the generally warehouse area of Stonehouse.

Exhibit 1j shows the Moss Creek master plan by LandMark from 2006. Trip generation for Moss Creek is included in this study. Moss Creek has two access points:

- 1. Moss Creek #1 entrance on Rt. 30 with full access and traffic signal.
- 2. Moss Creek #2 entrance on Fieldstone Parkway with full access.

Development improvements to the Rt. 30 corridor within the study are included at the following intersections from north to south (see Exhibit 2g for reference):

- 1. Moss Creek #1 Entrance #1 (Station 303+86). Extend 2nd northbound through lane from Fieldstone to drop off right turn at MC1. Widen for southbound left turn lane. Add traffic signal. All work by Moss Creek development.
- 2. Fieldstone Parkway/North #1 Entrance (Station 313+06). For Stonehouse, future signalization is required with second westbound left turn lane. For North Hazelwood Farms, signalization also required with northbound double left turn lanes, southbound right turn lane, and four eastbound lanes: double left turn lanes, through lane and right turn lane. See Exhibit 2b for details.
- 3. North #2 Entrance (Station 321+35). Close crossover and add southbound right turn lane. Right turn in/out only. All work by Hazelwood Farms.
- 4. I-64 Westbound Ramps B & C (Station 337+23). Westbound double left turn lanes and northbound double left turn lanes with signal proffered by Stonehouse. Only signalization required by Hazelwood Farms.
- 5. I-64 Eastbound Off Ramp A (Station 350+36). Signal addition by North Hazelwood Farms. See Exhibit 2f.
- 6. I-64 Eastbound On Ramp D (Station 353+47). Extend northbound right turn lane back to Old Stage Road intersection as drop-off lane by South Hazelwood Farms. See Exhibit 2f.
- 7. Old Stage Road (Station 359+58). South Hazelwood Farms improvements include (see Exhibit 2e):
 - a. Four lanes on Old Stage Road eastbound approach: double left turn lanes, through lane and right turn lane.
 - b. Two lanes on westbound approach.
 - c. Double left turn lane on northbound approach.

- d. Add third through lane on northbound approach (Note: this improvement is required for all development traffic, but not required for Hazelwood Farms only.
- e. Extend southbound right turn lane back to Ramp A as drop-off lane at Old Stage Road.
- f. Add signal.

Traffic analysis for the signalized intersection have been performed for all development build out conditions on the Rt. 30 corridor for the 2030 PM peak hour forecast year. This includes analysis with 70 second cycle lengths used in the 2015 Timmons Group traffic study as well as 90 (AM) and 100 (PM) second cycle lengths. All signalized intersections have overall LOS C or better for all development scenarios and traffic signal cycle lengths.

BACKGROUND INFORMATION

Site Location And Description

Hazelwood Farms site location in the Hampton Roads region is shown on the upper section of Exhibit 1a. The site is located in northern James City County at the I-64 and Rt. 30 interchange (Note: The directional convention in this report is Rt. 30 runs north and south and I-64 runs east and west).

Hazelwood Farms property location with respect to area roads is shown on the lower portion of Exhibit 1a. I-64 and all other public roads are maintained by VDOT. North Hazelwood Farms is in the northwest quadrant of the I-64/Rt. 30 interchange. South Hazelwood Farms is located in the southwest quadrant of the I-64/Rt. 30 interchange.

Exhibit 1b shows Hazelwood Farms property on the county parcel map. Please note the name Old Stage Road includes Rt. 746 as well as Rt. 30 north of Rt. 746. For this report, all of Rt. 30 is referred to as Rt. 30 and Rt. 746 is referred to as Old Stage Road.

The property's land use is now farm and woodlands. General terrain in the area is level plains divided by drainage ravines and wetlands.

Study Area

Weekday AM and PM peak hours have been confirmed with VDOT and James City County for counts and analysis for inclusion in this report.

The existing intersections confirmed with VDOT and James City County for weekday AM and PM peak hour counts and analysis for inclusion in this report are shown on Exhibit 1c as follows:

- 1. Rt. 30/Barnes Road
- 2. Rt. 30/Fieldstone Parkway
- 3. Rt. 30/Overpass Road (count and forecast only)
- 4. Rt. 30/I-64 westbound ramps
- 5. Rt. 30/I-64 eastbound ramps
- 6. Rt. 30/Old Stage Road
- 7. Old Stage Road/Shell Station entrance (count and forecast only)
- 8. Old Stage Road/McDonalds entrance (count and forecast only)

All of these intersections are unsignalized.

The I-64/Route 30 interchange ramp junction merges and diverges confirmed with VDOT and James City County for weekday AM and PM peak hour counts and analysis are shown on Exhibit 1c (light blue lettering) as follows:

- Diverge 1 (D1): Eastbound Ramp A Diverge
- Diverge 2 (D2): Westbound Ramp C Diverge
- Merge 1 (M1): Westbound Ramp B Merge
- Merge 2 (M2): Eastbound Loop A Merge
- Merge 3 (M3): Eastbound Ramp D Merge

Peak hour counts are tabulated in the Appendix Exhibit A series.

Existing Roadways

The study area existing intersections, ramp junctions and roads are shown on a road network diagram on Exhibit 1d. Existing lane configurations at the intersections are also shown.

Rt. 30 is a four-lane divided median highway south of Fieldstone Parkway. Rt. 30 tapers to a two-lane road north of Fieldstone Parkway at Barnes Road. The road is posted 55 mph throughout the study area. Rt. 30 is the key arterial in the area and has traffic in the 10,000+ vehicle per day range.

Exhibit 1d shows the existing intersections (all unsignalized) from north to south on Rt. 30 as follows:

- 1. Rt. 30/Barnes Road. Barnes Road and Rt. 30 are two lane roads without auxiliary lanes. Barnes Road is stop sign controlled.
- 2. Rt. 30/Fieldstone Parkway. Rt. 30 is four lane divided highway with crossover at Fieldstone Parkway. Fieldstone Parkway is a four-lane divided highway and is stop controlled with left and right turn lanes as shown.
- 3. Rt. 30/Overpass Road. Rt. 30 is four lane divided highway with crossover at Overpass Road (a dead-end state frontage road).
- 4. Rt. 30/I-64 Westbound Exit Ramp C & On Ramp B. Rt. 30 is four lane divided highway with crossover at the I-64 westbound ramps. Exit Ramp C has a stop controlled left turn lane at Rt. 30 and a channelized right turn with acceleration lane to northbound Rt. 30. There is a northbound left turn lane.
- 5. Rt. 30/I-64 Eastbound Exit Ramp A. Rt. 30 is four lane divided highway with crossover at the I-64 eastbound ramp. Exit Ramp A has a stop controlled left turn lane at Rt. 30 and a channelized right turn with acceleration lane to southbound Rt. 30.
- 6. Rt. 30/Old Stage Road. Rt. 30 is four lane divided highway with crossover at Old Stage Road. Eastbound Old Stage Road and westbound C-store are two lane roads with stop-controlled approaches to Rt. 30. Auxiliary lanes on Rt. 30 are shown.

On Old Stage Road, the Shell Station and McDonald's entrances are combined for simplicity of forecast.

I-64/Rt. 30 is a diamond interchange with the single loop A in the southwest quadrant.

Programmed Improvements

There are no programmed improvements in the area.

Area Land Uses And Zoning

See Exhibit 1e for zoning in the area. North Hazelwood Farms property is all zoned B1 General Business. South Hazelwood Farms is zoned A1 Agriculture and B1 General Business.

There are two convenience stores with gas and the McDonald's at the Rt. 30/Old Stage Road intersection. These are within existing B1 zoning that includes part of South Hazelwood Farms.

Stonehouse east of North Hazelwood Farms and Rt. 30 is zoned PUD-C and PUD-R. It is developed primarily as residential in this area. Moss Creek east of North Hazelwood Farms is zoned MU Mixed Use and is vacant.

Much of the area north, west and south of Hazelwood Farms is zoned A1 Agriculture.

Comprehensive Plan Recommendations

Exhibit 1f shows the JCC 2035 Comprehensive Plan Land Use Map for this area. North Hazelwood Farms (proposed SUP) is consistent with the Mixed Use designation and South Hazelwood Farms (proposed EO zoning) is consistent with the Economic Opportunity designation.

Exhibit 1g-1 shows Map 8 of the James City/York Transportation Study prepared by the Hampton Roads TPO in March 2012. The only improvement shown in the vicinity of Hazelwood Farms is the widening of I-64.

Exhibit 1g-2 shows Hampton Roads 2040 Long Range Transportation Plan. There are no Regional Priority Projects shown in the vicinity of Hazelwood Farms.

Enclosed Exhibit 1g-3 shows the Regional Bikeway Plan for this area.

Enclosed Exhibit 1g-4 shows the JCC Pedestrian Accommodation Master Plan for this area.

The proposed development is consistent with/not in conflict with any comprehensive plan for roads.

Analysis Locations

Exhibit 1h shows the intersection analysis locations with future analysis conditions for build out of all development as follows:

- 1. Rt. 30/Barnes Road. Unsignalized.
- 2. Rt. 30/Moss Creek Entrance 1. Signalized.
- 3. Rt. 30/North #1 Entrance/Fieldstone Parkway. Signalized.
- 4. Rt. 30/North #2 Entrance. Right turn in and out with Rt. 30 crossover closed.
- 5. Rt. 30/I-64 Westbound Exit Ramp C & On Ramp B. Signalized.
- 6. Rt. 30/I-64 Eastbound Exit Ramp A. Signalized Vs. Roundabout.
- 7. Rt. 30/Old Stage Road. Signalized Vs. Roundabout.
- 8. Old Stage Road/South #2 Entrance. Roundabout.
- 9. Old Stage Road/South #1 Entrance. Roundabout.

Exhibit 1h also shows the I-64 ramp junction analysis locations as follows:

- Diverge 1 (D1): Eastbound Ramp A Diverge
- Diverge 2 (D2): Westbound Ramp C Diverge
- Merge 1 (M1): Westbound Ramp B Merge
- Merge 2 (M2): Eastbound Loop A Merge
- Merge 3 (M3): Eastbound Ramp D Merge

Current And Proposed Site Zoning

Hazelwood Farms is comprised of approximately 407 acres of land currently zoned A1 and B1. Rezoning by James City County is required to allow proposed uses.

The following table shows the conceptual development inventory:

TABLE A – PROPOSED REZONING FOR HAZELWOOD FARMS

	Rezoning Area	Acres	Units
North	B1 to B1 w/Special Use Permit	79	Retail 375,000 sq. ft. Office 135,000 sq. ft.
South	A1 & B1 to EO	328	Warehousing 2,920,000 sq. ft. Retail 75,000 sq. ft. Apartments 300 units

Stonehouse Development Plan

The 2017 Stonehouse Development Phasing Plan prepared by Timmons Group is shown on Exhibit 1i. Timmons Group also did a traffic analysis dated April 16, 2015 that included forecast and analysis for Phases 1 and 2 on the phasing plan. The 2015 zoning addressed only Phases 1 and 2 for traffic impact and proffers.

On Rt. 30, Stonehouse has two access points:

- 1. Fieldstone Parkway north of I-64 across from North Hazelwood Farms serves the generally residential area of Stonehouse.
- 2. LaGrange Parkway south of I-64 and Old Stage Road serves the generally warehouse area of Stonehouse.

April 20, 2015 proffers include:

- 1. traffic signal and pavement markings to add second westbound left turn lane at Rt. 30/Fieldstone Parkway
- 2. traffic signal and second westbound left turn lane at Rt. 30/westbound I-64 ramps
- 3. second left turn lane on northbound Rt. 30 at westbound I-64 ramps

Moss Creek Development Plan

Exhibit 1j shows the Moss Creek master plan by LandMark from 2006. Trip generation for Moss Creek is included in this study. Moss Creek has two access points:

- 1. Moss Creek #1 entrance on Rt. 30 with full access and traffic signal.
- 2. Moss Creek #2 entrance on Fieldstone Parkway with full access.

Hazelwood Farms Proposed Development Plan

North Hazelwood Farms land use plan is shown on Exhibit 2a. Anticipated development consists of 135,000 square feet office (Area 1) and 375,000 square feet of retail space (Areas

2, 3 and 4). Depending on future conditions, the rear of the property (Area 4) may have less trip generation with alternative warehouse use.

Exhibit 2b shows the access plan for North Hazelwood Farms on Rt. 30. The major access (Entrance 1) will align across from Fieldstone Parkway at a signalized intersection with fourway access. Entrance 2 will have right turn in and out only access at approximately the current location of a crossover on Rt. 30. Per VDOT directive, the existing crossover is to be closed when Entrance 2 is constructed. All site access is anticipated to be VDOT commercial entrances with private road internal circulation.

South Hazelwood Farms land use plan is shown on Exhibit 2c. Anticipated development consists of 2,920,000 square feet warehouse (Areas 1, 2, 4, and 5), 75,000 square feet of retail space (Area 3) and 300 apartments (Area 6).

Exhibit 2d shows the access plan for South Hazelwood Farms. All access for South Hazelwood Farms is on Old Stage Road. The proposed access road (Entrance 1) will be the primary entrance. Entrance 2 will be the secondary entrance closest to Rt. 30. Both entrances are proposed to be constructed with single lane roundabouts. Roundabouts are a recommended design when left turns are a substantial part of traffic (as is the case here). Access includes reconstruction of Old Stage Road with raised median and added lanes and a traffic signal at the Rt. 30/Old Stage intersection, which is the gateway for South Hazelwood Farms.

The raised median on Old Stage Road will block existing left turns at the Shell Station and McDonald's entrances. The roundabout at Entrance 2 also serves to accommodate U-turns for existing left turn entering the Shell Station and McDonald's entrances.

Related VDOT Requirements

<u>Change In Limited Access</u>. Reconstruction of Old Stage Road will require adjustment of the limited access line on Rt. 30 north of Old Stage Road. At Rt. 30, the Old Stage Road reconstruction will add approximately 50 feet of pavement on the Hazelwood Farms side of Old Stage Road. This will require moving the end of the limited access line back toward I-64 50 to 75 feet depending on final design details. Commonwealth Transportation Board approval for this limited access change will be required with approval of plans for widening Old Stage Road.

<u>Secondary Street Acceptance Regulations (SSAR)</u>. The cul-de-sac of the proposed public road in South Hazelwood Farms is not permitted by right under SSAR: at least two connections are required. An exception request for VDOT to allow the cul-de-sac has been included with this study for concurrent VDOT review. The basis for the exception is incompatible land use.

<u>Access Management Regulations (AMR) & Signal Justification Report</u> (SJR). Any AMR and SJR approval that may be required will be addressed prior to site approval by conditions for North Hazelwood Farms and proffers for South Hazelwood Farms.

EXISTING CONDITIONS

2017 TRAFFIC COUNTS

Weekday AM and PM peak hour turning movement counts and machine counts were conducted in January 2017. Tabulated traffic counts are in the Technical Appendix Exhibit A series. 2017 AM and PM peak hour counts with balance are shown on Exhibits 3a and 3b.

2018 TRAFFIC

For existing conditions, 2017 counts have been increased to 2018 levels based on growth factors. Exhibit 4a and 4b respectively show 2018 weekday AM and PM peak hour traffic volumes using a 1.1% increase in Rt. 30 traffic over 2017 counts and a 1.2% increase in I-64 traffic over 2017 counts. These growth factors were stipulated in the Ch. 527 Pre-Scope of Work Meeting Form.

Available VDOT daily counts are shown on Exhibit 4c. Exhibit 4c also shows calculated daily counts which have been developed by applying area road k-factors (ratio of peak hour traffic to daily traffic) to PM peak hour counts to calculate daily traffic.

EXISTING PEDESTRIAN/BICYCLE/TRANSIT FACILITIES

Exhibit 4c shows the existing bicycle/pedestrian facilities in the area. The only multi-use path is on Fieldstone Parkway and at Rt. 30. These were built by Stonehouse. There are no other sidewalks or multi-use paths in the area.

There is no transit service in the area. The closest WATA route has a turnaround end on LaGrange Parkway to the south on Rt. 30.

INTERSECTION TRAFFIC ANALYSIS PROCEDURES

Synchro 10 has been used to calculate traffic level of service (LOS) at signalized and unsignalized intersections. 95th percentile Synchro queuing reports and SimTraffic Queuing and Blocking reports are also included. SimTraffic queuing includes average of five simulations per recommended procedures for 95th percentile interval simulations.

The following table describes the six different LOS letter grades for signalized intersections from the <u>Highway Capacity Manual 6th Edition</u> (HCM6):

Stopped Delay Per Level Of Service Description (LOS) Vehicle (seconds) Low delay. Many vehicles do not stop. Α ≤10.0 More stopping vehicles than LOS A. В >10 - 20 Longer cycle length. Stopping vehicles significant. C >20 - 35 Congestion more noticeable. Many vehicles stop. D >35 - 55 Long cycle lengths. High delay Ε >55 - 80 F Considered in excess of acceptable delay. >80

TABLE B - SIGNALIZED INTERSECTION TRAFFIC LEVELS OF SERVICE

The following table presents the six different LOS letter grades for unsignalized intersections from HCM6:

TABLE C – UNSIGNALIZED AND ROUNDABOUT INTERSECTION TRAFFIC LEVELS OF SERVICE

Level Of Service (LOS)	Stopped Delay Per Vehicle (seconds)
A	0-10
В	>10 - 15
С	>15 - 25
D	>25 - 35
Е	>35 - 50
F	>50

It should be noted that HCM6 also defines LOS F as having a volume/capacity (v/c) ratio of greater than 1.0.

RT. 30/FIELDSTONE PARKWAY- 2018

The following table shows unsignalized intersection LOS results at Rt. 30/Fieldstone Parkway:

		TAE	3LE 1-1	1 Rt. 3	0/FIELDS	TONE PA	ARKWAY				
				2018	UNSIGN	ALIZED					
SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group											
	Al	М	PI	М	Storage	Storage Synchro SimTraffic C			fic Q&B		
					Length	AM	PM	AM	PM		
WBL	В	14.6	С	19.6		28	25	305	94		
WBR	Α	9.2	В	11.4		3	3	29	8		
SBL	Α	8.2	Α	9.7	150	0	3	9	7		

All lanes have LOS C or better. Queueing on the southbound left turn lane on Rt. 30 at Fieldstone is well within storage.

RT. 30/I-64 WESTBOUND RAMPS - 2018

The following table shows unsignalized intersection LOS results at Rt. 30/I-64 westbound ramps:

		TABI	E 1-2	Rt. 30	/I-64 WE	STBOUN	ID RAMP	'S				
	2018 UNSIGNALIZED											
SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group												
	Al	М	PI	М	Storage	Synd	hro	SimTraf	fic Q&B			
					Length	AM	PM	AM	PM			
WBL	С	15.4	С	19.3		18	28	109	79			
NBL												

All lanes have LOS C or better. Queuing on northbound Rt. 30 at the westbound ramps is well within storage.

RT. 30/I-64 EASTBOUND RAMP A - 2018

The following table shows unsignalized intersection LOS results at Rt. 30/I-64 eastbound off ramp:

		TAB	BLE 1-3	Rt. 30	D/I-64 EA	STBOUN	ID RAMP)			
	2018 UNSIGNALIZED										
SIGNALI	SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group										
	ΑI	V	PI	M	Storage	Synd	chro	SimTraf	fic Q&B		
	Length AM PM AM PM										
EBL											

All lanes have LOS B or better.

RT. 30/OLD STAGE ROAD - 2018

The following table shows unsignalized intersection LOS results at Rt. 30/Rt. 746 Old Stage Road:

	TABLE 1-4 Rt. 30/OLD STAGE ROAD 2018 UNSIGNALIZED											
SIGNALI	SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group											
AM PM Storage Synchro SimTraffic Q&B												
					Length	AM	PM	AM	PM			
EBL/T/R	С	18.2	С	19.3		23	23	70	90			
WBL/T/R	В	12.1	В	14.5		20	33	90	87			
NBL	NBL A 9.7 A 8.2 200 3 5 30 33											
SBL	Α	8.2	Α	9.3	200	5	5	30	24			

All lanes have LOS C or better. Queuing on the northbound and southbound left turn lanes on Rt. 30 are well within storage.

RT. 30/BARNES ROAD - 2018

The following table shows unsignalized intersection LOS results at Rt. 30/Barnes Road:

			TABL	E 1-5 F	RT. 30/B	ARNES R	OAD					
	2018 UNSIGNALIZED											
UNSIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group												
	Al	M	PI	M	Storage	HCM	1 6th	SimTraf	fic Q&B			
					Length	AM	PM	AM	PM			
EBL/R	С	19.4	С	20.6		30	15	74	56			
NBL/T	Α	9.5	Α	8.5		3	5	56	105			

All lanes have LOS C or better.

I-64 RAMP MERGES/DIVERGES - 2018

The following table shows I-64 ramp merge and diverge LOS:

TABLE 1-6 I-64/RT. 30 RA	TABLE 1-6 I-64/RT. 30 RAMPS MERGE/DIVERGE									
2018										
LOS And Passenger Ca	rs Per Mil	e Per Lane	5							
AM PM										
I-64 Eastbound Ramp A Diverge	В	12.0	В	12.3						
I-64 Eastbound Loop A Merge	В	14.4	В	12.3						
I-64 Westbound Ramp B Merge	В	12.3	В	12.1						
I-64 Westbound Ramp C Diverge B 12.1 B 11.8										
I-64 Eastbound Ramp D Merge	В	16.5	В	14.2						

All merge/diverge movements have LOS B or better.

SUMMARY COMMENTS - 2018

All intersections and ramp merge/diverge movements have LOS C or better with intersection auxiliary lane queuing within storage limits. Exhibits 4d and 4e show LOS results on the network diagram.

2030 BACKGROUND TRAFFIC FORECAST WITHOUT HAZELWOOD FARMS

The forecast analysis year used in this study is 2030 as stipulated in the Ch. 527 Pre-Scope of Work Meeting Form.

2030 PEAK HOUR FORECAST

Background traffic growth factors were stipulated Ch. 527 Pre-Scope of Work Meeting Form. A 1.14 growth factor is applied to all 2017 peak hour traffic counts on Rt. 30. A 1.16 growth factor is applied to I-64. The resulting 2030 background traffic forecast is shown on Exhibits 5a and 5b for the weekday AM and PM peak hours, respectively.

Exhibit 5c shows calculated 2030 daily background traffic calculated from 2030 PM peak hour traffic with k-factors.

2030 PEDESTRIAN AND BICYCLE FACILITIES

There are no planned additions to pedestrian, bicycle or transit facilities. The facilities shown on Exhibit 5c are the same as existing.

RT. 30/FIELDSTONE PARKWAY- 2030 BACKGROUND

The following table shows unsignalized intersection LOS results at Rt. 30/Fieldstone Parkway:

_			_					-			
	TABLE 2-1 Rt. 30/FIELDSTONE PARKWAY										
2030 BACKGROUND UNSIGNALIZED											
SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group											
	AM PM Storage Synchro SimTraffic Q&B										
					Length	AM	PM	AM	PM		
WBL	С	15.1	С	21.8		33	28				
WBR	WBR A 9.3 B 11.8 3 3										
SBL	Α	8.2	В	10.1	150	0	3				

All lanes have LOS C or better. Queueing on the southbound left turn lane on Rt. 30 at Fieldstone is well within storage.

RT. 30/I-64 WESTBOUND RAMPS - 2030 BACKGROUND

The following table shows unsignalized intersection LOS results at Rt. 30/I-64 westbound ramps:

		TABI	E 2-2	Rt. 30	/I-64 WE	STBOUN	ID RAMP	S			
	2030 BACKGROUND UNSIGNALIZED										
SIGNALI	SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group										
	Al	M	PI	M	Storage	Synd	chro	SimTraf	fic Q&B		
					Length	AM	PM	AM	PM		
WBL C 16.0 C 20.0 20 23											
NBL	В	11.3	Α	8.8	200	15	10				

All lanes have LOS C or better. Queuing on northbound Rt. 30 at the westbound ramps is well within storage.

RT. 30/I-64 EASTBOUND RAMP A - 2030 BACKGROUND

The following table shows unsignalized intersection LOS results at Rt. 30/I-64 eastbound off ramp:

		TAB	BLE 2-3	Rt. 30	0/I-64 EA	STBOUN	ID RAMP)			
2030 BACKGROUND UNSIGNALIZED											
SIGNALI	SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group										
	ΙA	M	PI	M	Storage	Synd	chro	SimTraf	fic Q&B		
	Length AM PM AM PM										
EBL											

All lanes have LOS B or better.

RT. 30/OLD STAGE ROAD - 2030 BACKGROUND

The following table shows unsignalized intersection LOS results at Rt. 30/Rt. 746 Old Stage Road:

	TABLE 2-4 Rt. 30/OLD STAGE ROAD											
	2030 BACKGROUND UNSIGNALIZED											
SIGNALI	SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group											
AM PM Storage Synchro SimTraffic Q&B												
					Length	AM	PM	AM	PM			
EBL/T/R	С	18.1	С	20.4		20	25					
WBL/T/R	В	12.0	В	14.4		18	25					
NBL	NBL A 8.7 A 9.5 200 5 5											
SBL	Α	8.3	Α	8.3	200	3	5					

All lanes have LOS C or better. Queuing on the northbound and southbound left turn lanes on Rt. 30 are well within storage.

RT. 30/BARNES ROAD - 2030 BACKGROUND

The following table shows unsignalized intersection LOS results at Rt. 30/Barnes Road:

	TABLE 2-5 RT. 30/BARNES ROAD										
2030 BACKGROUND UNSIGNALIZED											
UNSIGNA	UNSIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group										
	Al	M	PI	M	Storage	HCM	1 6th	SimTraf	fic Q&B		
					Length	AM	PM	AM	PM		
EBL/R	EBL/R C 19.9 C 22.5 30 18										
NBL/T											

All lanes have LOS C or better.

I-64 RAMP MERGES/DIVERGES - 2030 BACKGROUND

The following table shows I-64 ramp merge and diverge LOS:

TABLE 2-6 I-64/RT. 30 RAMPS MERGE/DIVERGE									
2030 BACKGROUND									
LOS And Passenger Ca	rs Per Mil	e Per Lane	2						
	AM PM								
I-64 Eastbound Ramp A Diverge	I-64 Eastbound Ramp A Diverge B 12.9 B 14.8								
I-64 Eastbound Loop A Merge	В	15.6	В	14.9					
I-64 Westbound Ramp B Merge	I-64 Westbound Ramp B Merge B 13.2 B 14.8								
I-64 Westbound Ramp C Diverge B 12.9 B 14.8									
I-64 Eastbound Ramp D Merge	В	17.4	В	16.6					

All merge/diverge movements have LOS B or better.

SUMMARY COMMENTS - 2030 BACKGROUND

All intersections and ramp merge/diverge movements have LOS C or better with intersection auxiliary lane queuing within storage limits. Exhibits 5d and 5e show LOS results on the network diagram.

HAZELWOOD FARMS TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Trip generation for Hazelwood Farms has been calculated using <u>Trip Generation Manual</u>, <u>10th</u> <u>Edition</u> (TGM10), published by the Institute of Transportation Engineers (ITE).

The development includes the following anticipated uses and estimated sizes:

TABLE D - PROPOSED REZONING FOR HAZELWOOD FARMS

	Acres		Units	
North	79	Shopping Center	375,000	sq. ft.
		Office	135,000	sq. ft.
South	328	Warehousing	2,920,000	sq. ft.
		Shopping Center	75,000	sq. ft.
		Apartments	300	units

Exhibit 6-1 shows trip generation for Hazelwood Farms as follows:

- Table 1 shows trip generation for North Hazelwood Farms. Internal capture
 percentage is calculated on Exhibit 6-4 and applied to total trips in Table 1 to show
 internal trips. % pass by trips for the shopping center are calculated using the
 equation in the Trip Generation Manual Handbook and the pass by trip percentage is
 applied to total trips to calculate pass by trips. Primary trips are total trips remaining
 after internal capture and pass by trip reductions.
- Table 4 shows trip generation for South Hazelwood Farms. Internal capture
 percentage is calculated on Exhibit 6-5 and applied to total trips in Table 4 to show
 internal trips. % pass by trips for the shopping center are calculated using the
 equation in the Trip Generation Manual Handbook and the pass by trip percentage is
 applied to total trips to calculate pass by trips. Primary trips are total trip remaining
 after internal capture and pass by trip reductions.

Primary trip distribution for Hazelwood Farms trips was derived from trip distribution in the 2015 Stonehouse study by Timmons Group and counts. Trip distribution percentages for North Hazelwood Farms are shown on the road network on Exhibit 6-2 and for South Hazelwood Farms on Exhibit 6-3. These trip distribution percentages were stipulated in the Ch. 527 Pre-Scope of Work Meeting Form.

North Hazelwood Farms primary trip distribution is tabulated in Table 2 on Exhibit 6-1. Primary trips are assigned in Appendix Exhibits I5 and I6. North Hazelwood Farms pass by trip distribution is tabulated in Table 3 on Exhibit 6-1 based on background traffic. Pass by trips are assigned in Appendix Exhibit I7 and I8.

South Hazelwood Farms primary trip distribution is tabulated in Table 5 on Exhibit 6-1. Primary trips are assigned in Appendix Exhibits I9 and I10. South Hazelwood Farms pass by trip distribution is tabulated in Table 6 on Exhibit 6-1 based on background traffic. Pass by trips are assigned in Appendix Exhibit I11 and I12.

North and South Hazelwood Farms off site trips are shown on Exhibit 7a for the AM peak hour, Exhibit 7b for the PM peak hour, and Exhibit 7c for daily traffic.

OLD STAGE ROAD TRIP DIVERSIONS

The raised median on Old Stage Road to be constructed with South Hazelwood Farms access will change the route for trips using the McDonald's and Shell Station entrances on Old Stage Road. Appendix Exhibits E1 and E2 respectively show AM and PM diversion of these trips. Appendix Exhibits E3 and E4 respectively show 2030 AM and PM peak hour traffic with diversion of these trips

HAZELWOOD FARMS TRUCK TRIPS

15% trucks are assumed for the warehouse component of South Hazelwood Farms. All other uses are assumed to have 2% trucks.

Appendix Exhibits E5 and E6 show truck trip assignments for North Hazelwood Farms.

Appendix Exhibit 6-1 shows the calculation of truck trips for South Hazelwood Farms. 15% trucks are calculated for warehousing and 2% for other uses in Table 2. Table 5 shows tabulated trip distribution and Appendix Exhibit E7 and E8 respectively show AM and PM truck trip assignments for South Hazelwood Farms.

HAZELWOOD FARMS PEDESTRIAN AND BICYCLE FACILITIES

Exhibit 2a shows a multi-use path along the North Hazelwood Farms Rt. 30 frontage as part the master plan. Exhibit 2c shows multi-use paths as part of the South Hazelwood Farms frontage on Old Stage Road from Rt. 30 to Leisure Road and on the South Entrance #1 access road.

Exhibit 7c shows the multi-use paths and a pedestrian connection across Rt. 30 north of Fieldstone Parkway. A pedestrian connection north of Fieldstone Parkway is preferable to south of Fieldstone Parkway because north of Fieldstone Parkway has 10,000 fewer vehicles per day than south of Fieldstone Parkway. North of Fieldstone Parkway also aligns with a multi-use path to be built by Moss Creek along the north side of Fieldstone Parkway (see Exhibits 1j and 11c).

ANALYSIS OF 2030 TRAFFIC WITH HAZELWOOD FARMS

Total 2030 AM peak hour traffic with Hazelwood Farms is shown on Exhibit 8a. Total 2030 PM peak hour traffic with Hazelwood Farms is shown on Exhibit 8b. 2030 daily traffic with Hazelwood Farms is shown on Exhibit 8c.

RT. 30/FIELDSTONE PARKWAY- 2030 WITH HAZELWOOD FARMS

The following table shows signalized intersection LOS results at Rt. 30/Fieldstone Parkway:

		TAI	3LE 3-	1 Rt. 3	0/FIELDS	TONE P	ARKWAY					
	2030 HAZELWOOD ONLY 70 SECOND CYCLE											
SIGNALI	SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group											
	Al	М	Р	М	Storage	Synd	hro	SimTraf	fic Q&B			
Overall	С	23.8	С	20.3	Length	AM	PM	AM	PM			
EBL2	С	29.8	С	23.4	150	20	91	36	202			
EBT	С	C 29.7 C 28.9 5 28 8 64										
EBR	С	20.6 B 13.6 200 0 82 83						246				
WBL	С	32.2	С	27.3	250	117	65	155	89			
WBT/R	С	26.3	С	34.8		19	22	43	44			
NBL2	С	24.8	С	22.3	300	55	209	125	315			
NBT2	В	10.6	В	15.5		67	169	130	406			
NBR	В	11.3	В	17.4	350	0	9	0	0			
SBL	В	15.7	С	23.7	150	11	18	64	42			
SBT2	С	28.2	С	30.5		342	127	289	133			
SBR	В	16.5	С	23.4	200	0	0	83	65			

SimTraffic queue shown is maximum report value for multi-lane groups

Overall intersection LOS and all lane groups are LOS C or better.

RT. 30/I-64 WESTBOUND RAMPS - 2030 WITH HAZELWOOD FARMS

The following table shows signalized intersection LOS results at Rt. 30/I-64 westbound ramps:

U			•				•					
	TABLE 3-2 Rt. 30/I-64 WESTBOUND RAMPS											
	2030 HAZELWOOD ONLY 70 SECOND CYCLE											
SIGNALI	SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group											
	AM PM Storage Synchro SimTraffic Q&B											
Overall	В											
WBL	С	32.8	С	34.6		137	107	120	109			
NBL	С	35.0	С	25.9	200	138	143	117	183			
NBT2	NBT2 A 6.8 A 6.8 71 209 100 134											
SBT2	SBT2 A 8.0 B 13.0 94 194 433 215											
SBR	Α	0.0	Α	0.2	300	0	0	163	0			

SimTraffic queue shown is maximum report value for multi-lane groups

Overall intersection LOS is LOS B and all lane groups are LOS C or better.

RT. 30/I-64 EASTBOUND RAMP A - 2030 WITH HAZELWOOD FARMS

The following table shows signalized intersection LOS results at Rt. 30/I-64 eastbound ramp A:

	TABLE 3-3 Rt. 30/I-64 EASTBOUND RAMP											
	2030 HAZELWOOD ONLY 70 SECOND CYCLE											
SIGNALI	SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group											
	AM PM Storage Synchro SimTraffic Q&B											
Overall	Α	3.2	Α	5.3	Length	AM	PM	AM	PM			
EBL	С	30.9	С	29.1		84	129	134	153			
NBT2	NBT2 A 0.7 A 2.0 5 18 57 78											
SBT2	Α											

SimTraffic queue shown is maximum report value for multi-lane groups

Overall intersection LOS is LOS B and all lane groups are LOS C or better.

RT. 30/OLD STAGE ROAD - 2030 WITH HAZELWOOD FARMS

The following table shows signalized intersection LOS results at Rt. 30/Old Stage Road:

	· · · · ·											
		7	TABLE	3-4 Rt	. 30/OLD	STAGE	ROAD					
	2030 HAZELWOOD ONLY 70 SECOND CYCLE											
SIGNALI	SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group											
	Al	M	Р	М	Storage	Synd	chro	SimTraf	fic Q&B			
Overall	В	16.7	В	19.3	Length	AM	PM	AM	PM			
EBL2	С	29.6	С	30.6	200	65	125	110	162			
EBT	С	C 27.3 C 23.9 14 15 22 29										
EBR	В	16.5 B 14.9 200 0 34 83 1							145			
WBL/T	С	30.8	С	30.8		40	33	54	52			
WBR	С	29.7	С	30.0		0	0	65	67			
NBL2	С	29.2	С	31.1	200	72	81	106	101			
NBT2	В	15.5	В	18.6		111	206	67	129			
NBR	В	13.7	В	13.7		0	0	19	16			
SBL	В	17.1	С	21.8	200	36	42	71	51			
SBT2	T2 A 9.9 B 10.8 83 68 92 76											
SBR	Α	8.9	Α	9.5		10	0	85	66			

SimTraffic queue shown is maximum report value for multi-lane groups

Overall intersection LOS is LOS B and all lane groups are LOS C or better.

RT. 30/BARNES ROAD – 2030 WITH HAZELWOOD FARMS

The following table shows unsignalized intersection LOS results at Rt. 30/Barnes Road:

	<u> </u>							•			
	TABLE 3-5 RT. 30/BARNES ROAD										
2030 HAZELWOOD ONLY UNSIGNALIZED											
UNSIGNA	UNSIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group										
	Al	М	PI	М	Storage	HCM	1 6th	SimTraf	fic Q&B		
					Length	AM	PM	AM	PM		
EBL/R	EBL/R C 23.1 D 32.7 35 28 89 79										
NBL/T	- 										

All lanes have LOS D or better.

OLD STAGE ROAD/SOUTH #2 ENTRANCE – 2030 WITH HAZELWOOD FARMS

The following table shows roundabout intersection LOS results at the Old Stage Road/South #2 entrance:

	٦	TABLE	3-6 OI	LD STA	GE ROA	D/South	#2 Entra	nce				
	2030 HAZELWOOD ONLY ROUNDABOUT											
ROUNDA	ROUNDABOUT LOS And Seconds Delay 95th Percentile Queues By Lane Group											
	AM PM Storage SIDRA SimTraffic Q&B											
Overall	A 6.0 A 5.8 Length AM PM AM PM											
EBL/T	Α	7.4	Α	7.4		41	41	36	79			
WBT	Α	4.9	Α	4.4		29	25	18	24			
WBR A 4.0 A 3.8 16 16 0 0												
SBL/R	Α	7.2	Α	6.8		37	36	42	78			

All approach lanes have LOS A. All queues are less than 90 feet.

OLD STAGE ROAD/SOUTH #1 ENTRANCE - 2030 WITH HAZELWOOD FARMS

The following table shows roundabout intersection LOS results at the Old Stage Road/South #1 entrance:

	TABLE 3-7 OLD STAGE ROAD/South #1										
2030 HAZELWOOD ONLY ROUNDABOUT											
ROUNDA	ROUNDABOUT LOS And Seconds Delay 95th Percentile Queues By Lane Group										
	AM PM Storage SIDRA SimTraffic Q&B										
Overall	Α	4.5	Α	4.8	Length	AM	PM	AM	PM		
EBL/T	Α	3.7	Α	4.1		4	5	21	30		
WBT/R	WBT/R A 5.0 A 4.4 30 24 12 9										
SBL/R											

All approach lanes have LOS A. All queues are less than 60 feet.

I-64 RAMP MERGES/DIVERGES - 2030 WITH HAZELWOOD FARMS

The following table shows I-64 ramp merge and diverge LOS:

TABLE 3-8 I-64/RT. 30 RAMPS MERGE/DIVERGE									
2030 HAZELWOOD ONLY 70 SECOND									
LOS And Passenger Ca	rs Per Mil	e Per Lane	2						
AM PM									
I-64 Eastbound Ramp A Diverge	I-64 Eastbound Ramp A Diverge B 12.9 B 14.8								
I-64 Eastbound Loop A Merge	В	15.8	В	16.5					
I-64 Westbound Ramp B Merge	В	13.8	В	17.3					
I-64 Westbound Ramp C Diverge B 12.9 B 14.8									
I-64 Eastbound Ramp D Merge	В	18.1	В	19.4					

All merge/diverge movements have LOS B or better.

SUMMARY COMMENTS - 2030 WITH HAZELWOOD FARMS

All signalized intersections have LOS C or better overall and for each turning movement. For unsignalized Barnes Road, eastbound AM was LOS C and PM is LOS D. Roundabouts have LOS A overall and for approaches. All I-64 ramp merges and diverge sections have LOS B.

Exhibits 8d and 8e show LOS results on the network diagram.

MOSS CREEK TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Trip generation for Moss Creek was provided in the LandMark Design Group traffic study for Moss Creek revised March 2006. Those trips are shown in Table 1 on Exhibit 9.

Primary trip distribution for Moss Creek trips is shown in Table 2 on Exhibit 9. Trip distribution to north Rt. 30 and Fieldstone Parkway are taken from the LandMark study. The remainder of primary trips is distributed throughout the remainder of the network in general accordance with North Hazelwood Farms distribution. Moss Creek primary trips as assigned on Appendix Exhibits D1 and D2.

Moss Creek pass by trips are distributed in Table 3 on Exhibit 9. Moss Creek pass by trips are assigned on Appendix Exhibits D3 and D4.

All Moss Creek AM peak hour traffic assignment is shown on Exhibit 9a and all Moss Creek PM peak hour traffic is shown on Exhibit 9b. Daily traffic for Moss Creek is shown on Exhibit 9c. Exhibit 9c also shows the multi-purpose path and bike lane to be included with the Moss Creek development.

Moss Creek truck assignments are shown on Appendix Exhibits C5 and C6 for the AM and PM peak hours respectively.

STONEHOUSE TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Exhibits 10a and 10b respectively show AM and PM peak hour traffic for Stonehouse phases 1 and 2 presented in the Timmons Group traffic study for Stonehouse in 2015. Exhibit 10c shows daily traffic for Stonehouse based on trip generation k-factor.

Stonehouse truck assignments are shown on Appendix Exhibits F1 and F2 for the AM and PM peak hours respectively.

ANALYSIS OF 2030 TRAFFIC WITH ALL DEVELOPMENT

Total 2030 AM peak hour traffic with all three developments is shown on Exhibit 11a. Total 2030 PM peak hour traffic with all three developments is shown on Exhibit 11b. 2030 daily traffic with all development is shown on Exhibit 11c.

Appendix Exhibits F3 and F4 show total trips in 2030 with all development for the AM and PM peak hours respectively. Appendix Exhibits F3 and F4 show truck percentages for turning movements in 2030 with all development for the AM and PM peak hours respectively.

Development improvements to the Rt. 30 corridor within the study are included at the following intersections from north to south (see Exhibit 2g for reference):

- 1. Moss Creek #1 Entrance #1 (Station 303+86). Extend 2nd northbound through lane from Fieldstone to drop off right turn at MC1. Widen for southbound left turn lane. Add traffic signal. All work by Moss Creek development.
- 2. Fieldstone Parkway/North #1 Entrance (Station 313+06). For Stonehouse, future signalization is required with second westbound left turn lane. For North Hazelwood Farms, signalization also required with northbound double left turn lanes, southbound right turn lane, and four eastbound lanes: double left turn lanes, through lane and right turn lane. See Exhibit 2b for details.
- 3. North #2 Entrance (Station 321+35). Close crossover and add southbound right turn lane. Right turn in/out only. All work by Hazelwood Farms.
- 4. I-64 Westbound Ramps B & C (Station 337+23). Westbound double left turn lanes and northbound double left turn lanes with signal proffered by Stonehouse. Signalization also proffered by South Hazelwood Farms.
- 5. I-64 Eastbound Off Ramp A (Station 350+36). Signal addition proffered by North Hazelwood Farms. See Exhibit 2f.
- 6. I-64 Eastbound On Ramp D (Station 353+47). Extend northbound right turn lane back to Old Stage Road intersection as drop-off lane by South Hazelwood Farms. See Exhibits 2f.
- 7. Old Stage Road (Station 359+58). South Hazelwood Farms proffered improvements include (see Exhibit 2e):
 - a. Four lanes on Old Stage Road eastbound approach: double left turn lanes, through lane and right turn lane.
 - b. Two lanes on westbound approach.
 - c. Double left turn lane on northbound approach.
 - d. Add third through lane on northbound approach.
 - e. Extend southbound right turn lane back to Ramp A as drop-off lane at Old Stage Road.
 - f. Add signal.

Synchro and SimTraffic reports are included in the Technical Appendix as follows for signalized and unsignalized (two way stop) intersections:

TABLE E: 2030 FULL DEVELOPMENT ANALYSIS REPORT EXHIBITS

Report	70 Seco	nd Cycle	90/100 Second Cycle		
	AM	PM	AM - 90	PM - 100	
HCM2000 Signalized Intersection	J9	J10	J11	J12	
HCS6 Unsignalized Intersection	К9	K10	K11	K12	
Synchro 10 Queues	L9	L10	L11	L12	
SimTraffic Queuing & Blocking	M9	M10	M11	M12	

Analyses for roundabouts are not included for full buildout conditions because the traffic assignments on Old Stage Road at the Hazelwood Farms South entrances have the same traffic as Hazelwood only conditions.

The 90 second AM and 100 second PM cycles were optimized by Synchro for coordinated signal operation.

I-64 ramp merge and diverges LOS are including in the Appendix Exbibit T series for full build out.

Exhibit 11c shows 2030 daily traffic with all development and all pedestrian/bicycle facilities.

2030 TRAFFIC WITH ALL DEVELOPMENT - 70 SECOND CYCLE

RT. 30/FIELDSTONE PARKWAY- 2030 WITH ALL DEVELOPMENT 70 SEC CYCLE

Table 4-1 shows signalized intersection LOS and queuing for Rt. 30/Fieldstone Parkway:

		TAE	3LE 4-:	1 Rt. 3	0/FIELDS	TONE PA	ARKWAY						
	2030 ALL DEVELOPMENT 70 SECOND CYCLE												
SIGNALI	SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group												
	Al	М	Р	M	Storage	Synd	chro	SimTraf	fic Q&B				
Overall	С	22.1	С	20.8	Length	AM	PM	AM	PM				
EBL2	С	 											
EBT	С	C 29.7 C 27.0 5 28 8 38											
EBR	В	17.0	В	12.9	200	0	95	76	198				
WBL2	С	32.2	С	31.2	250	85	67	146	138				
WBT/R	С	25.3	С	32.0		26	39	45	70				
NBL2	С	23.1	В	19.1	300	62	118	122	361				
NBT2	В	13.1	В	15.8		137	321	118	547				
NBR	В	17.6	Α	2.2	350	2	3	0	77				
SBL	В	13.2	В	18.0	150	17	20	64	57				
SBT2	BT2 C 25.0 C 34.3					385	245	267	208				
SBR	В	15.1	С	33.1	200	0	4	57	73				

SimTraffic queue shown is maximum report value for multi-lane groups

All turning movements are LOS C or better with overall LOS C. Auxiliary lane queues are accommodated by storage length provided.

RT. 30/I-64 WESTBOUND RAMPS - 2030 WITH ALL DEVELOPMENT 70 SEC CYCLE

Table 4-2 shows signalized intersection LOS and queuing for Rt. 30/I-64 westbound ramps:

		TABI	E 4-2	Rt. 30	/I-64 WE	STBOUN	ID RAMP	S				
		2030	ALL D	EVELC	PMENT	70 SECO	ND CYC	LE				
SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group												
AM PM Storage Synchro SimTraffic C												
Overall	В	19.3	В	15.4	Length	AM	PM	AM	PM			
WBL	С	32.2	С	29.6		174	117	120	110			
NBL	С	26.0	С	23.1	200	109	153	117	175			
NBT2	Α	8.5	Α	6.3		141	178	100	108			
SBT2	B 18.3 C 20.7 444 376 433 294											
SBR	Α	0.1	Α	0.2	300	0	0	0	0			

SimTraffic queue shown is maximum report value for multi-lane groups

All turning movements are LOS C or better as well as overall LOS B. Auxiliary lane queues are accommodated by storage length provided.

RT. 30/I-64 EASTBOUND RAMP A - 2030 WITH ALL DEVELOPMENT 70 SEC CYCLE

Table 4-3 shows signalized intersection LOS and queuing for Rt. 30/I-64 eastbound ramps:

	TABLE 4-3 Rt. 30/I-64 EASTBOUND RAMP											
	2030 ALL DEVELOPMENT 70 SECOND CYCLE											
SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group												
	Al	AM PM		Storage	Synd	chro	SimTraffic Q&B					
Overall	Α	5.4	Α	5.9	Length	AM	PM	AM	PM			
EBL	С	28.8	С	29.0		112	166	134	174			
NBT2	Α	1.5	Α	4.1		43	84	57	174			
SBT2	Α	4.4	Α	2.2		48	11	120	105			

SimTraffic queue shown is maximum report value for multi-lane groups

All turning movements are LOS C or better as well as overall LOS A.

RT. 30/OLD STAGE ROAD - 2030 WITH ALL DEVELOPMENT 70 SEC CYCLE

Table 4-4 shows signalized intersection LOS for Rt. 30/Old Stage Road:

	TABLE 4-4 Rt. 30/OLD STAGE ROAD												
	2030 ALL DEVELOPMENT 70 SECOND CYCLE												
SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group													
	AM PM					Synd	chro	SimTraf	fic Q&B				
Overall	all C 23.8 C 28.7 Length AM PM AM PN												
EBL2	С												
EBT	C 26.0 C 23.9 14 15 23												
EBR	В	15.9	В	14.9	200	0	34	88	147				
WBL/T				30.8		40	33	65	56				
WBR	С	29.7	С	30.0		0	0	70	80				
NBL2	С	30.2	С	31.1	200	73	81	98	110				
NBT/R3	В	16.2	С	29.8		139	430	109	245				
SBL	С	27.8	С	26.0	200	47	36	68	58				
SBT2	3T2 C 28.0 C 33.2 411 377 242 2								235				
SBR	С	20.6	Α	6.9		20	10	85	78				

SimTraffic queue shown is maximum report value for multi-lane groups

All turning movements are LOS C or better with overall LOS C. Auxiliary lane queues are accommodated by storage length provided.

RT. 30/MOSS CREEK - 2030 WITH ALL DEVELOPMENT 70 SEC CYCLE

Table 4-5 shows signalized intersection LOS and queuing for Rt. 30/Old Stage Road:

	TABLE 4-5 Rt. 30/MOSS CREEK												
	2030 ALL DEVELOPMENT 70 SECOND CYCLE												
SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group													
AM PM Storage Synchro SimTraffic Q&B													
Overall								PM					
WBL	С	30.8	С	30.7		74	133	89	149				
WBR	С	27.7	С	24.7		22	45	32	94				
NBT	Α	2.9	С	33.9		88	893	129	731				
NBR	Α	0.4	Α	2.9		0	3	41	250				
SBL	A 2.9 D 39.1 200 19 100 65 176												
SBT	В	11.0	Α	7.3		637	208	206	201				

Most turning movements are LOS C or better with LOS D for the southbound left turn as well as overall LOS C. Auxiliary lane queues are accommodated by storage length provided.

RT. 30/BARNES ROAD – 2030 WITH ALL DEVELOPMENT 70 SEC CYCLE

Table 4-6 shows unsignalized intersection LOS and queuing for Rt. 30/Barnes Road:

	TABLE 4-5 Rt. 30/MOSS CREEK												
	2030 ALL DEVELOPMENT 70 SECOND CYCLE												
SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group													
	Al	M	PI	M	Storage	Synd	chro	SimTraf	fic Q&B				
Overall	Α	9.4	С	24.1	Length	AM	PM	AM	PM				
WBL				30.7		74	133	89	149				
WBR	С	27.7	С	24.7		22	45	32	94				
NBT	Α	2.9	C	33.9		88	893	129	731				
NBR	Α	0.4	Α	2.9		0	3	41	250				
SBL A 2.9 D 39.1 200 19 100 65 176													
SBT	В	11.0	Α	7.3		637	208	206	201				

The eastbound Barnes Road approach has LOS F while northbound Rt. 30 traffic has LOS A and southbound Rt. 30 traffic doesn't register any delay.

I-64 RAMP MERGES/DIVERGES - 2030 WITH ALL DEVELOPMENT

TABLE 4-7 I-64/RT. 30 RAMPS MERGE/DIVERGE									
2030 ALL DEVELOPMENT 70 SECOND									
LOS And Passenger Ca	rs Per Mil	e Per Lane	9						
AM PM									
I-64 Eastbound Ramp A Diverge	В	12.9	В	14.8					
I-64 Eastbound Loop A Merge	В	16.4	В	17.9					
I-64 Westbound Ramp B Merge	В	15.2	С	20.5					
I-64 Westbound Ramp C Diverge B 12.9 B 14.8									
I-64 Eastbound Ramp D Merge	В	19.9	С	23.5					

SUMMARY COMMENTS - 2030 WITH ALL DEVELOPMENT 70 SEC CYCLE

With the 70 second cycle length, all turning movements at signalized intersections on Rt. 30 have LOS C except for the Moss Creek intersection with LOS D for the southbound left turn. Overall signalized LOS is LOS C or better at all intersections.

Exhibits 11d and 11e show LOS results on the network diagram.

2030 TRAFFIC WITH ALL DEVELOPMENT – 90/100 SECOND CYCLE

Synchro traffic signal optimization was used for the Rt. 30 corridor to determine cycle lengths for signal coordination on the corridor. The results were 90 seconds for the AM peak hour and 100 seconds for the PM peak hour. Green time splits at intersections were also set using Synchro optimization.

RT. 30/FIELDSTONE PARKWAY- 2030 WITH ALL DEVELOPMENT 90/100 SEC CYCLE

Table 5-1 shows signalized intersection LOS and queuing for Rt. 30/Fieldstone Parkway:

		TAE	3LE 5-:	1 Rt. 3	0/FIELDS	TONE PA	ARKWAY						
	2030 ALL DEVELOPMENT 90/100 SECOND CYCLE												
SIGNALI	ZED LOS	And Se	conds	Delay	95tł	n Percentil	e Queues	By Lane Gr	oup				
	AM PI			М	Storage	Synd	chro	SimTraf	fic Q&B				
Overall	С	23.5	С	22.9	Length	AM	PM	AM	PM				
EBL2	D 37.8 D 41.0 150 19 110 43 151												
EBT	D	D 39.6 D 40.2 5 34 10 53											
EBR	С	23.6	С	25.7	200	0	117	87	200				
WBL2	D	40.3	D	47.1	250	104	91	161	158				
WBT/R	D	37.7	D	44.9		31	47	45	70				
NBL2	С	31.5	С	31.7	300	97	232	154	236				
NBT2	В	11.6	В	12.6		130	282	118	343				
NBR	В	16.7	Α	9.2	350	6	20	0	0				
SBL	L B 16.0 C 21.0					25	27	60	66				
SBT2	BT2 C 23.6 C 23.					311	198	194	236				
SBR	В	16.2	Α	5.5	200	0	4	38	85				

SimTraffic queue shown is maximum report value for multi-lane groups

All turning movements are LOS D or better with overall LOS C. Auxiliary lane queues are accommodated by storage length provided.

RT. 30/I-64 WESTBOUND RAMPS - 2030 WITH ALL DEVELOPMENT 90/100 SEC CYCLE

Table 5-2 shows signalized intersection LOS and queuing for Rt. 30/I-64 westbound ramps:

		TABI	E 5-2	Rt. 30	/I-64 WE	STBOUN	ID RAMP	S				
	2	030 A	LL DE\	/ELOPI	MENT 90)/100 SE	COND C	/CLE				
SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group												
	AM PM Storage Synchro SimTraffic Q&B											
Overall	В	19.2	В	19.6	Length	AM	PM	AM	PM			
WBL	D	42.0	D	48.4		212	169	116	114			
NBL	D	46.4	С	34.7	200	112	213	160	235			
NBT2	Α	7.9	Α	3.0		45	51	109	173			
SBT2	2 A 9.3 C 25.5 164 436 240 321											
SBR	Α	0.1	Α	0.3	300	0	0	0	0			

SimTraffic queue shown is maximum report value for multi-lane groups

All turning movements are LOS D or better as well as overall LOS B. Auxiliary lane queues are accommodated by storage length provided.

RT. 30/I-64 EASTBOUND RAMP A - 2030 WITH ALL DEVELOPMENT 90/100 SEC CYCLE

Table 5-3 shows signalized intersection LOS and queuing for Rt. 30/I-64 eastbound ramps:

	TABLE 5-3 Rt. 30/I-64 EASTBOUND RAMP											
	2	.030 A	LL DE\	/ELOP	MENT 90	/100 SE	COND C	/CLE				
SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group												
	Al	AM PM		Storage	Synchro		SimTraffic Q&B					
Overall	В	10.2	Α	8.0	Length	AM	PM	AM	PM			
EBL	D	40.0	D	45.9		142	240	156	183			
NBT2	Α	9.0	Α	4.3		87	124	113	170			
SBT2	Α	6.7	Α	2.8		116	96	129	116			

SimTraffic queue shown is maximum report value for multi-lane groups

All turning movements are LOS D or better as well as overall LOS A.

RT. 30/OLD STAGE ROAD - 2030 WITH ALL DEVELOPMENT 90/100 SEC CYCLE

Table 5-4 shows signalized intersection LOS for Rt. 30/Old Stage Road:

	TABLE 5-4 Rt. 30/OLD STAGE ROAD												
	2030 ALL DEVELOPMENT 90/100 SECOND CYCLE												
SIGNALI	ZED LOS	S And Se	conds I	Delay	95th	n Percentil	e Queues	By Lane Gr	oup				
	AM PM				Storage	Synd	chro	SimTraf	fic Q&B				
Overall	С	25.3	С	24.3	Length	AM	PM	AM	PM				
EBL2	D	D 41.4 D 46.9 200 85 176 121 225											
EBT	D 37.0 D 35.5 18 20 27 34												
EBR	С	27.1	С	25.1	200	20	72	99	192				
WBL/T			D	46.8		51	44	63	55				
WBR	D	40.0	D	45.0		0	0	71	99				
NBL2	D	37.0	D	50.2	200	92	114	120	128				
NBT/R3	В	19.5	С	20.9		176	408	145	264				
SBL	D	41.3	D	52.8	200	78	63	77	61				
SBT2	С	23.6	В	15.1		341	255	219	200				
SBR	В	19.0	В	11.9		32	0	125	70				

SimTraffic queue shown is maximum report value for multi-lane groups

All turning movements are LOS D or better with overall LOS C. Auxiliary lane queues are accommodated by storage length provided.

RT. 30/MOSS CREEK - 2030 WITH ALL DEVELOPMENT 90/100 SEC CYCLE

Table 5-5 shows signalized intersection LOS and queuing for Rt. 30/Old Stage Road:

	TABLE 5-5 Rt. 30/MOSS CREEK												
	2030 ALL DEVELOPMENT 90/100 SECOND CYCLE												
SIGNALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group													
AM PM Storage Synchro SimTraffic Q&B													
Overall	all A 9.2 B 18.9 Length AM PM AM PM												
WBL	D	50.8	Е	69.9		99	243	107	249				
WBR						28	47	21	123				
NBT	Α	3.2	В	18.0		64	454	93	498				
NBR	Α	1.8	Α	2.0		0	1	36	87				
SBL	SBL A 2.4 C 32.0 200 15 116 55 201												
SBT	Α	8.3	Α	5.7		428	179	186	230				

Overall LOS B with turning movements LOS A through E. Auxiliary lane queues are accommodated by storage length provided.

Exhibits 11f and 11g show LOS results on the network diagram.

SUMMARY AND CONCLUSIONS

70 SECOND CYCLE RESULTS

70 second cycle traffic signal analysis was incorporated into this study because:

- 1. 70 second cycle length was used in the 2015 Stonehouse study by Timmons Group.
- 2. JCC has LOS C objective for turning movements.
- 3. Traffic signals do not operate to provide LOS C on turning movements: that is not a performance criterion.
- 4. Only short cycles (i.e., shorter than realistic) produce LOS C for turning movements.

With 70 second cycles lengths, development of Hazelwood Farms alone and with development of Stonehouse and Moss Creek produce LOS C on turning movements as well overall intersection LOS C for the four Rt. 30 signalized intersections serving Hazelwood Farms (Fieldstone Parkway, I-64 westbound ramps, I-64 eastbound off-ramp and Old Stage Road). The only LOS for signalized intersections less than LOS C is LOS D for the exiting left turn from Moss Creek to Rt. 30.

2018 traffic studies for Stonehouse by Gorove-Slade used cycle length less than 70 seconds for Rt. 30/Fieldstone and Rt. 30/westbound I-64 ramps (mitigated).

90 SECOND AM/100 SECOND PM CYCLE RESULTS

90/100 second cycle traffic signal analysis is far more typical of how signals are designed and operated. There are LOS D results mostly located on minor street approaches for the four Rt. 30 signalized intersections serving Hazelwood Farms. All signalized intersections have overall LOS C or better. In some instances, overall delay at the intersection decreased in seconds delay relative to 70 second cycle results.

In almost all instances, signalized intersection delay for northbound and southbound through movements on Rt. 30 decreased from 70 second cycle levels. This illustrates the essence of traffic signal design: green time on minor streets is minimized with related increases in delay to allow greater green time and reduced delay for major street through movements, which are the bulk of the traffic. Forcing traffic signal timing to produce LOS C for turning moments is not an element of modern traffic signal efficient design and operation.

RT. 30/MOSS CREEK DESIGN

At the Rt. 30/Moss Creek intersection, there is overall LOS A and B with LOS D for some minor street movements and LOS E for the PM peak hour westbound left turn movement. This intersection is essentially one northbound through lane and one southbound through, and thus is an inferior design to the other four signalized intersections. The traffic study for Moss Creek also used artificially reduced signal timing (less than 50 seconds) to get LOS C for turning movements.

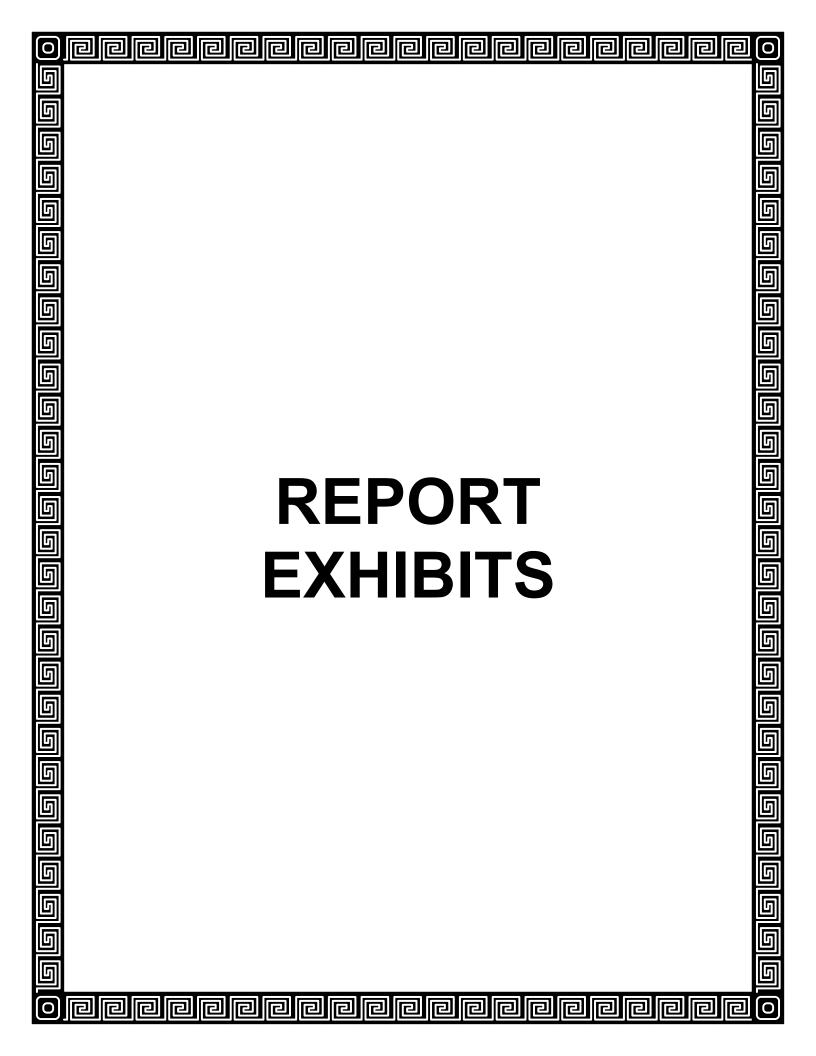
RT. 30/BARNES ROAD

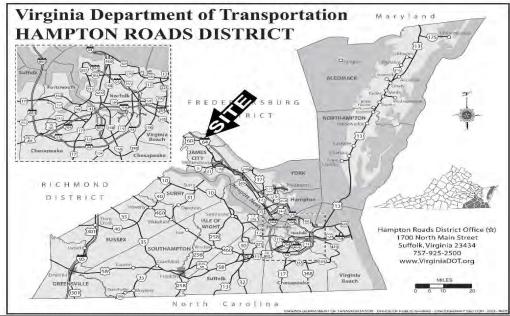
With all development in 2030, the eastbound approach on Barnes Road is LOS F in the PM peak hour. Some alternatives for this intersection include:

- 1. Add a left turn lane on the eastbound approach. This produces LOS F for the resulting separate left turn lane.
- 2. Prohibit eastbound left turn and divert to U-turn at Fieldstone Parkway. This produces LOS B for the eastbound approach with a slight increase in delay at the Rt. 30/Fieldstone Parkway intersection.
- 3. Widen Rt. 30 to four lanes. With wide median and yield bar treatments in the median, this produces LOS C for the eastbound approach.

CONCLUSIONS

The proffered improvements by Stonehouse and Hazelwood Farms at four intersections on Rt. 30 accommodates all future traffic. Moss Creek access on Rt. 30 is under designed and warrants further consideration during development plan review. If traffic on Barnes Road at Rt. 30 becomes a problem, the problem eastbound left turns can be diverted to the Rt. 30/Fieldstone Parkway to be constructed Stonehouse and Hazelwood Farms developments.







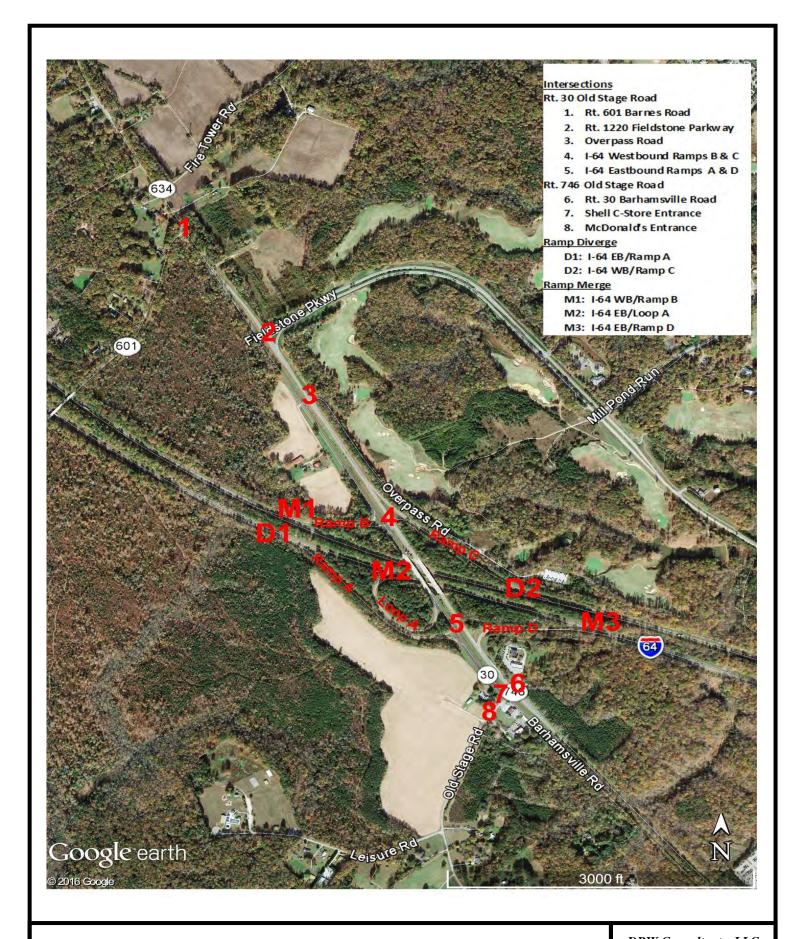
HAZELWOOD FARMS REGIONAL AND AREA MAPS DRW Consultants, LLC 804-794-7312

Exhibit 1a



HAZELWOOD FARMS AREA PARCEL MAP DRW Consultants, LLC 804-794-7312

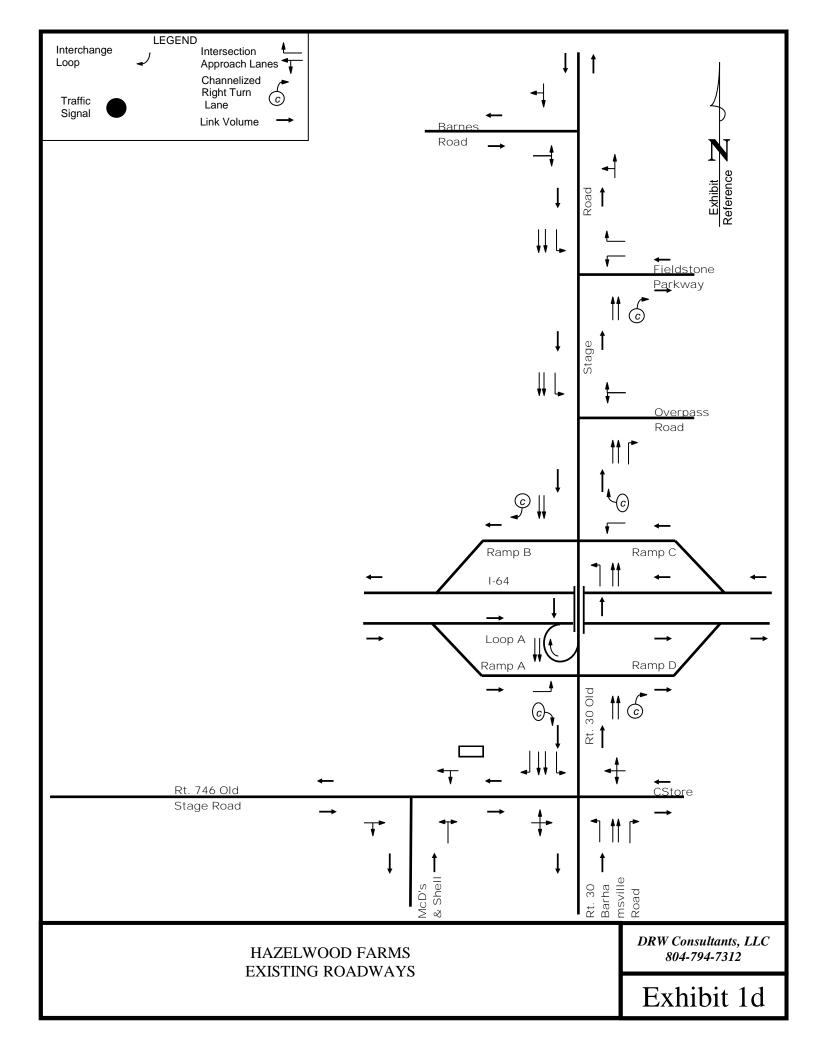
Exhibit 1b

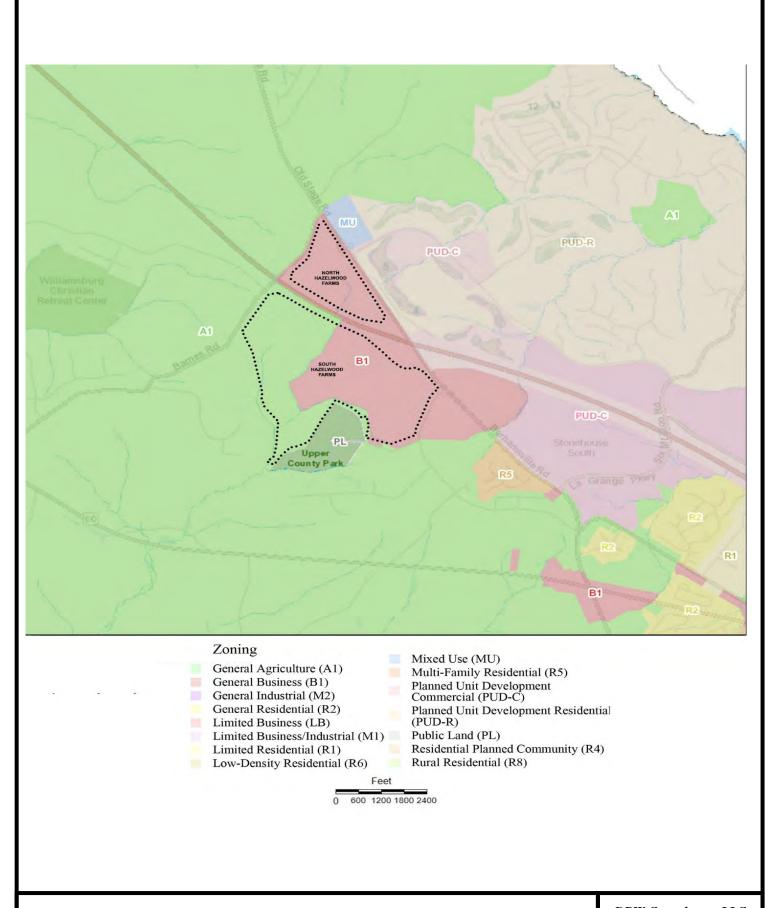


HAZELWOOD FARMS
PEAK HOUR COUNT LOCATIONS

DRW Consultants, LLC 804-794-7312

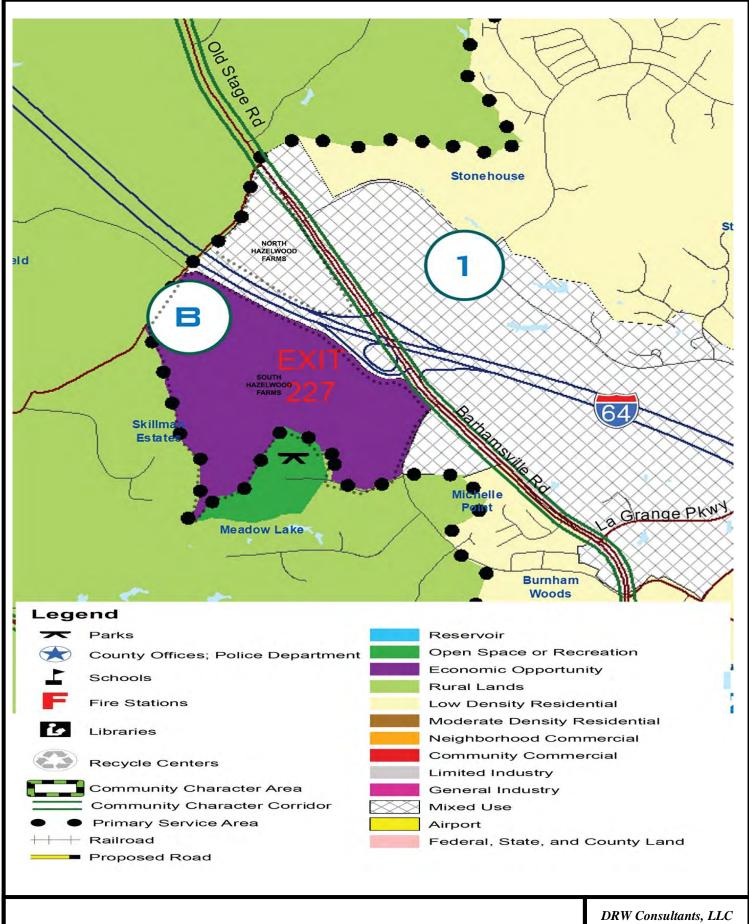
Exhibit 1c





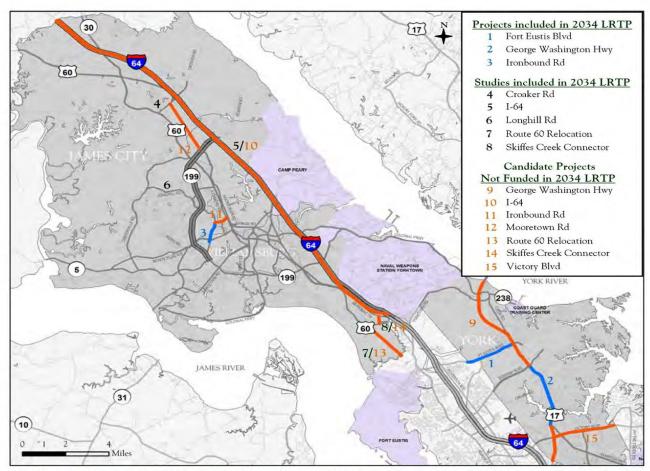
HAZELWOOD FARMS EXISTING ZONING DRW Consultants, LLC 804-794-7312

Exhibit 1e



HAZELWOOD FARMS JAMES CITY COUNTY 2035 LAND USE MAP 804-794-7312

Exhibit 1f



Map 8 – Projects/Studies Included in the 2034 LRTP and Candidate Projects Not Funded in the 2034 LRTP

Data Source: HRTPO.

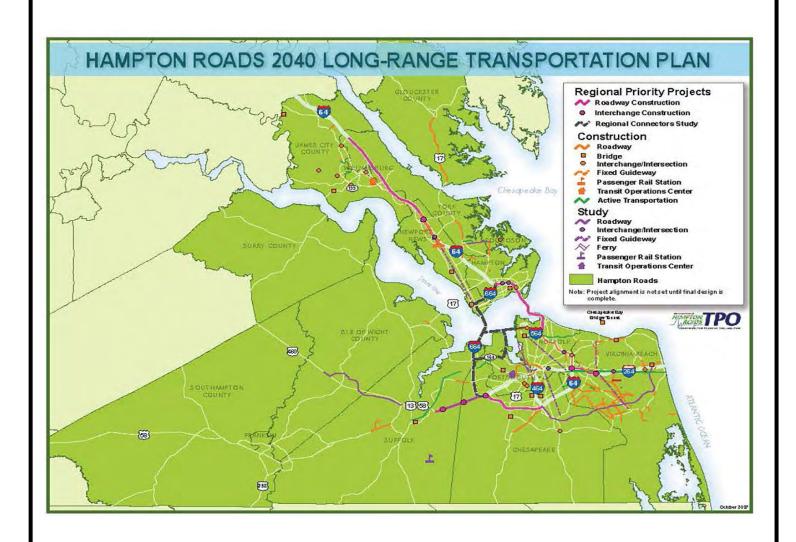


James City/Williamsburg/York Transportation Study



2034 LONG RANGE TRANSPORTATION PLAN JAMES CITY COUNTY/WILLIAMSBURG/YORK COUNTY COMPREHENSIVE TRANSPORTATION STUDY HAMPTON ROADS TPO MARCH 2012

DRW Consultants, LLC 804-794-7312



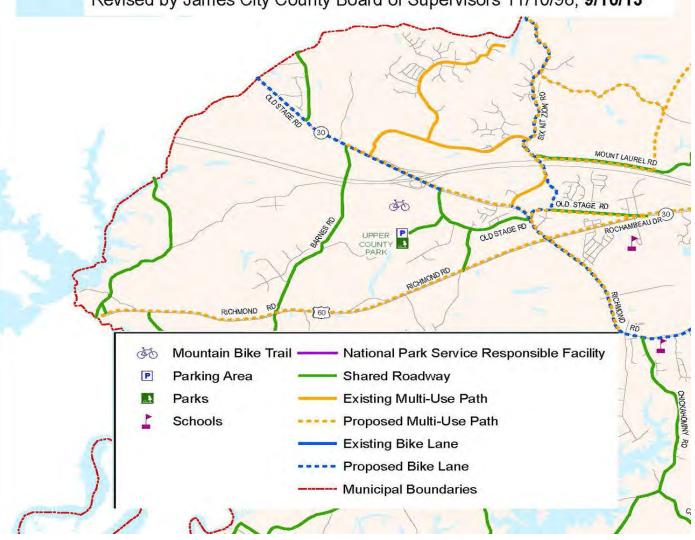
DRW Consultants, LLC 804-794-7312

Regional Bikeways

James City County, Williamsburg, and York County, Virginia

Adopted by City of Williamsburg City Council 6/10/93 Adopted by York County Board of Supervisors 6/17/93 Adopted by James City County Board of Supervisors 6/21/93

Revised by City of Williamsburg City Council 11/12/98, 10/12/06, 1/10/13 Revised by York County Board of Supervisors 10/6/99, 12/6/05, 9/3/13 Revised by James City County Board of Supervisors 11/10/98, 9/10/13

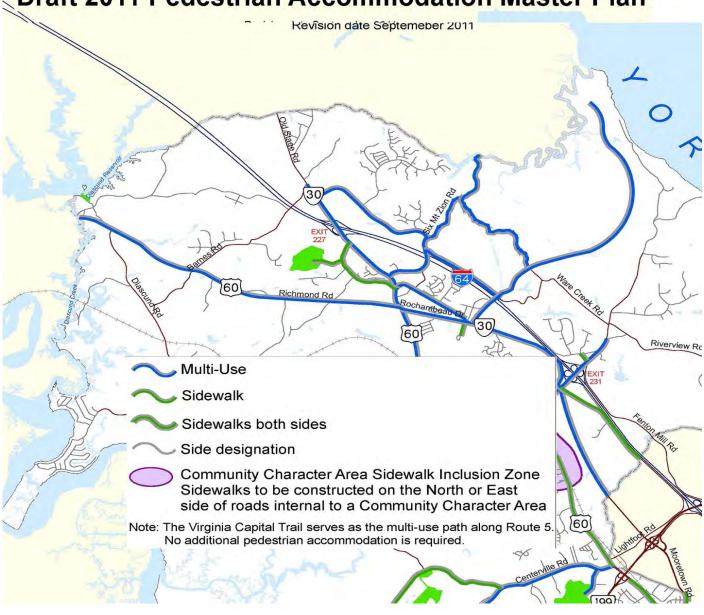


REGIONAL BIKEWAYS
JAMES CITY COUNTY , WILLIAMSBURG, AND YORK COUNTY
REVISED 2013

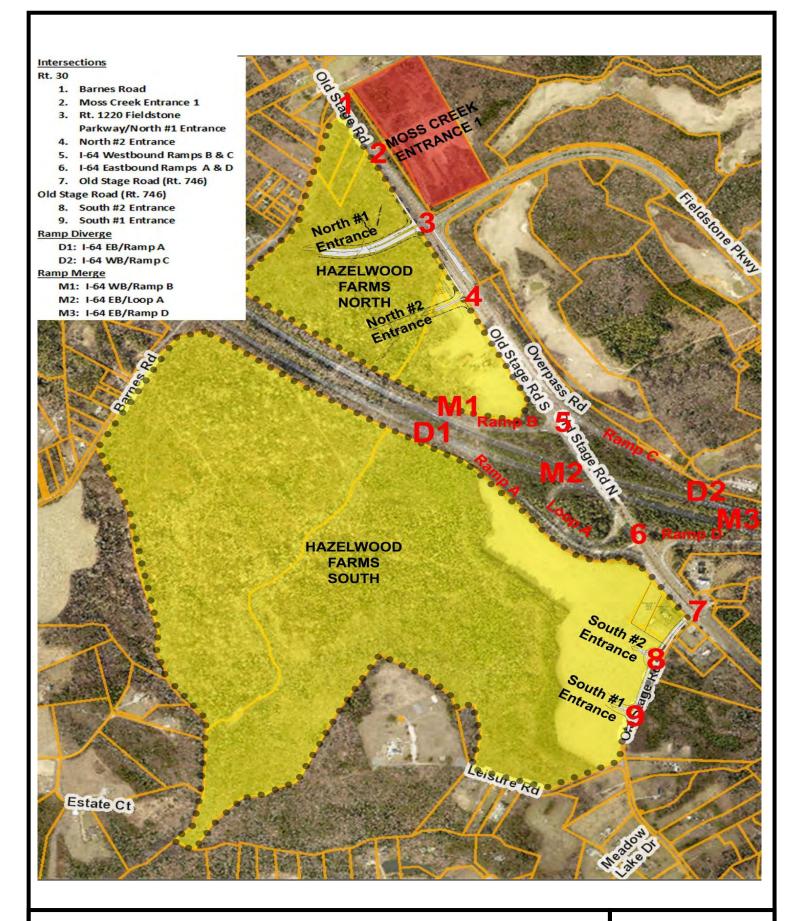
DRW Consultants, LLC 804-794-7312

Exhibit 1g-3

James City County Draft 2011 Pedestrian Accommodation Master Plan



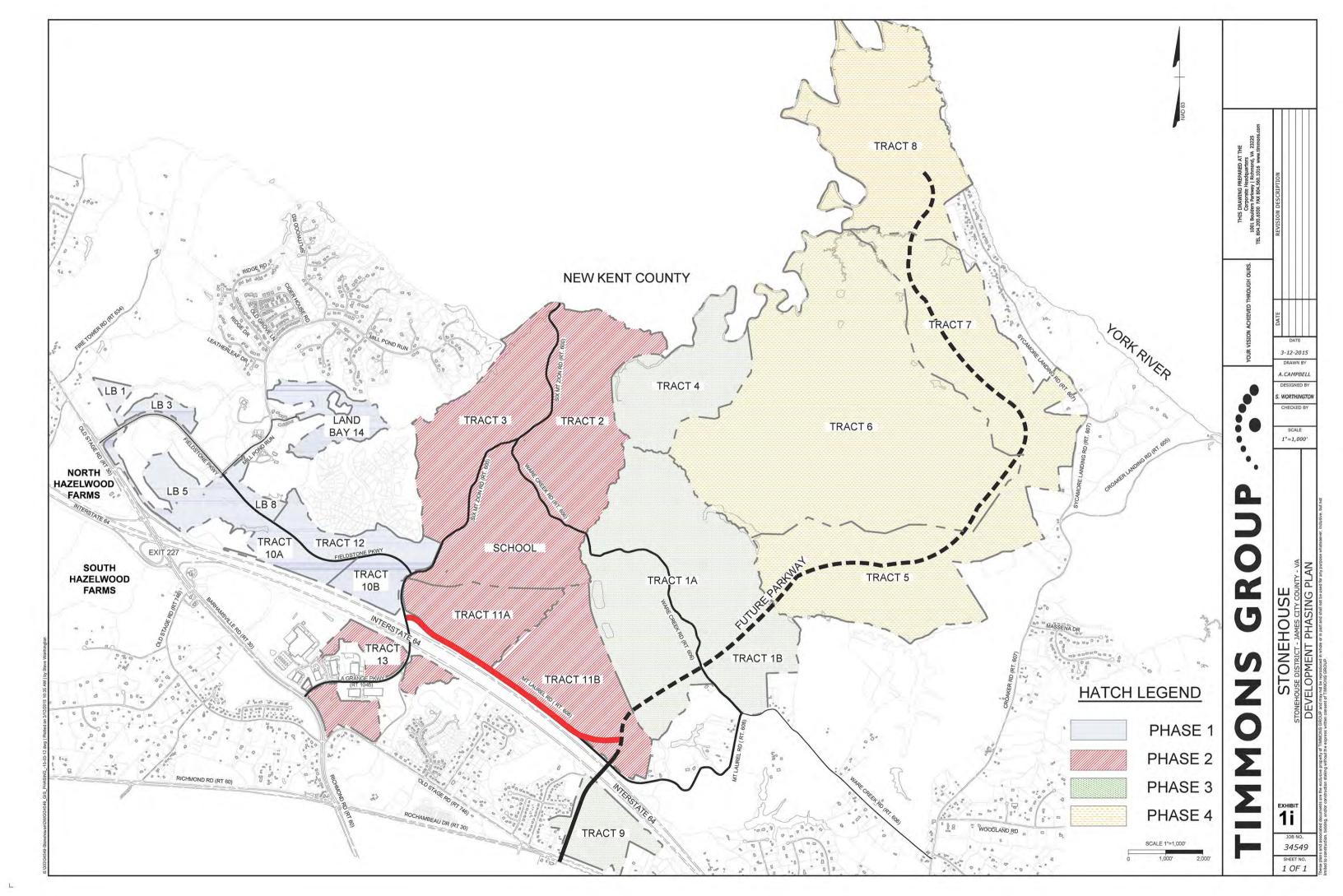
JAMES CITY COUNTY DRAFT 2011 PEDESTRIAN ACCOMMODATION MASTER PLAN DRW Consultants, LLC 804-794-7312



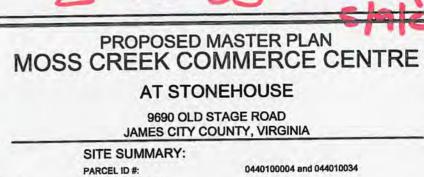
HAZELWOOD FARMS
PEAK HOUR ANALYSIS LOCATIONS

DRW Consultants, LLC 804-794-7312

Exhibit 1h



Z-12-05 DOS doop



GROSS SITE AREA:

21.9 AC +/-21.9 AC.+/-

NET DEVELOPABLE AREA: **EXISTING ZONING:**

A1 (GENERAL AGRICULTURAL)

PROPOSED ZONING:

MU (MIXED USE)

PERIMETER BUFFER REQU'D .: MIN. LOT SIZE, FRONT YARD:

REAR YARD AND SIDE YARD:

N/A

N/A

OPEN SPACE REQU'D .:

10% (2.19 AC. +/-)

OPEN SPACE PROVIDED

2.19 AC. +

NON-RESIDENTIAL FLOOR AREA.: 3.1 AC

FLOOR AREA DENSITY: IMPERVIOUS COVER:

9.5 +/-AC (43%+/-)

PROGRAM SUMMARY:

- -3,574 S.F. BANK WITH 3 DRIVE-THRU LANES
- 3,910 S.F. CONVENIENCE STORE WITH FUELING
- 54,250 S.F. MINI-STORAGE FACILITY:
- ~ 3-CLIMATE CONTROLLED BUILDINGS
- ~ 5' X 10' STORAGE SPACE (120 IUNITS)
- ~ 10' X 20' STORAGE SPACE (28 UNITS)
- ~ 10' X 15' STORAGE SPACE (60 UNITS)
- ~ 10' X 25' STORAGE SPACE (28 UNITS)
- ~ OFFICE/CARETAKER BLDG.
- 44,475 S.F. RETAIL WITH RESTAURANT ANCHOR
- 26,400 S.F. OFFICE/WAREHOUSE SPACE
- 3,628 S.F. PROF. OFFICE BLDG.

NOTE: ALL QUANTITIES ARE APPROXIMATE, BASED ON ASSUMED BOUNDARY, TOPOGRAPHIC AND PHYSICAL FEATURES INFORMATION. LANDSCAPING IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.

Parking Calculations

	Formula	Qty.	Required 14	
Bank	1 per 250 s.f.	3,574 s.f.		
Convenience Store	1 per 250 s.f.	3910 s.f.	16	
Retail	1 per 200 s.f.	*29,358 s.f.	147	
Office**	1 per 250 s.f.	11,428 s.f.	45	
Mini-Storage & Climate Storage	1 per 100 Units & 2 per caretaker residence	236 Units & 1 res.	4	
Restaurant	1 per 250	7,777 s.f.	31	
Warehouse	1 per 2 employees	T.B.D.		

EXHIBIT 1j

TOTAL PARKING PROVIDED: 355

* BASED ON NET AREA EQUAL TO 80% OF GROSS AREA

** INCLUDES PROF. OFFICE AND 1/2 S.F. OF OFFICE/WAREHOUSE

(Calculations are approximate, may change with final site plan) 4029 IRONSOUND ROAD SLITE 100 INLIANSBURG, VIRGHIA (797) 253-2975 FAX: (737) 229-0049

REVISED DECEMBER 28, 2005 Job # 2004085-000.00 LFV Drawing # 15818W

SEPTEMBER 22, 2004

REVISED MARCH 14, 2006

2. Project site is located within the STORMWATE DETENTION FACILITY Ware Creek watershed. FLORENCE CARTER ESTATE (ZONED: 8-1 Permitted Uses Single-family DUs Attached 2-4 DUs Attatched 4+ DUs, less than 3 Spries Attatched 4+ DUs, more than 3 G Industria Open Space Mixed Use SIDEWALKS **OPEN SPACE** HAZELWOOD FARMS (ZONED: 8-1) Vicinity Map Scale: 1"=2000 BUFFER TO BE SUPPLEMENTED WITH EVERGREEN PLANTING STOMEHOUSE AT WILLIAMSBURG, LLC STOMEHOUSE LAND BAY 4 (ZONED: PUD-C) GRAPHIC SCALE

APPROXIMATE LOCATION OF BERM

STONEHOUSE AT WILLIAMSBURG, LLC STONEHOUSE LAND BAY 1 (ZONED: PUD-C)

BUFFER TO BE SUPPLEMENTED WITH EVERGREEN PLANTING

WITH BERM AND

EVERGREEN PLANTING

BUFFER TO BE SUPPLEMENTED

DONALD HAZELYBOD (ZONED: A-1)

EXISTING

EE CANOPY TO REMAIN

BEATRICE GRAY ESTATE

(ZONED: B-1)

MCROY : A-1)

WENDY WOOS (ZONED: A-1)

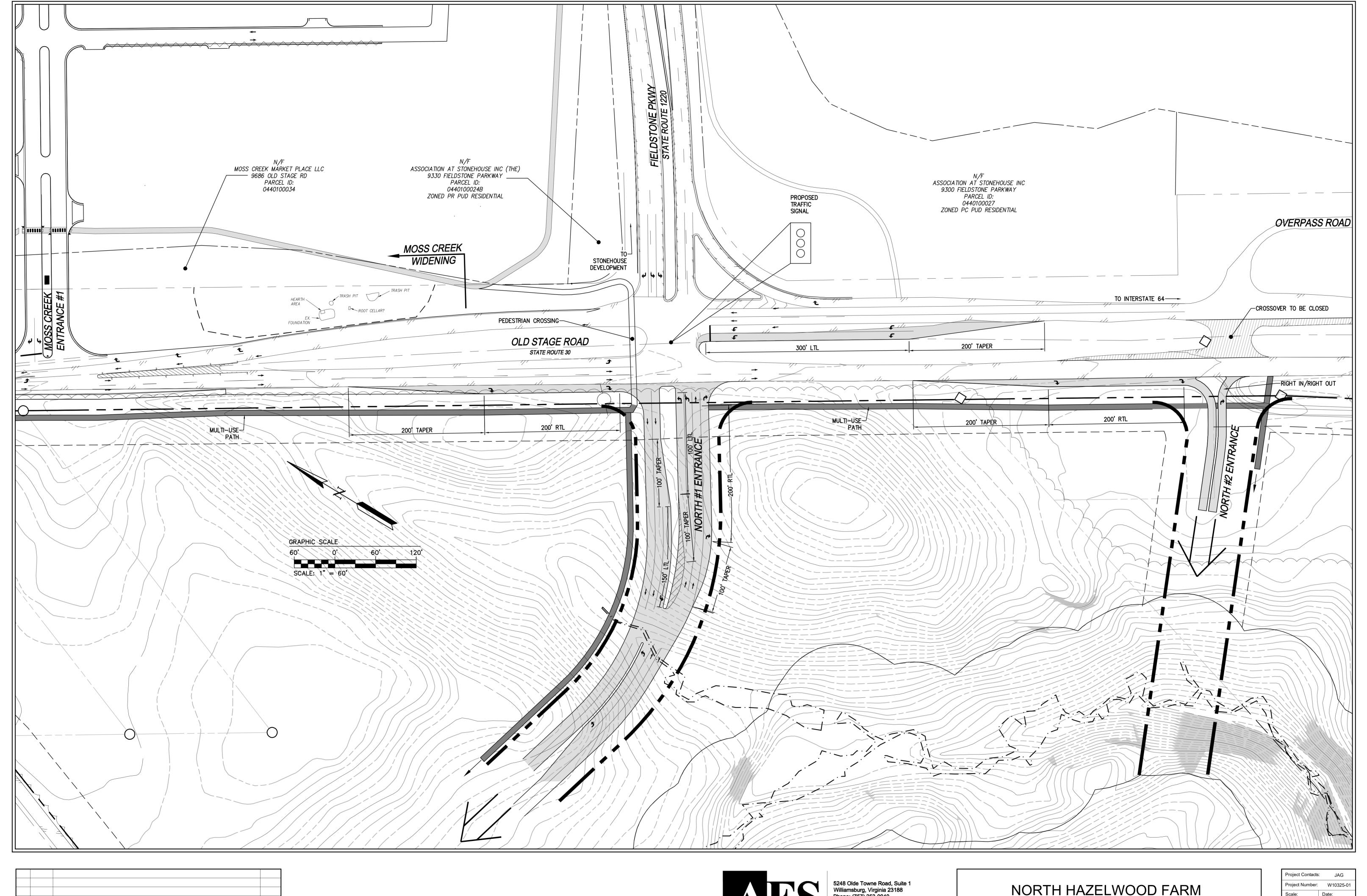
1. All roads to be private.

Copyright ADC The Map People

Permitted Use #20504121







Description



NORTH HAZELWOOD FARM ACCESS PLAN

JAMES CITY COUNTY

VIRGINIA

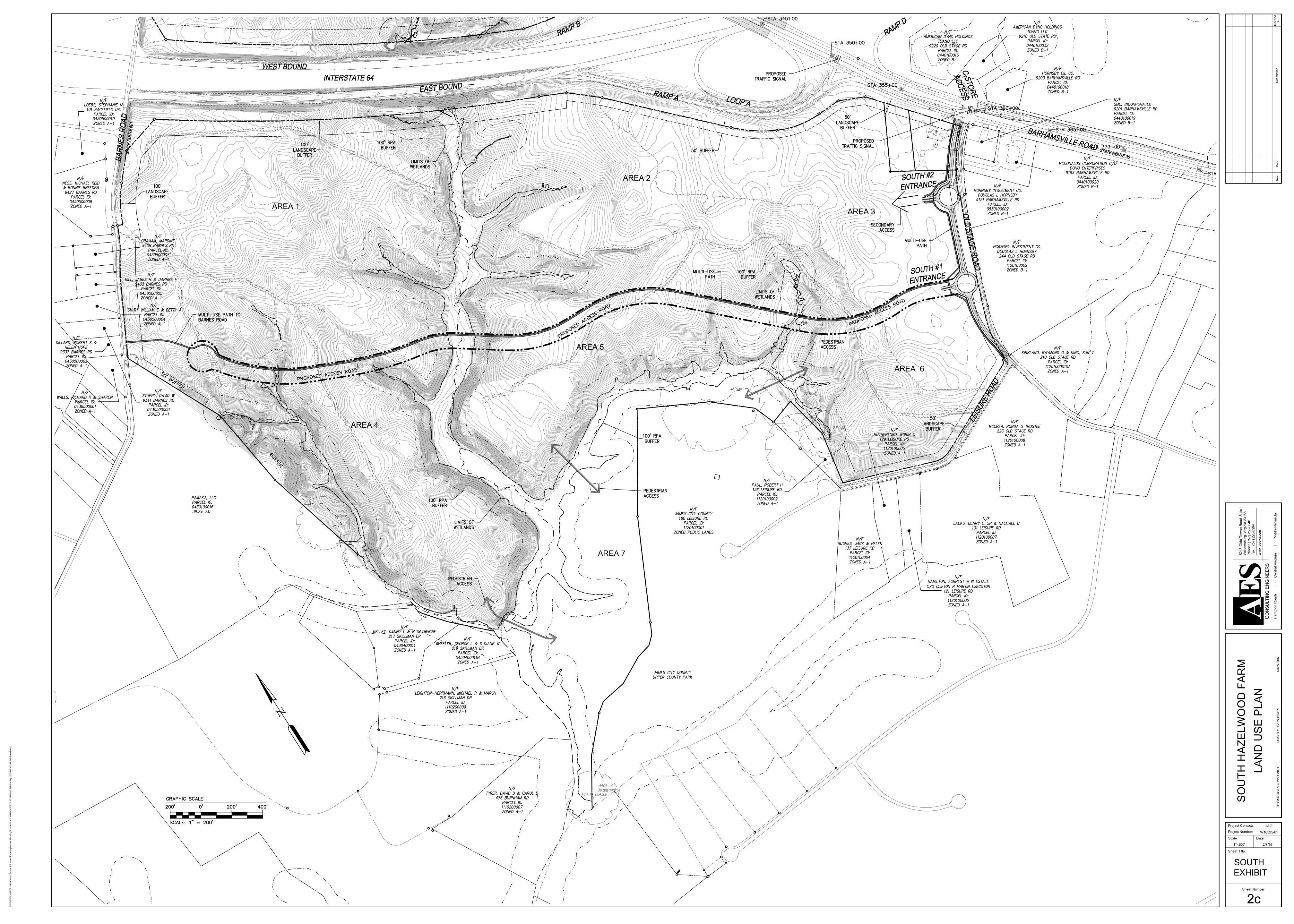
STONEHOUSE DISTRICT

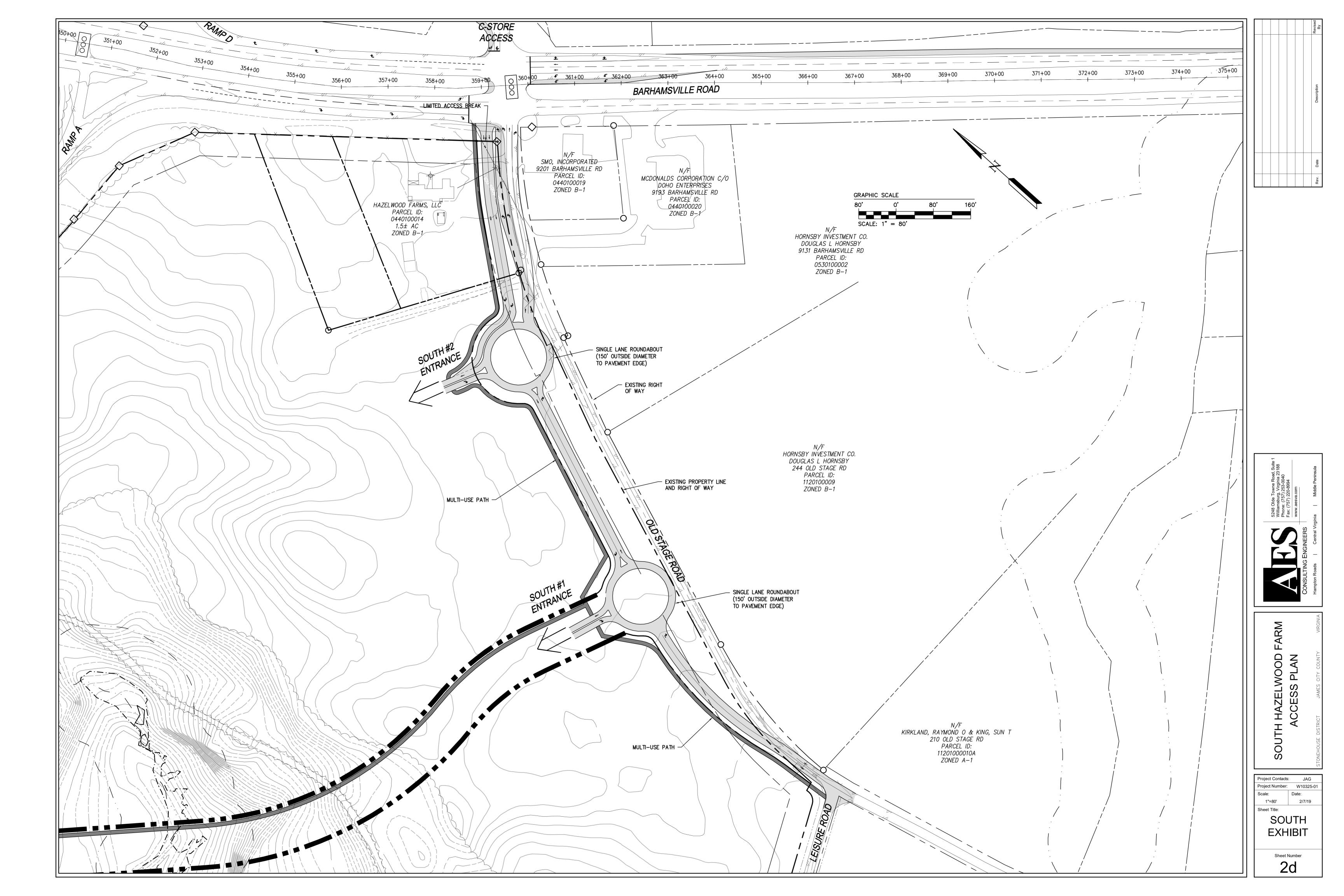
Project Number: W10325-01

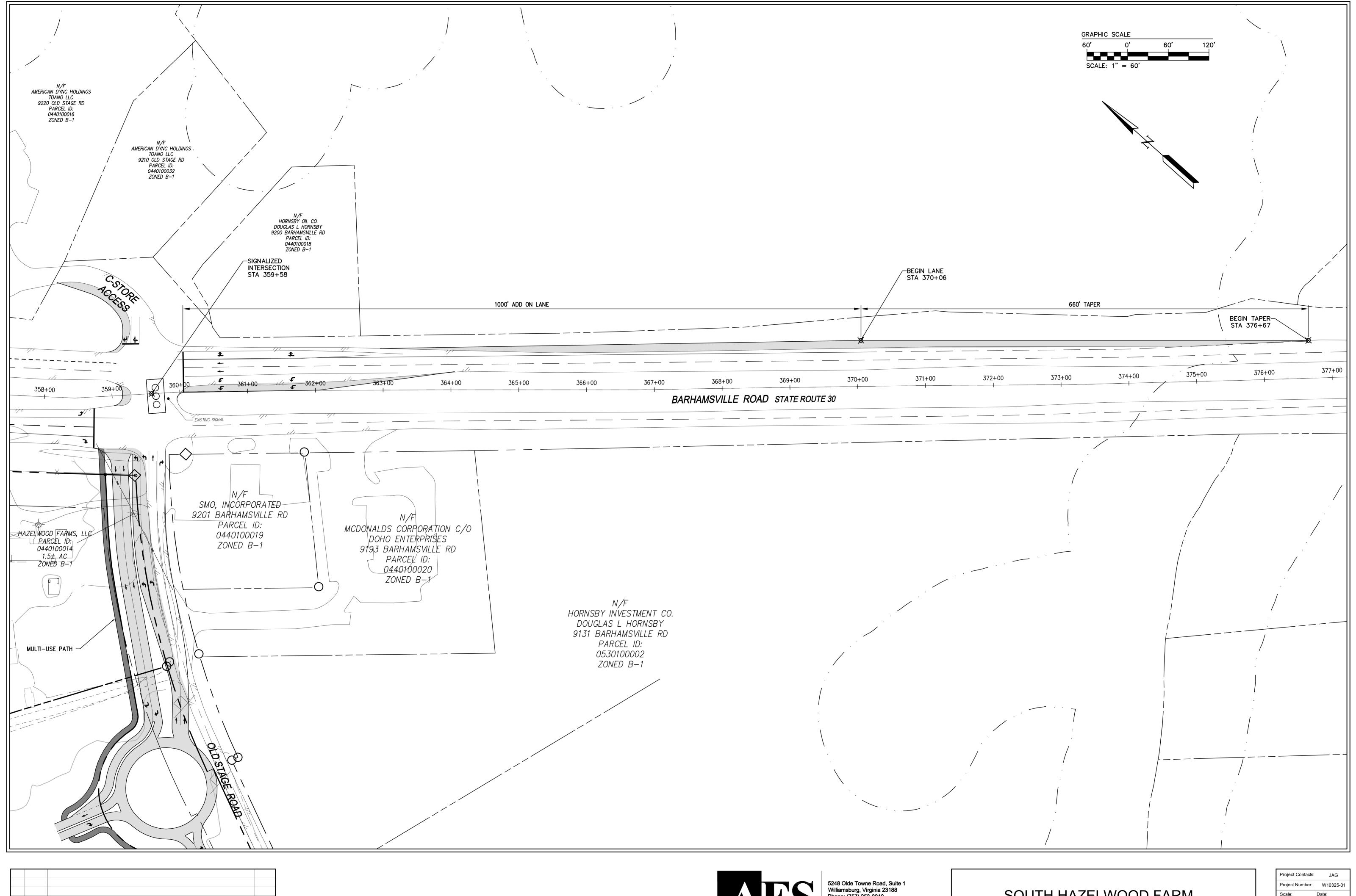
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Sheet Number

NORTH
EXHIBIT 2b







Description

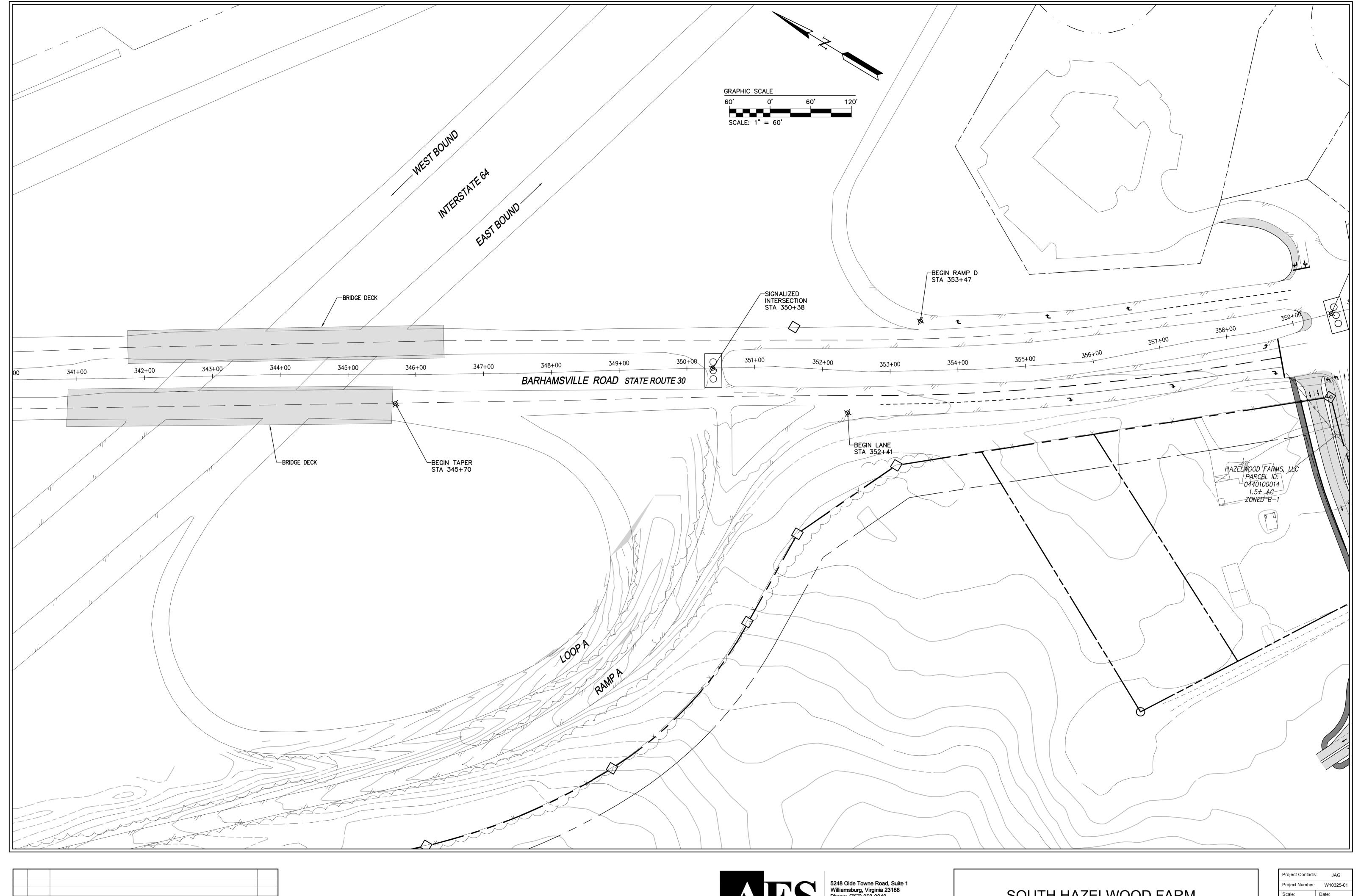


SOUTH HAZELWOOD FARM ACCESS PLAN

Sheet Number SOUTH EXHIBIT 2e

VIRGINIA

STONEHOUSE DISTRICT JAMES CITY COUNTY



Description



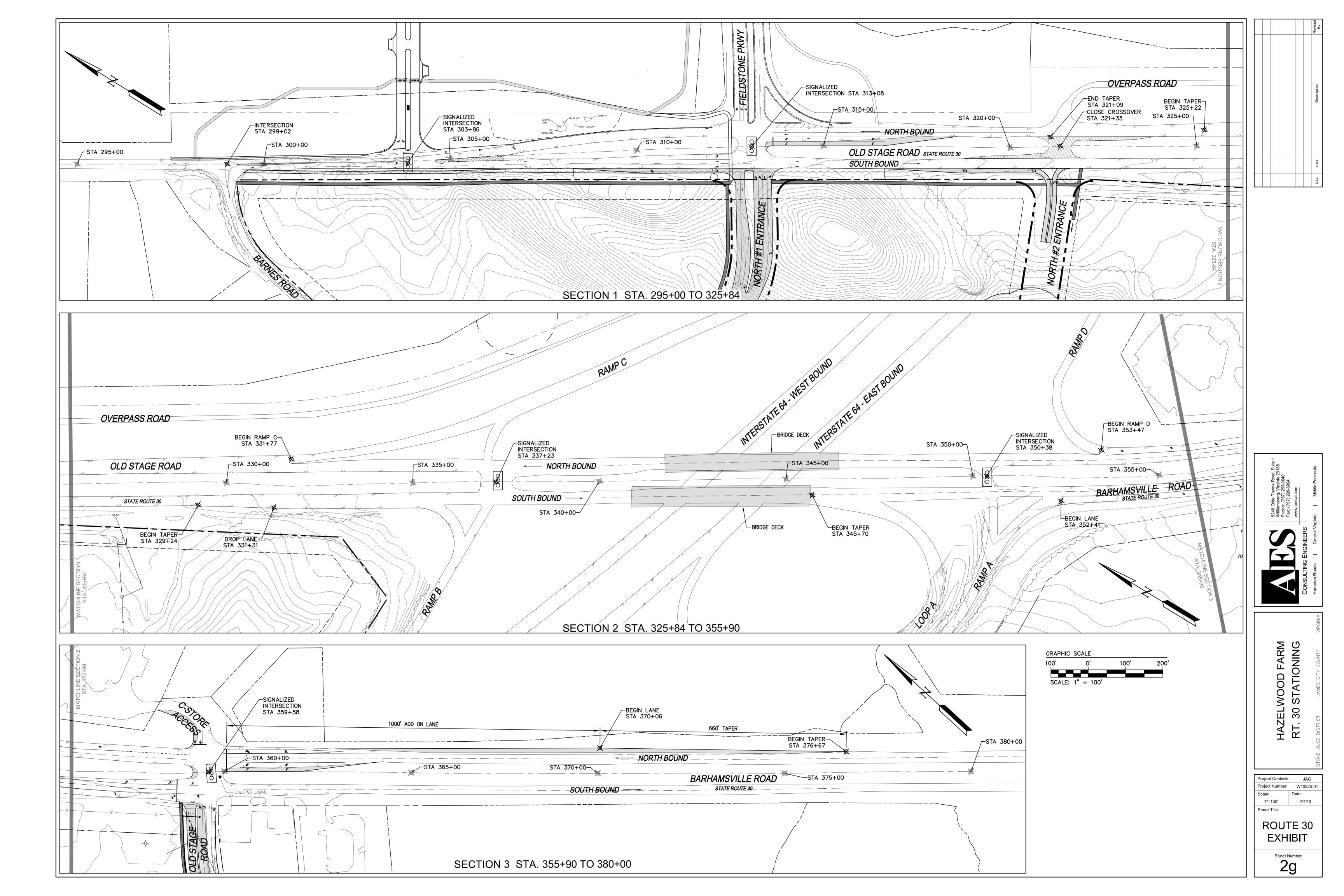
SOUTH HAZELWOOD FARM ACCESS PLAN

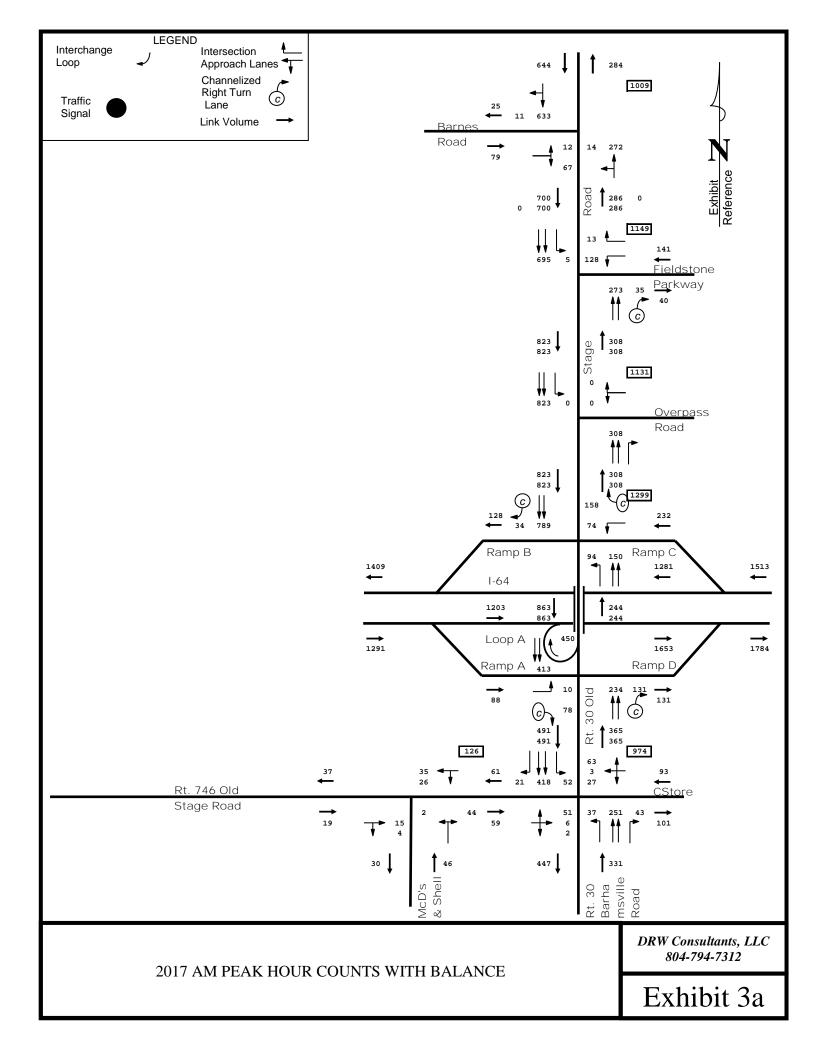
JAMES CITY COUNTY

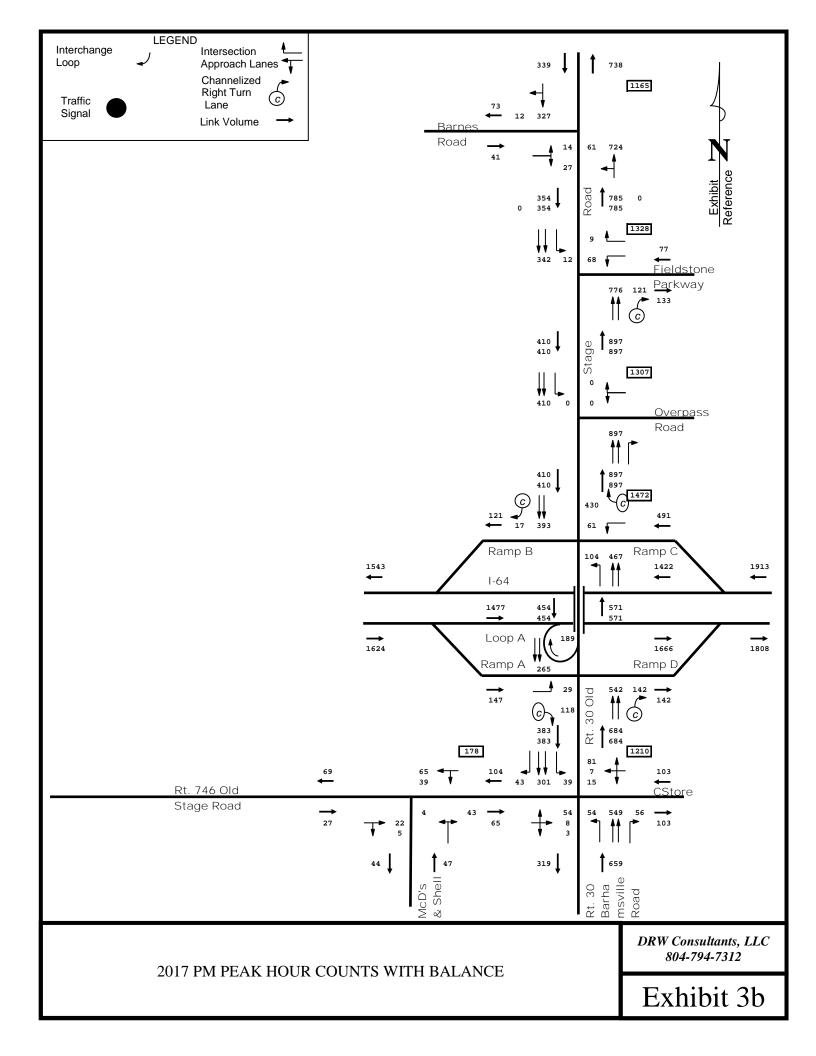
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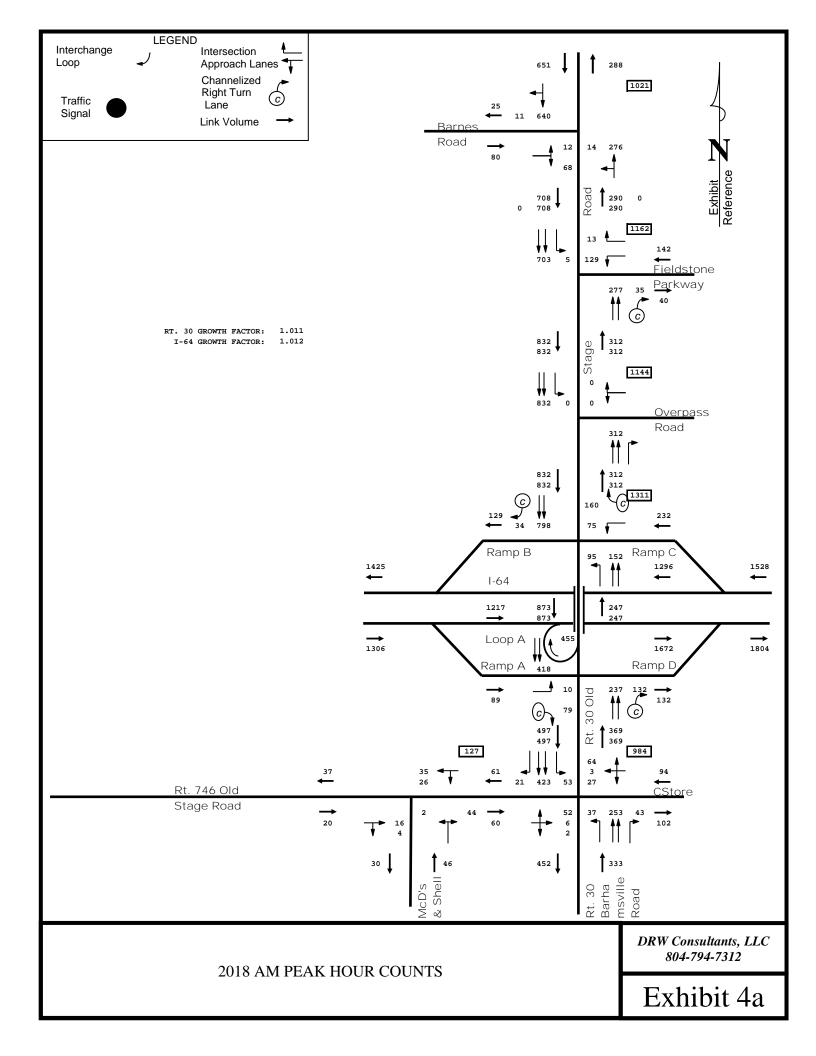
STONEHOUSE DISTRICT

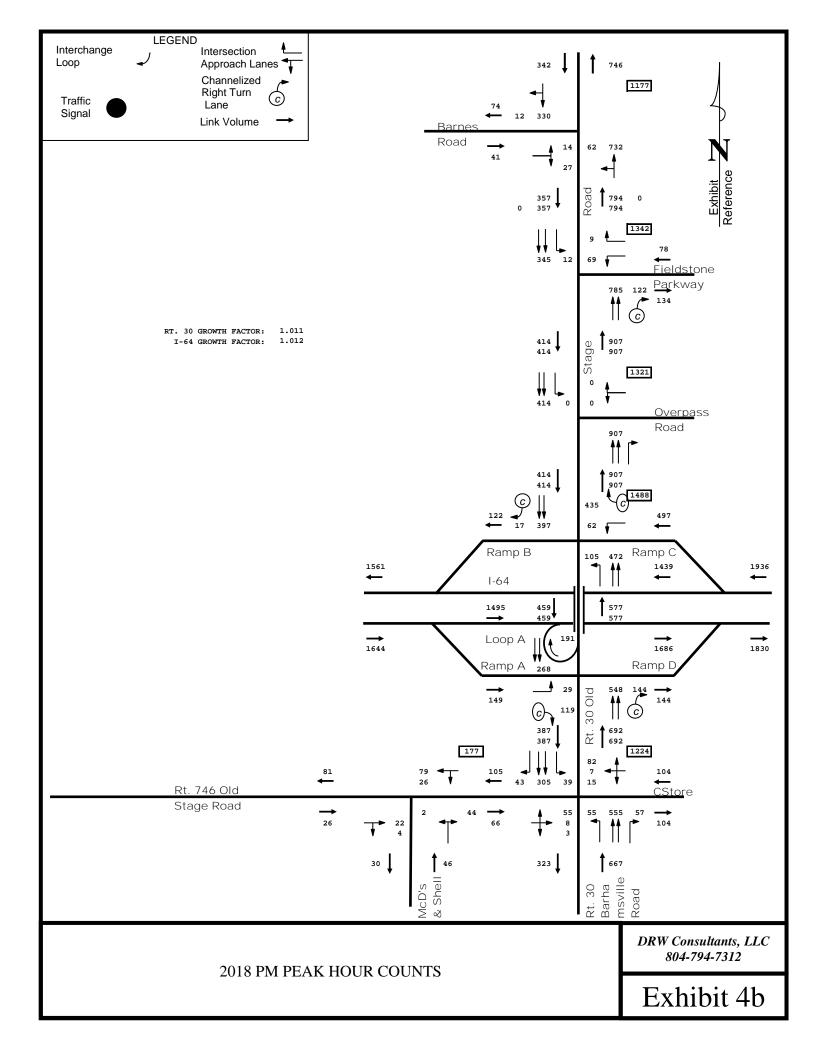
SOUTH EXHIBIT

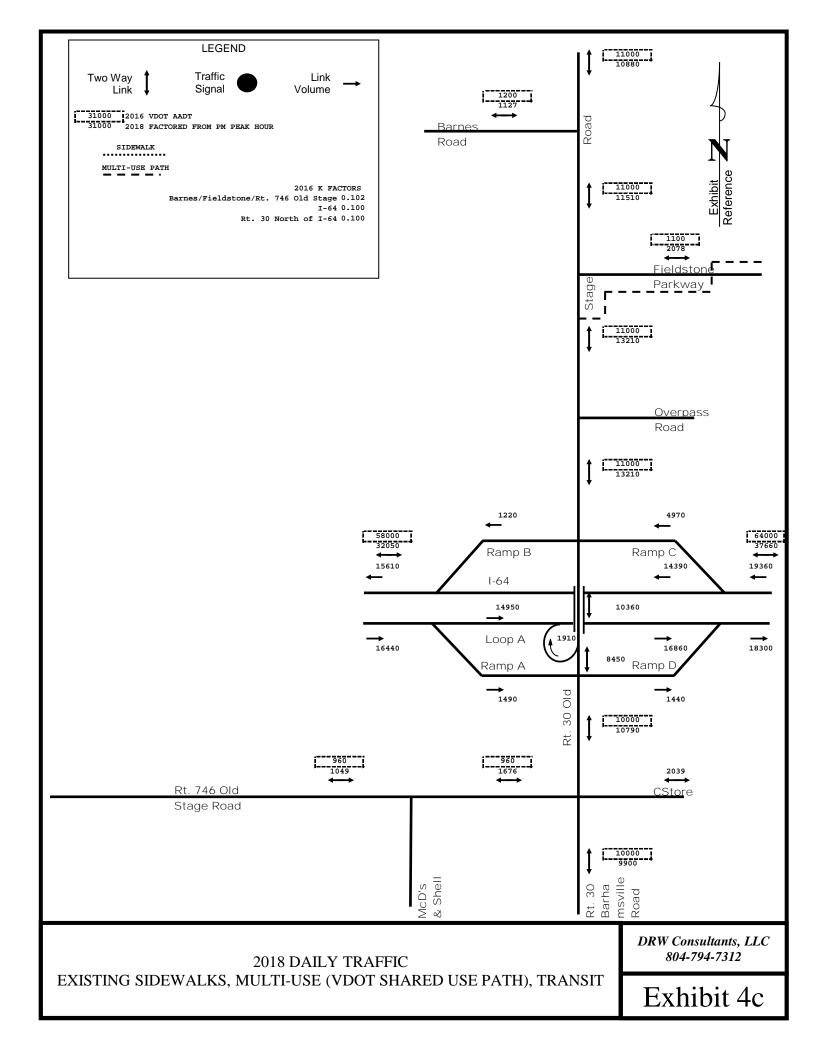


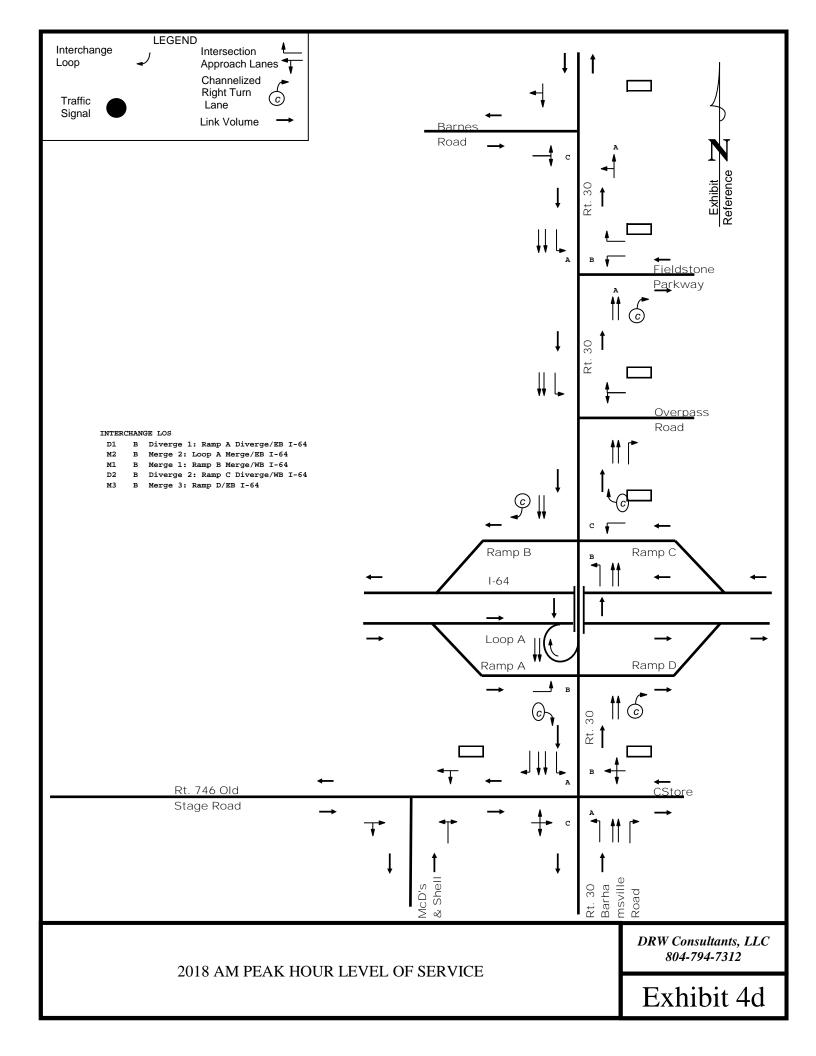


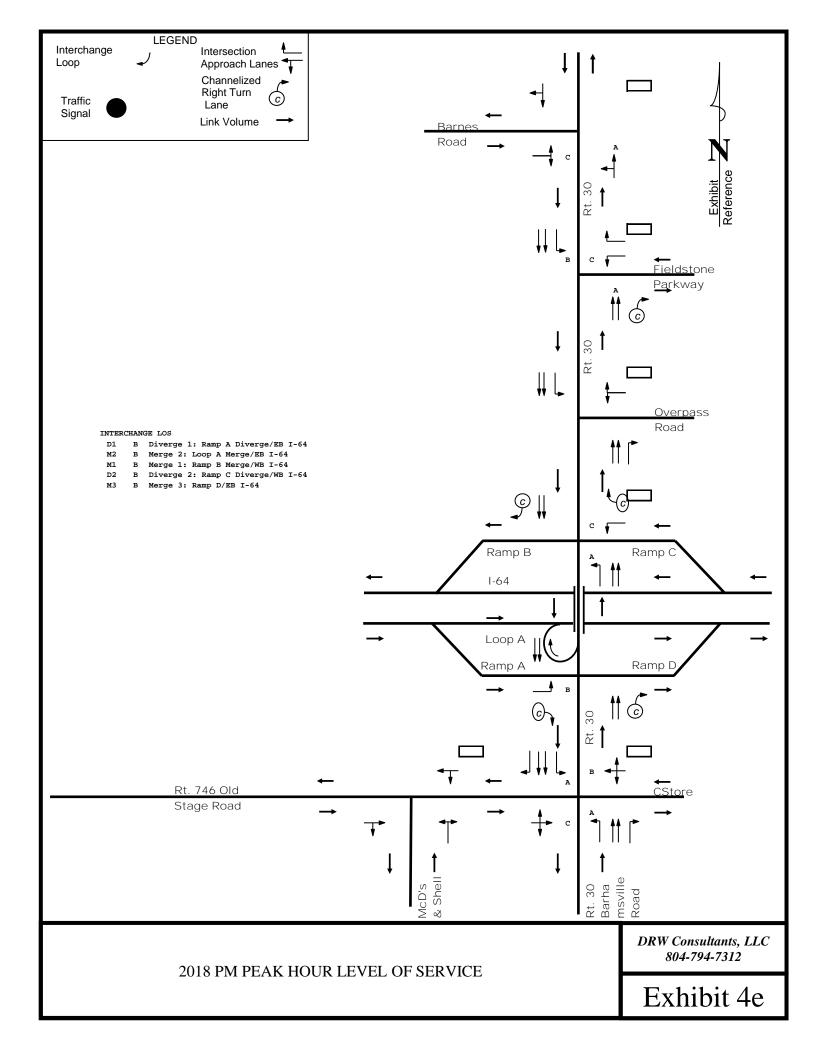


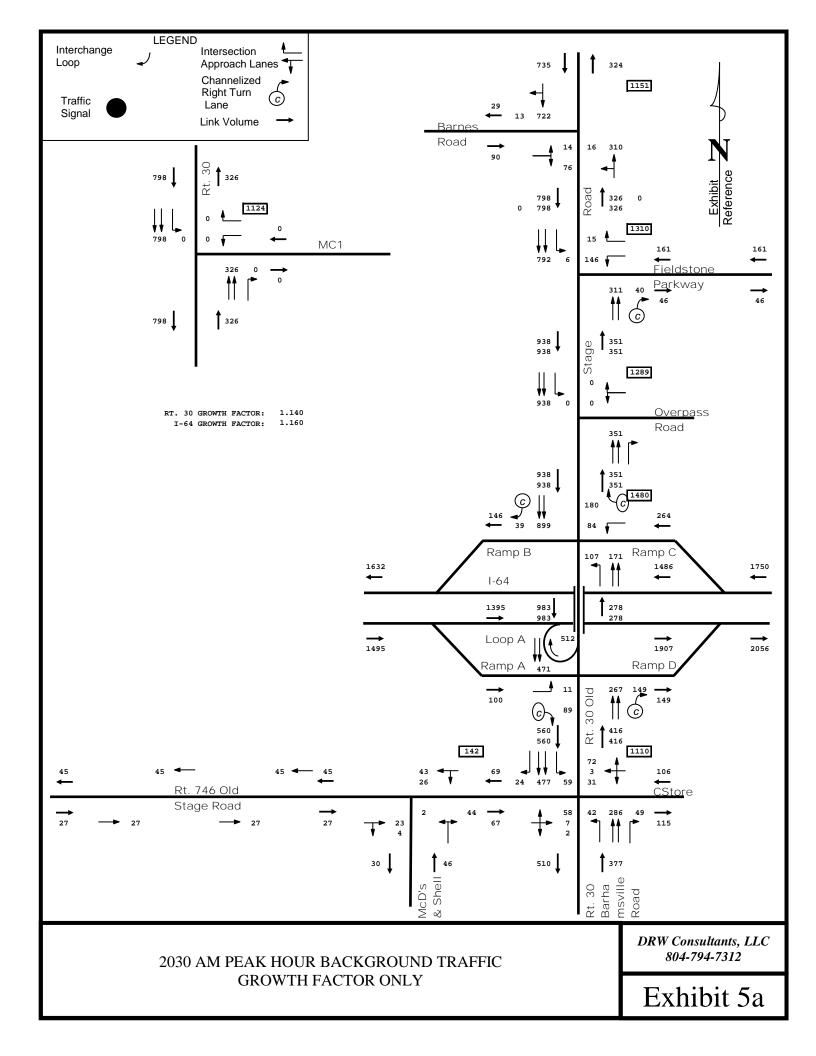


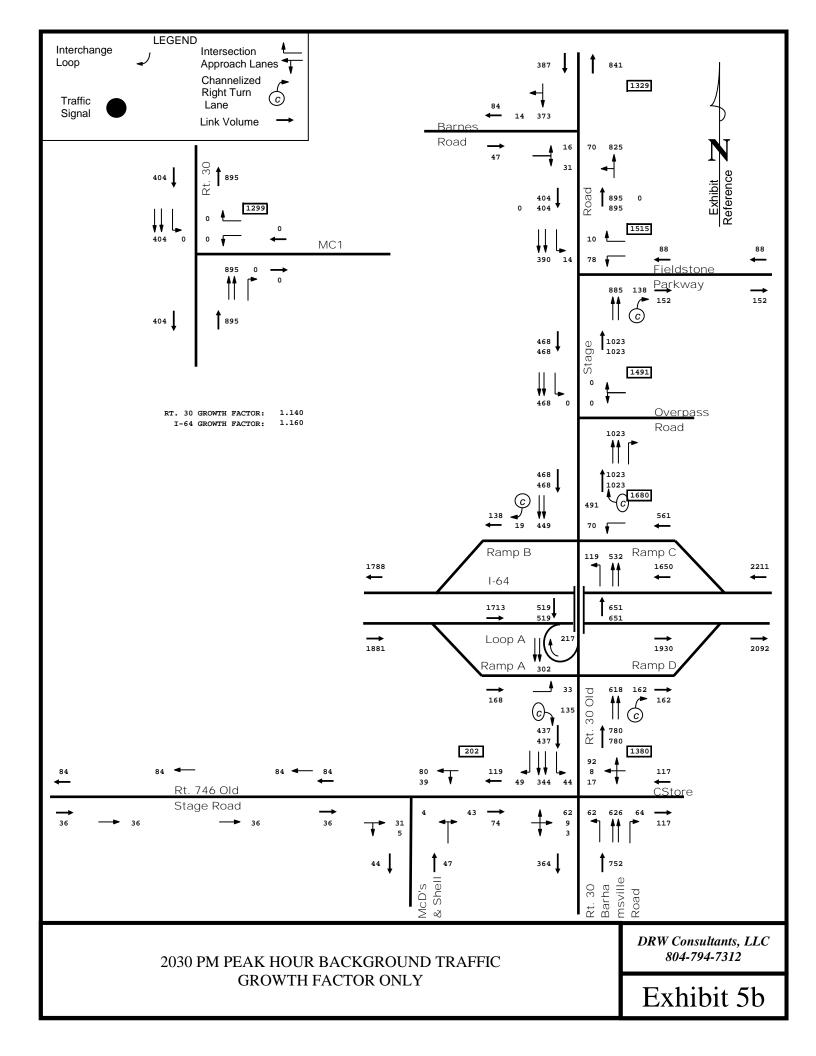


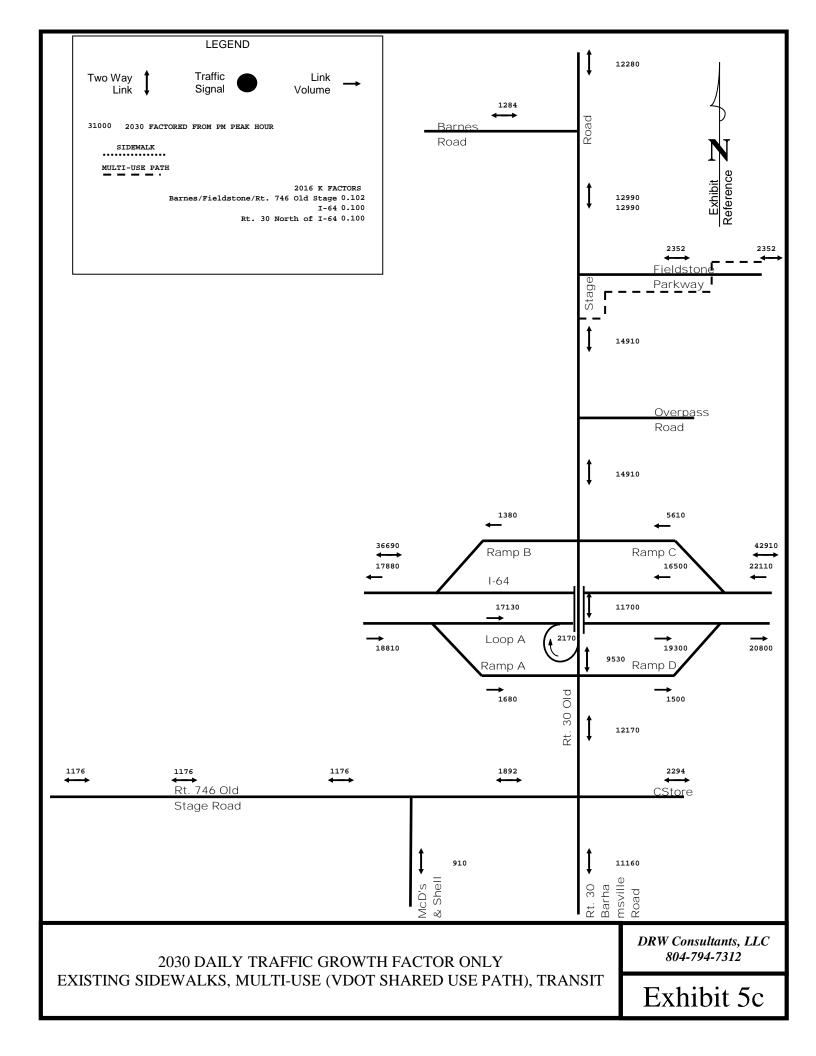


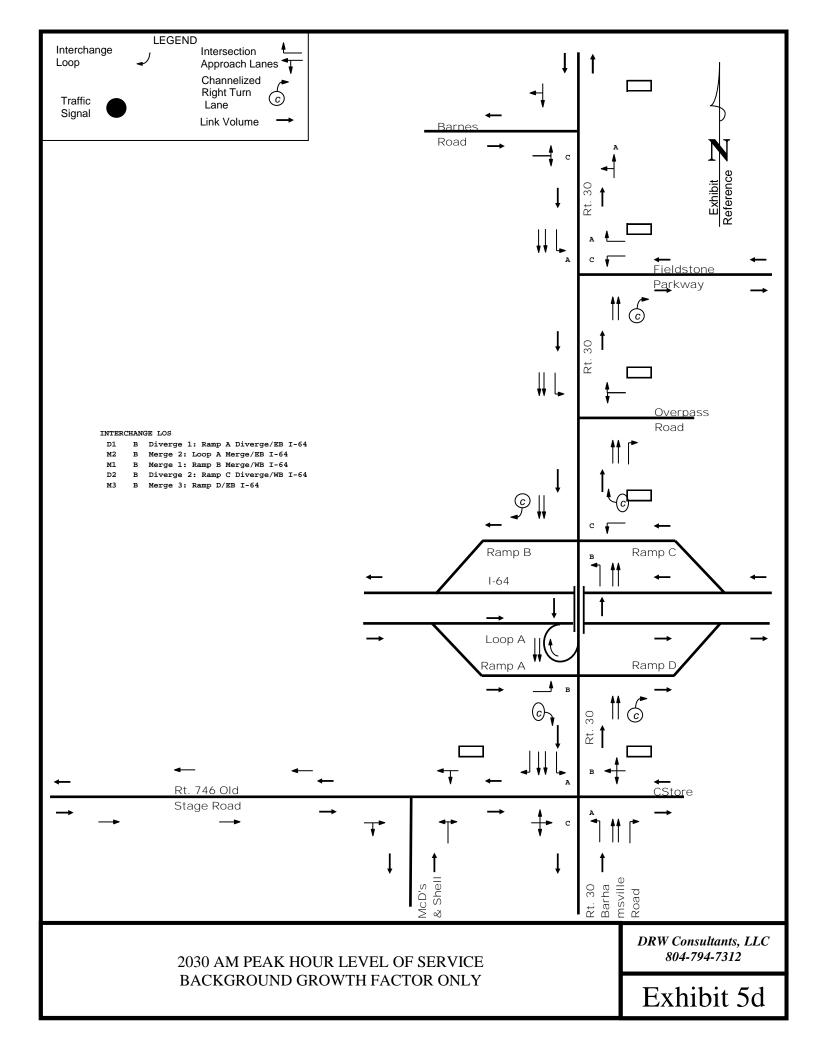


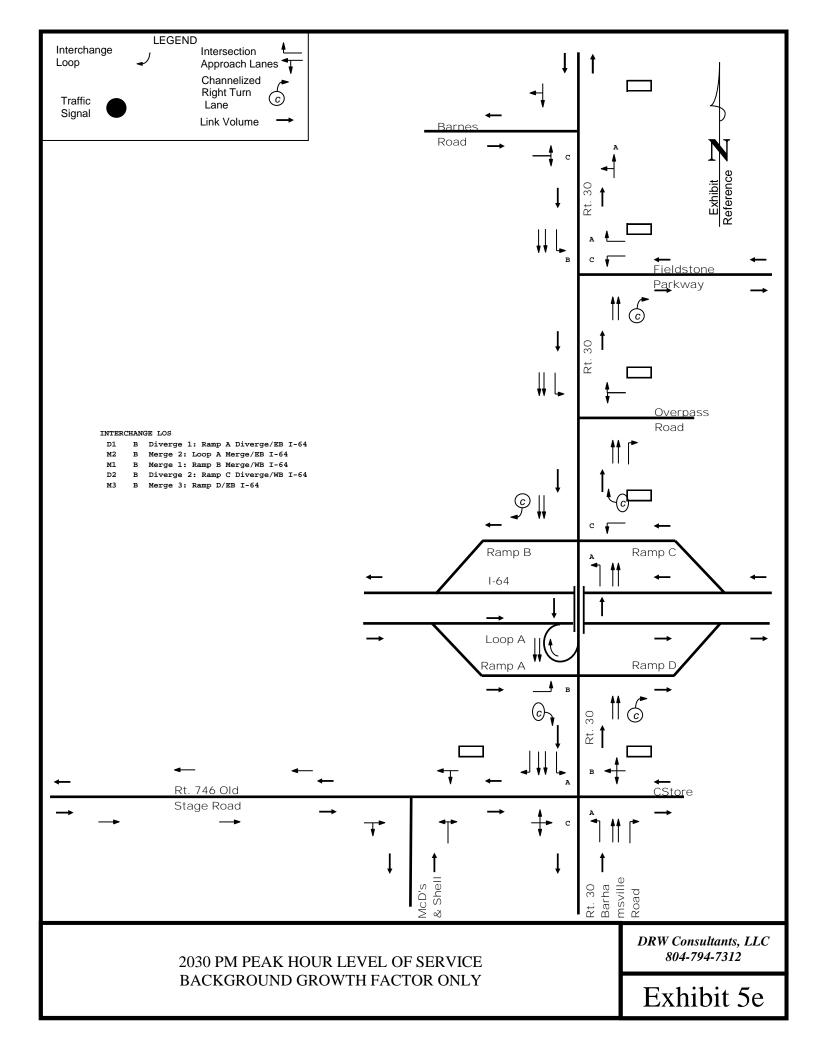












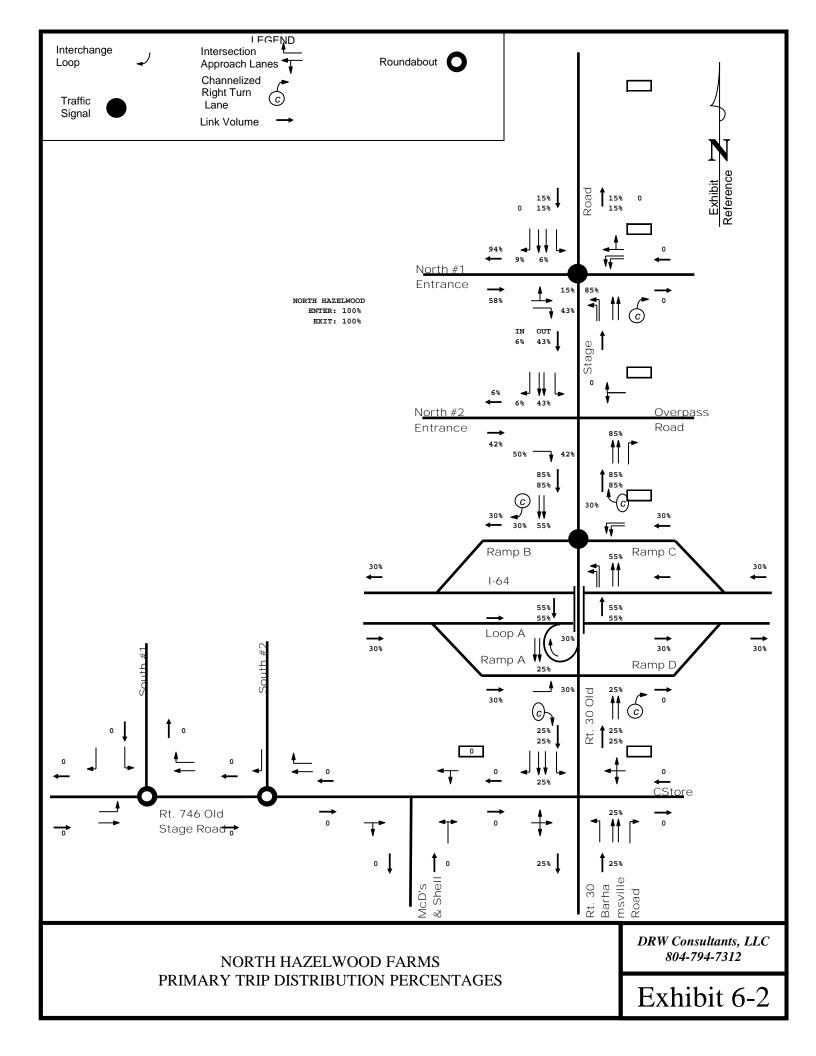
		LAND				WEEVE	AV TDI	D СЕМБР	ATION		
		USE	CO ET		WEEKDAY TRIP GENERATION AM PEAK HOUR PM PEAK HOUR						
VALUE	LAND USE	CODE	SQ.FT., OTHER UNITS		Enter	Exit Total			PM PEAK HOUR Enter Exit Total		DAILV
	Hazelwood Farms Trip		OTHER	INIIS	Enter	EXIL	Total	Enter	EXIL	Total	DAILY
eqadj. st.	Shopping Center	820	375,000	sa ft	210	129	339	694	751	1445	14769
eqadj. st.	Gen. Office Building	710	135,000	•	132	21	153	24	127	151	14709
TOTAL TRIPS	Gen. Office Building	710	133,000	sq. 1t.	342	150	492	718	878	1596	16189
TOTAL TRIES	Internal Capture	Trins (PM or	Fyhihit 8-4)	2.63%	7	7	14	21	21	42	426
	% Shopping Center Pa		27		34	34	68	187	187	374	3987
	70 Bhopping Center 1 t	All Primary		70	301	109	410	510	670	1180	11776
Table 2: North	Hazelwood Farms Prima	rms Primary Trip Distribution			201	107	.10	010		K Factor:	0.09859
14020 20 1 (020)	22020111000 2 0011111111111111111111111	AM Peak Hour								ak Hour	0.00000
		Enterin	g Traffic	Exiting 7	Traffic		-	Entering		Exiting	Traffic
	Direction		Trips	% Dist.	Trips		-	% Dist.	Trips	% Dist.	Trips
	North Rt. 30		46	15%	16			15%	77	15%	101
	East I-64	30%	90	30%	33			30%	153	30%	201
	South Rt. 30		75	25%	27			25%	128	25%	168
	West I-64		90	30%	33			30%	152	30%	200
	West 5.	100%	301	100%	109			100%	510	100%	670
Table 3: North	Hazelwood Farms Pass l			10070	107		Į.	10070	010	10070	0,0
		, <u>, , , , , , , , , , , , , , , , , , </u>	AM Peak I	Iour					PM Pea	ak Hour	
		Enterin	g Traffic	Exiting 7	Traffic			Entering		Exiting	Traffic
	Direction		Trips	% Dist.	Trips			% Dist.	Trips	% Dist.	Trips
	North Rt. 30		21	326	8			404	50	895	110
	East Fieldstone	161	4	46	1			88	11	152	19
	South Rt. 30		9	938	25			1023	126	468	58
		1310	34	1310	34			1515	187	1515	187
Table 4: South	Hazelwood Farms Trip	Generation							······································		
eqadj. st.	Warehousing	150	2,920,000	sq. ft.	290	86	376	102	276	378	4659
eqadj. st.	Shopping Center	820	75,000		117	72	189	211	228	439	4944
eqadj. st.	Multifamily Mid Rise	221		units	26	74	100	77	50	127	1633
TOTAL TRIPS					433	232	665	390	554	944	11236
	Internal Capture	Trips (PM or	Exhibit 8-5)	11.86%	40	40	80	56	56	112	1333
	% Shopping Center Pa	ass By Trips:	42	%	30	30	60	88	88	176	2076
All Primary Trips						162	525	246	410	656	7827
Table 5: South	Hazelwood Farms Prima	ary Trip Dist	ribution							K Factor:	0.08402
		AM Peak Hour								ak Hour	
		Entering Traffic E		Exiting '	Traffic			Entering Traffic		Exiting Traffic	
				·							
	Direction		Trips	% Dist.	Trips			% Dist.	Trips	% Dist.	Trips
	North Rt. 30	10%	36	10%	16			10%	25	10%	41
	East I-64	25%	91	25%	41			25%	62	25%	103
	South Rt. 30		134	37%	60			37%	91	37%	152
	West Rt. 746		11	3%	5			3%	7	3%	12
	West I-64		91	25%	40			25%	61	25%	102
Table (. C C	Handmad E D	100%	363	100%	162		J	100%	246	100%	410
Table 6: South	Hazelwood Farms Pass I	AM Peak Hour			I		ı		DM Da	ak Hour	
		Entering Traffic Exiting		Traffic		}	Entering		Exiting	Traffic	
	Direction		g Traine Trips	% Dist.	Trips			% Dist.	Trips	% Dist.	Trips
	North Rt. 30	% Dist.	111ps 19	/0 DISt.	111ps 11			% Dist.	31	/0 DISt.	57
	South Rt. 30	286	19		11			626	57		31
	Bouin Rt. 30	763	30		30			970	88		88
<u> </u>		703	30		30			710	00		30

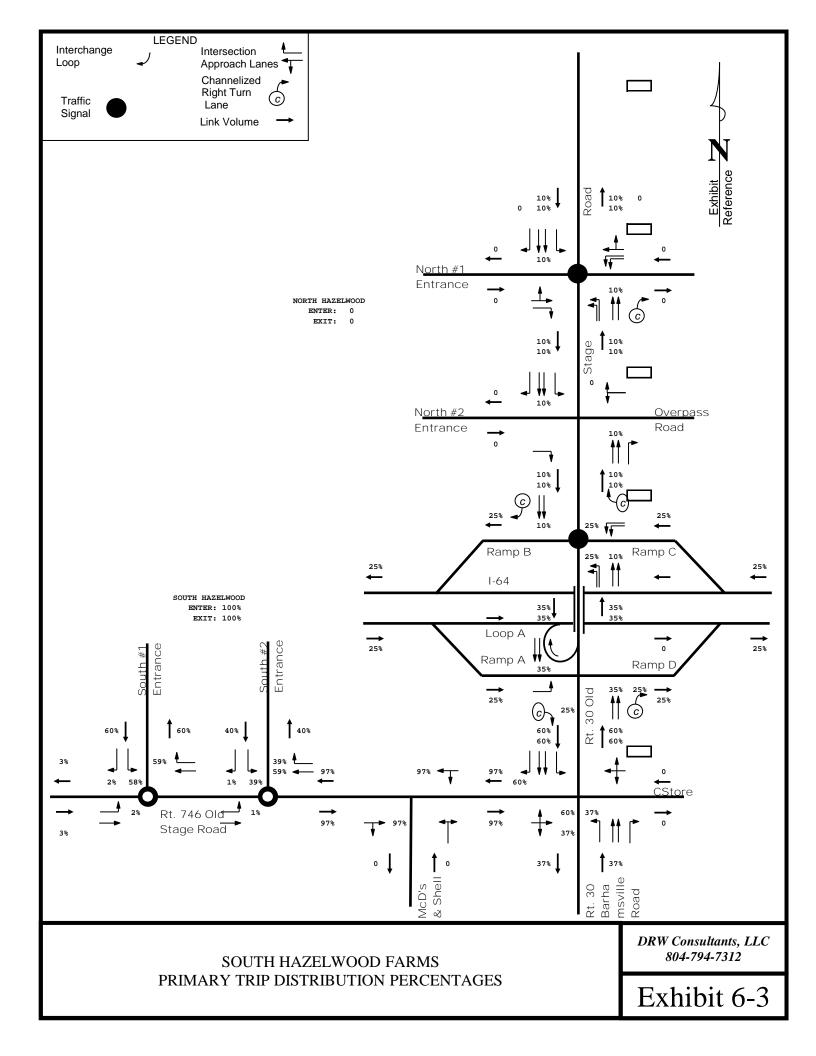
HAZELWOOD FARMS TRIP GENERATION AND DISTRIBUTION

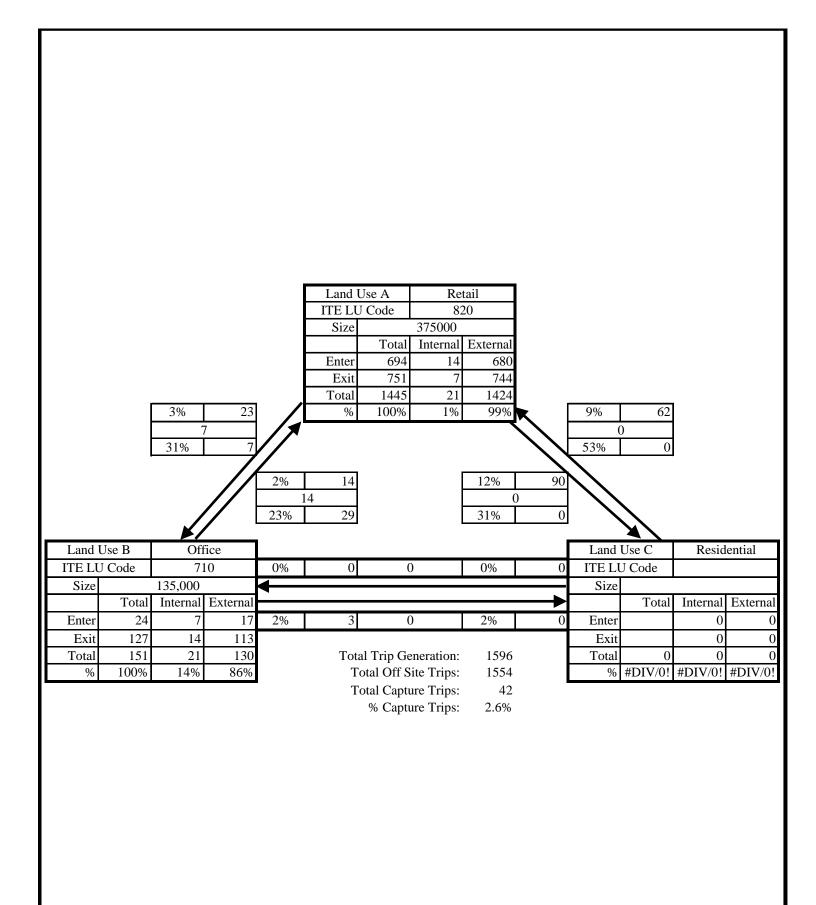
DRW Consultants, LLC 804-794-7312

Trip generation rates from Trip Generation Manual, 10th Edition (TGM10) by the Institute of Transportation Engineers (ITE)

Exhibit 6-1



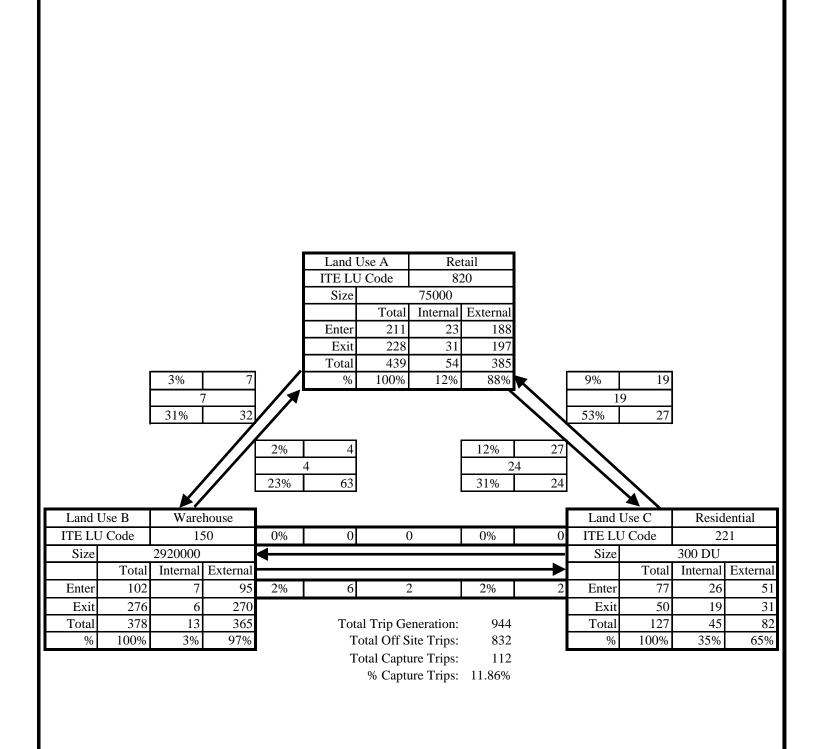




TRIP GENERATION HANDBOOK, SECOND EDITION PM PEAK HOUR INTERNAL CAPTURE CALCULATION NORTH HAZELWOOD FARMS

DRW Consultants, LLC 804-794-7312

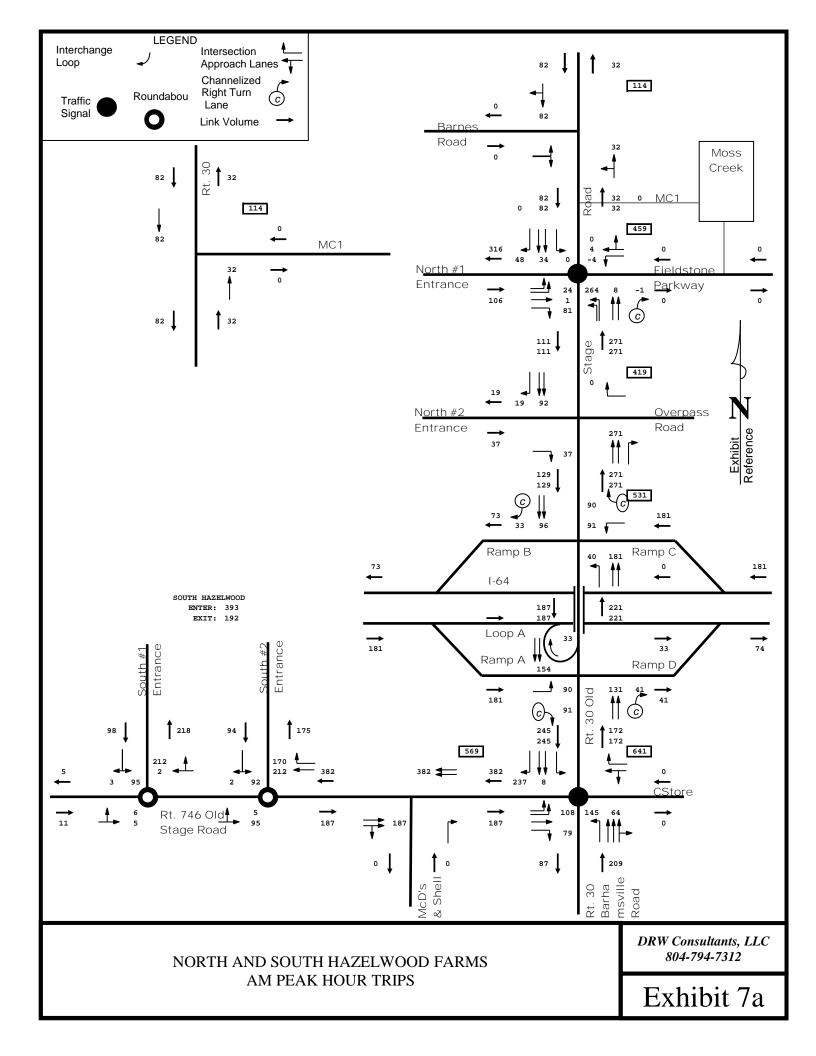
Exhibit 6-4

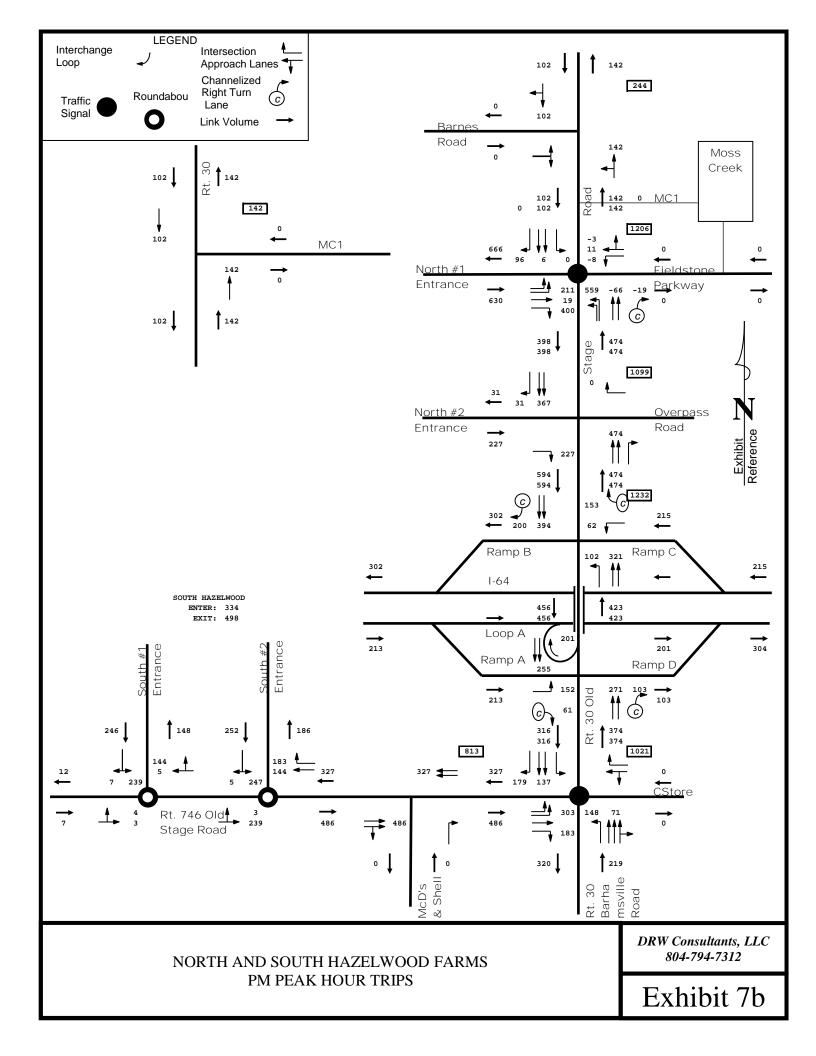


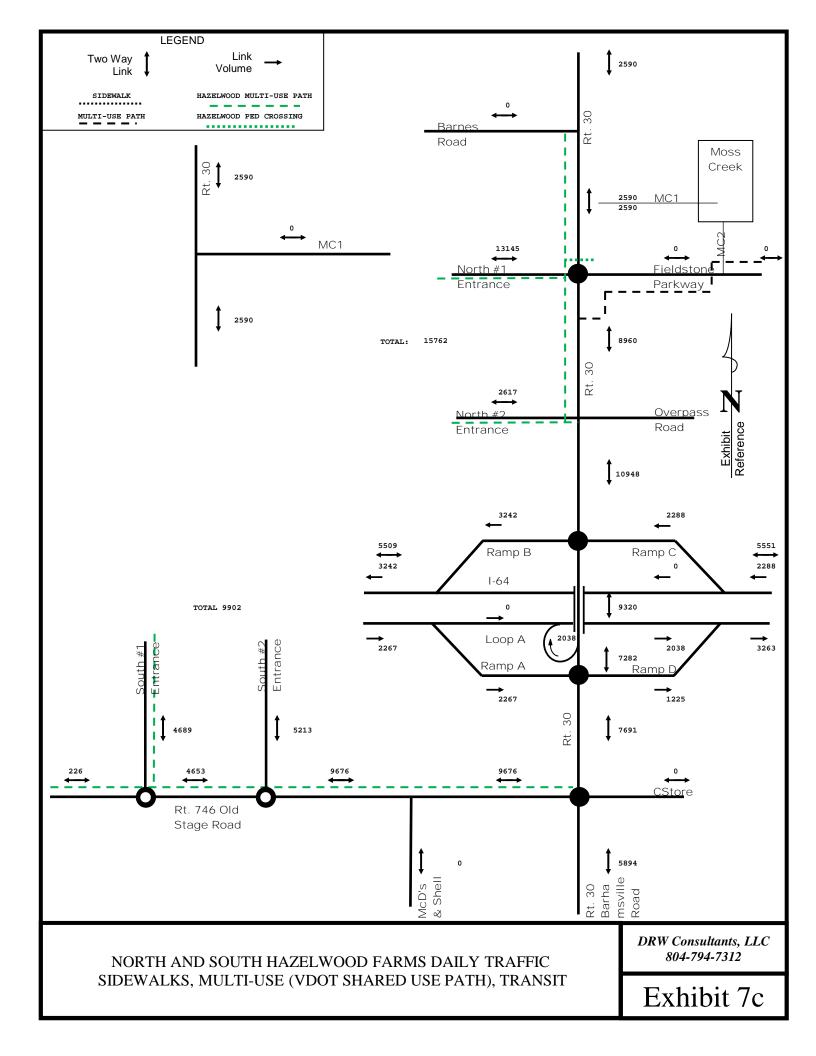
TRIP GENERATION HANDBOOK, SECOND EDITION PM PEAK HOUR INTERNAL CAPTURE CALCULATION SOUTH HAZELWOOD FARMS

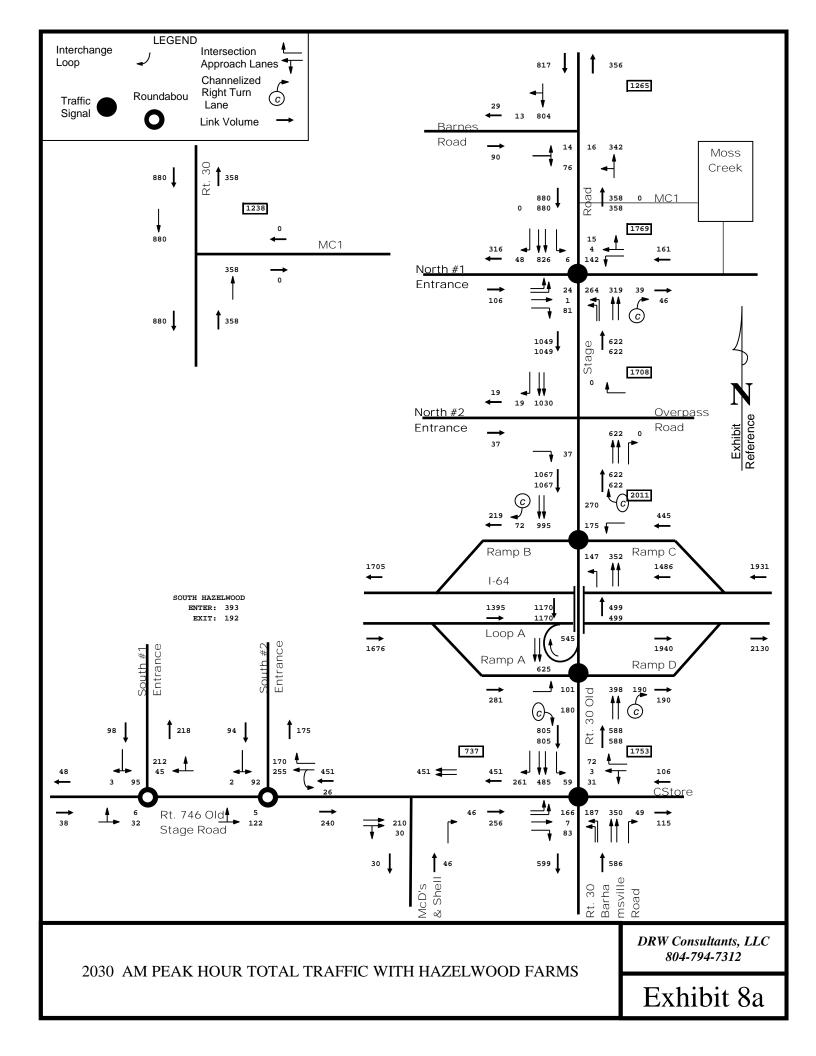
DRW Consultants, LLC 804-794-7312

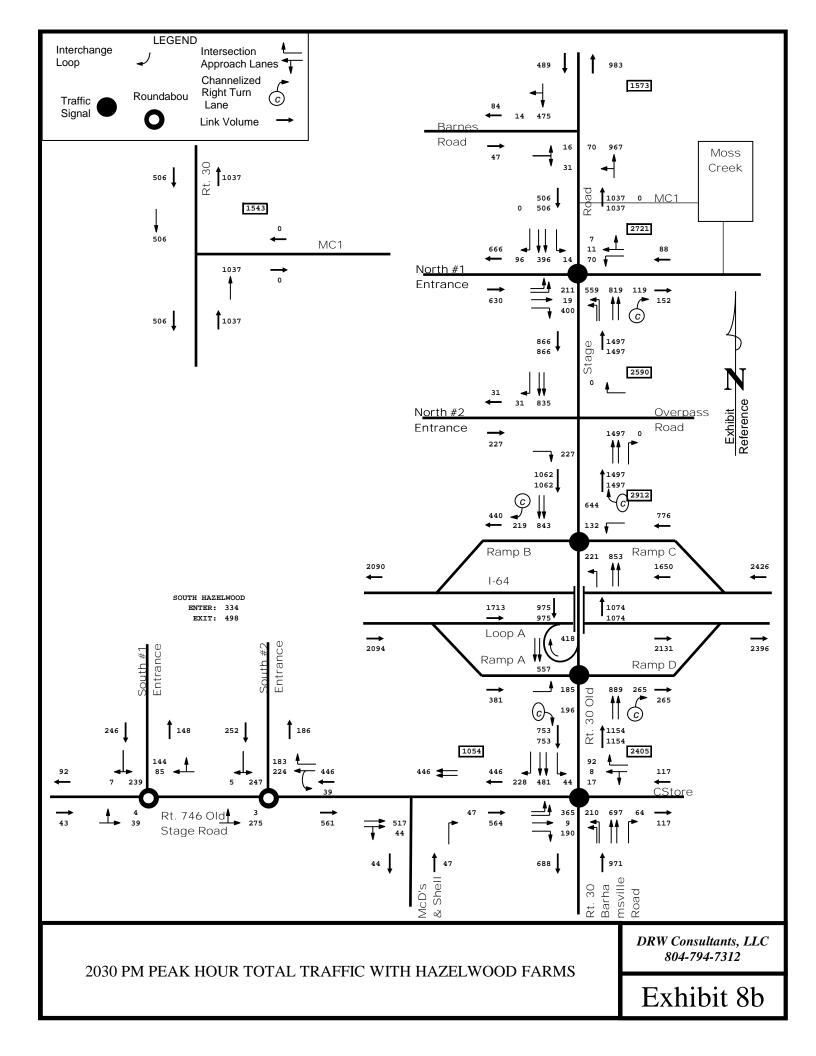
Exhibit 6-5

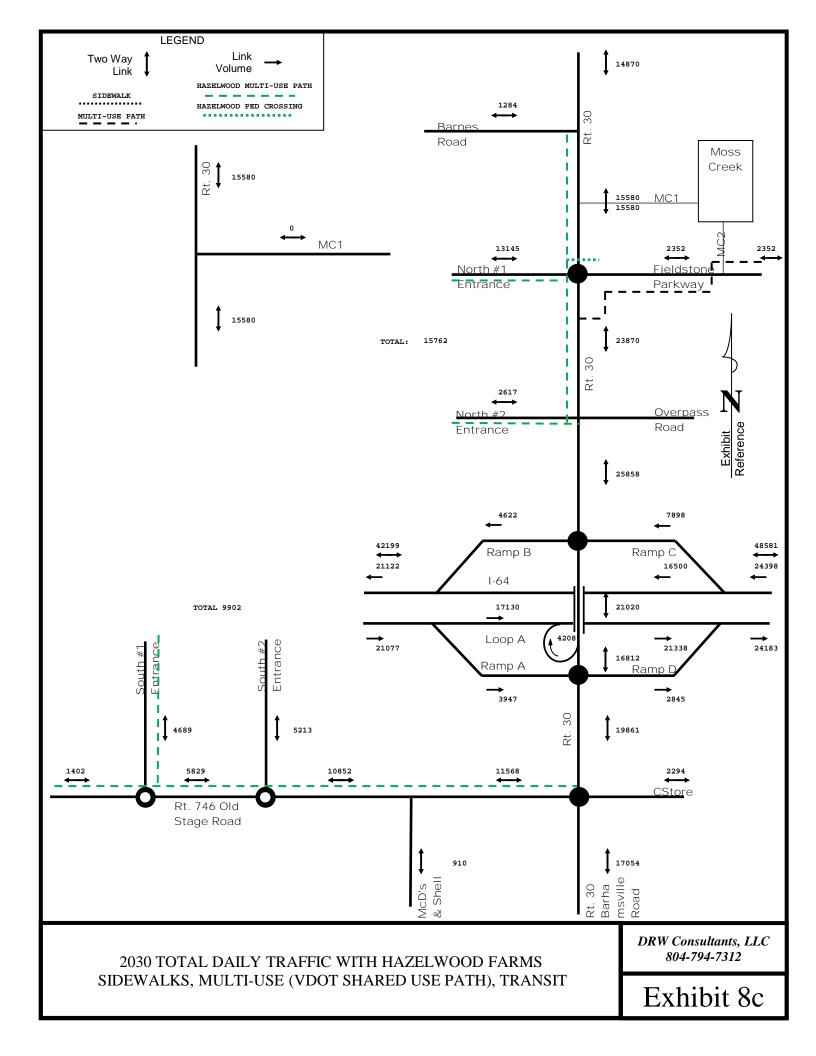


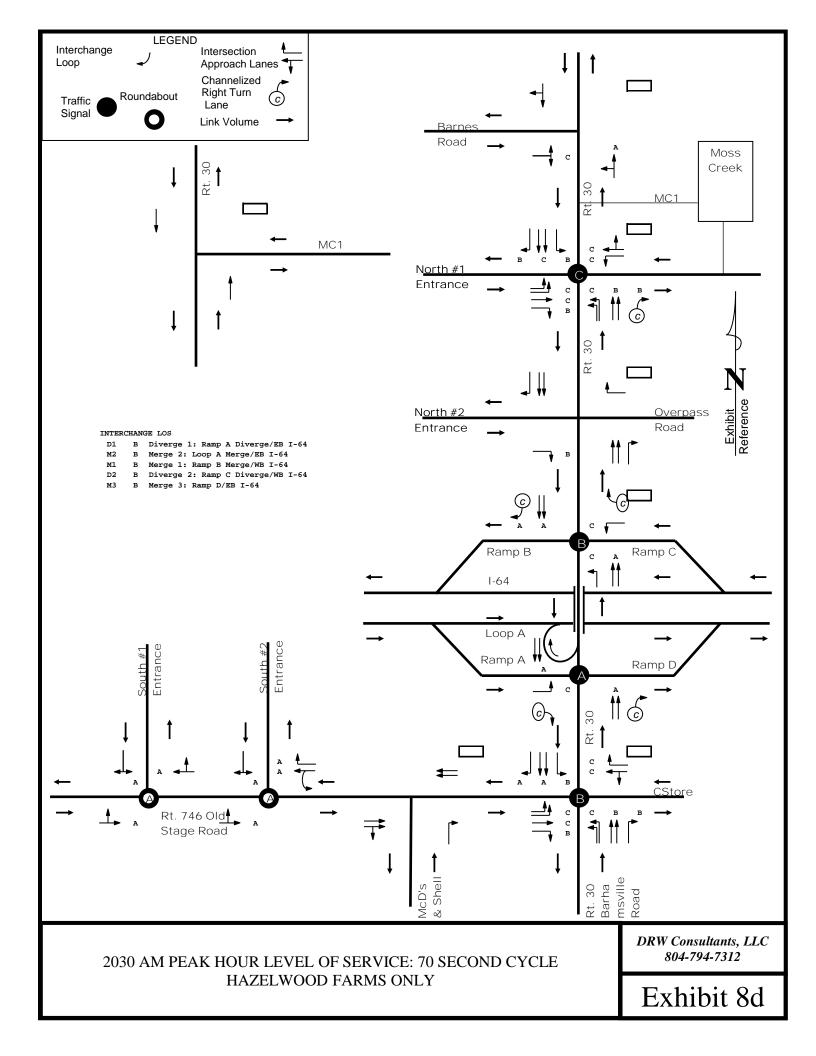


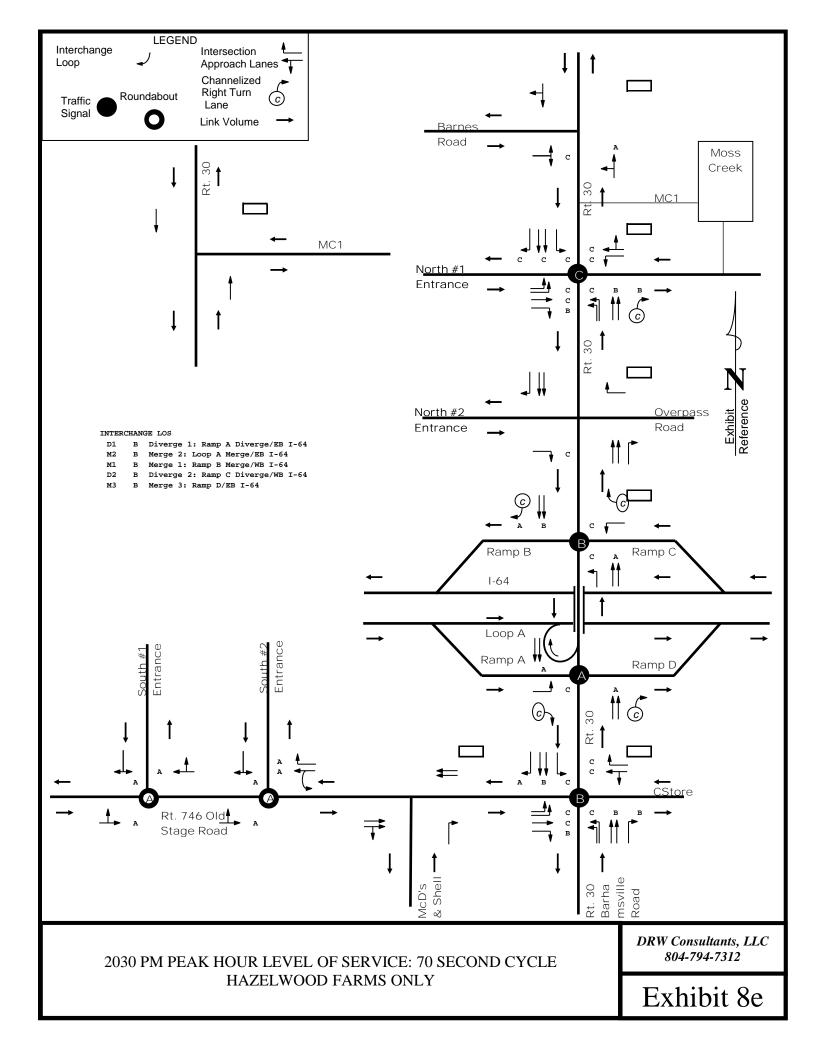








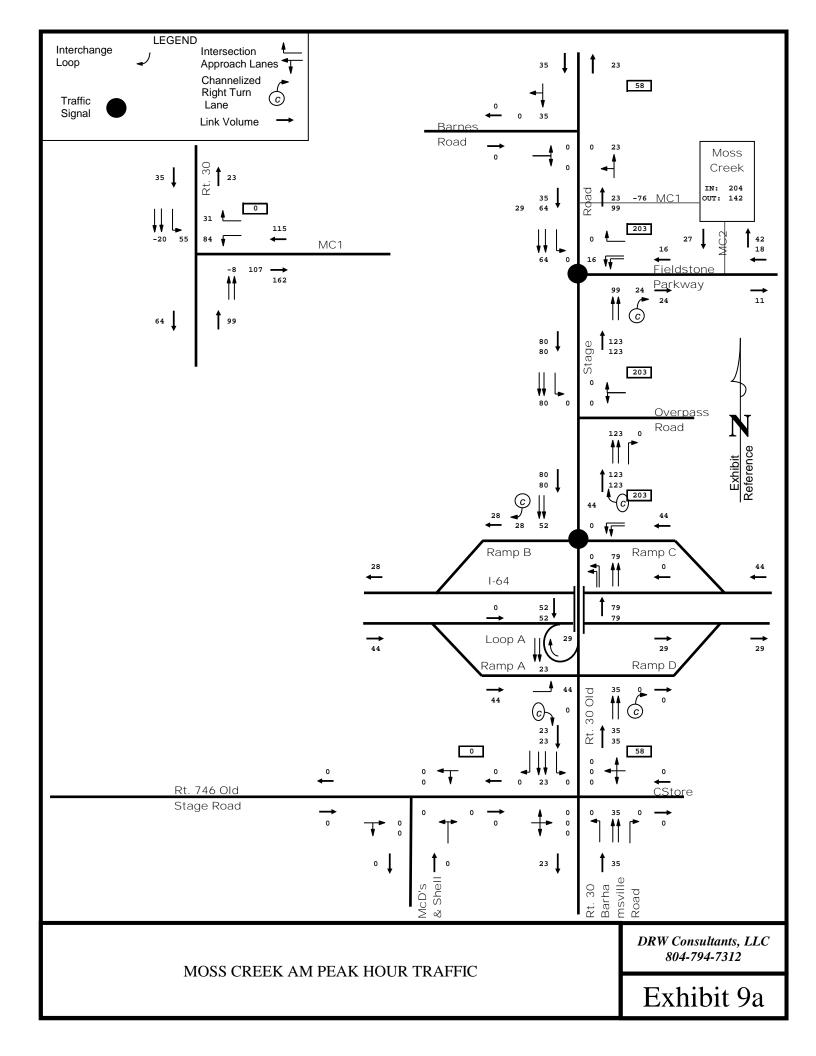


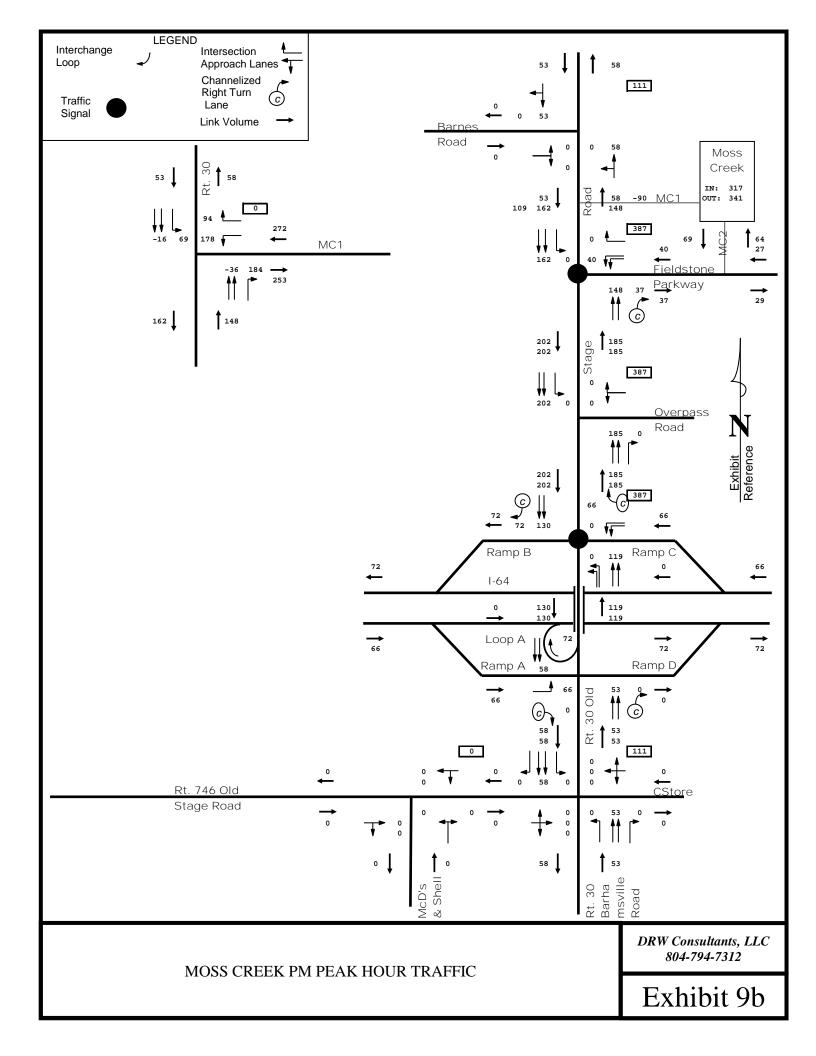


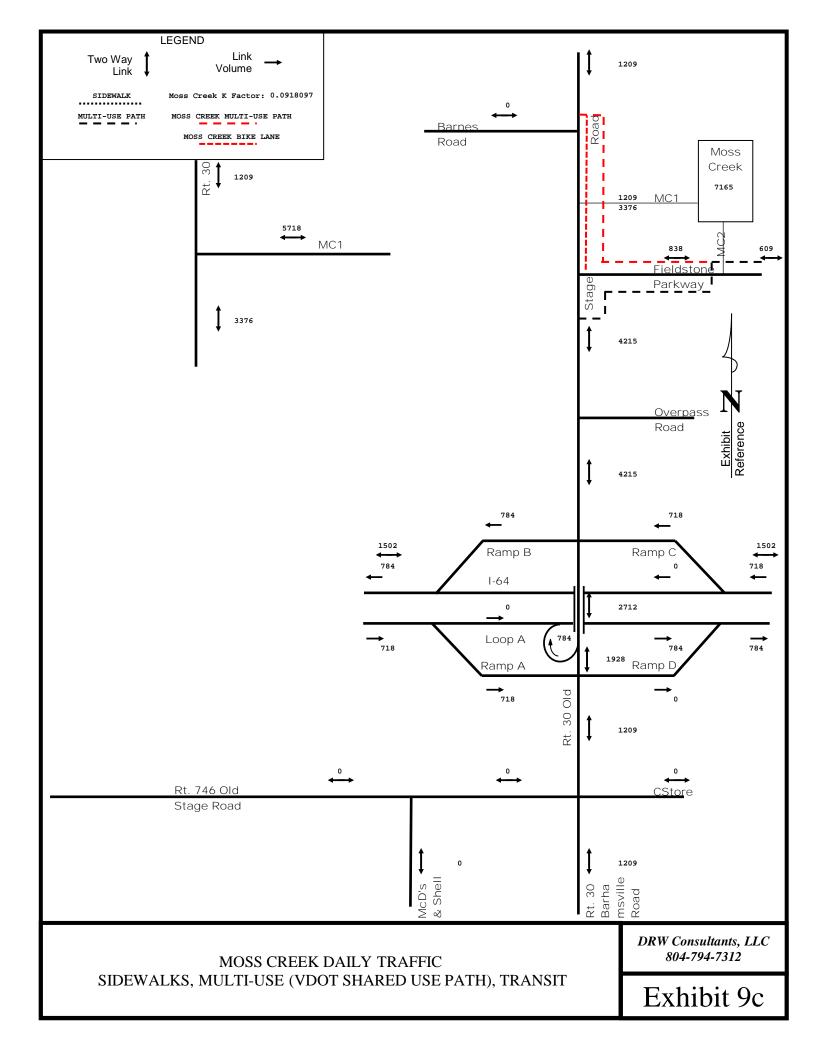
		LAND				WEEKI	AY TR	IP GENER.	ATION		
		USE	SQ.F	Т.,	AM I	PEAK HOU	JR	PM PI	EAK HC)UR	
VALUE	LAND USE	CODE	OTHER U	JNITS	Enter	Exit	Total	Enter	Exit	Total	DAILY
Table 1: Moss	Creek Trip Generation - l	LandMark 7	Traffic Study I	6							
			TOTA	AL TRIPS	204	142	346	317	341	658	7167
			PASS F	BY TRIPS	28	28	56	52	52	104	1278
			PRIMAF	RY TRIPS	176	114	290	265	289	554	5889
Table 2: Moss	s Creek Primary Trip Distr	ribution								k factor:	0.09181
			AM Peak H	lour					PM Pe	ak Hour	
		Enterin	g Traffic	Exiting T	raffic			Entering 7	Fraffic	Exiting	g Traffic
	Direction	% Dist.	Trips	% Dist.	Trips			% Dist.	Trips	% Dist.	Trips
	North Rt. 30	20%	35	20%	23			20%	53	20%	58
	East Fieldstone	10%	18	10%	11			10%	27	10%	29
	East I-64	25%	44	25%	29			25%	66	25%	72
	South Rt. 30	20%	35	20%	23			20%	53	20%	58
	West I-64	25%	44	25%	28			25%	66	25%	72
		100%	176	100%	114			100%	265	100%	289

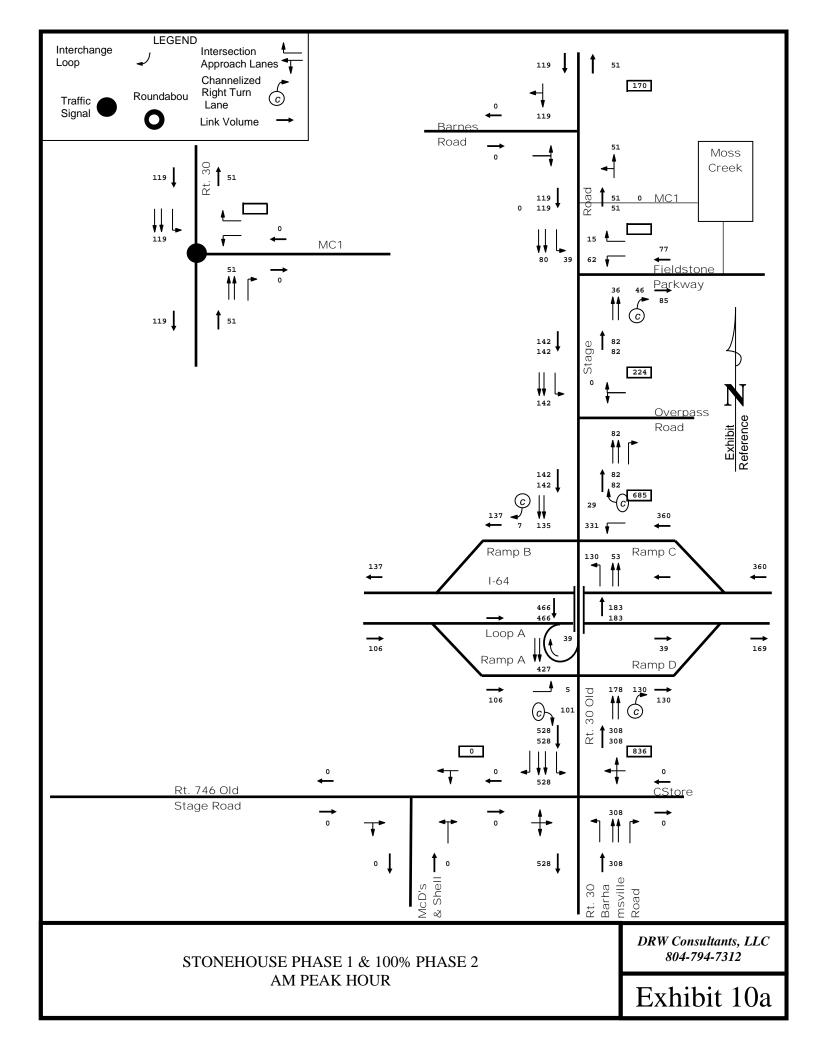
Table 3: Moss Creek Pass By Trip Distri	ibution								
		AM Peak F	Iour			ak Hour			
	Entering T	raffic	Exiting T	raffic	Entering		Traffic	Exiting 7	Γraffic
Direction	% Dist.	Trips	% Dist.	Trips		% Dist.	Trips	% Dist.	Trips
North Rt. 30	798	20	326	8		404	16	895	36
South Rt. 30	326	8	798	20		895	36	404	16
	1124	28	1124	28		1299	52	1299	52

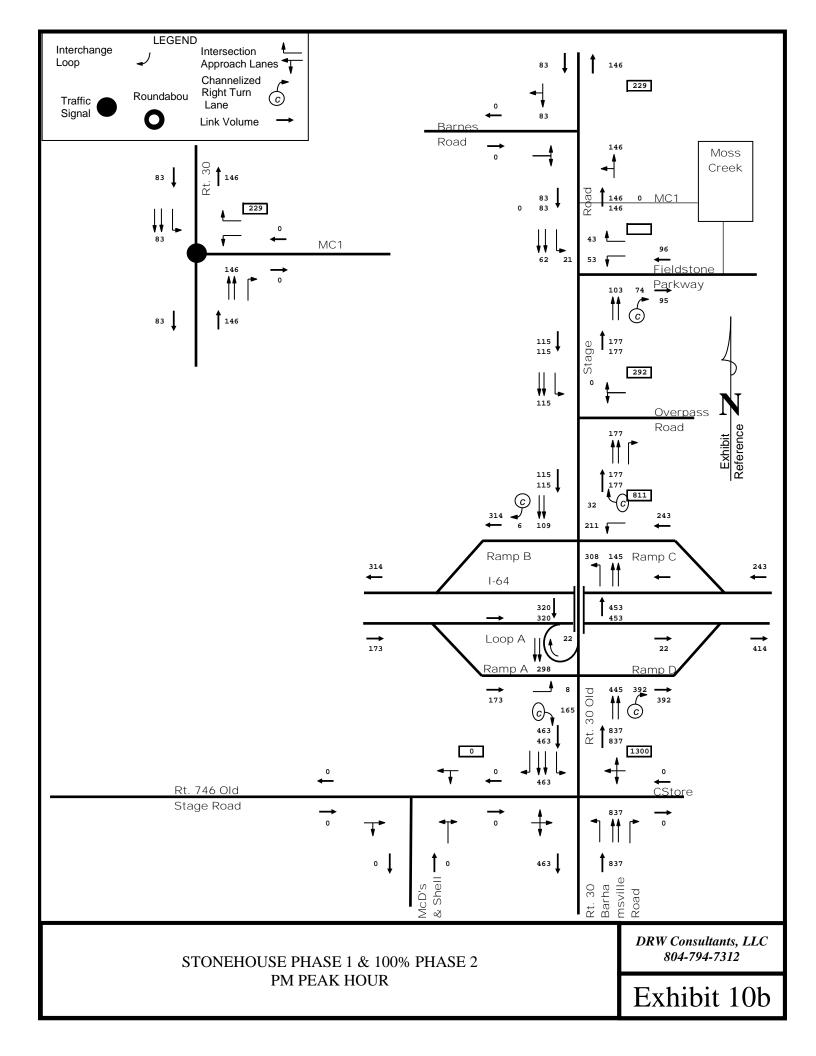
DRW Consultants, LLC 804-794-7312

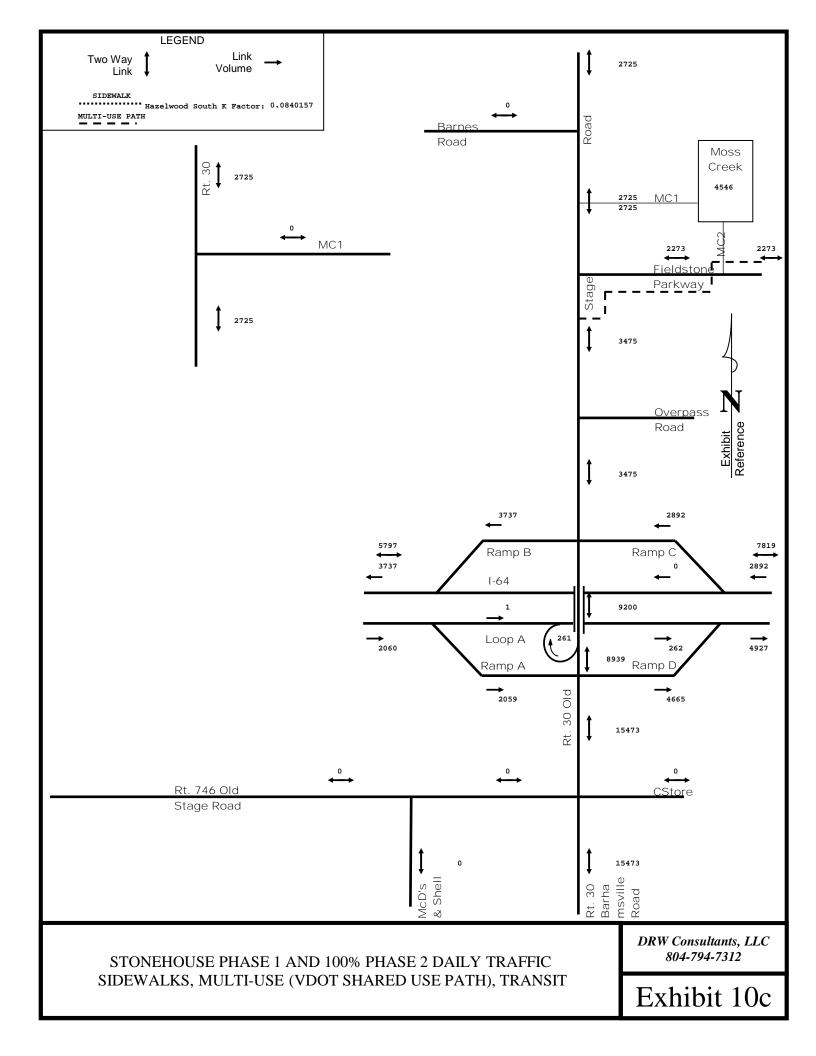


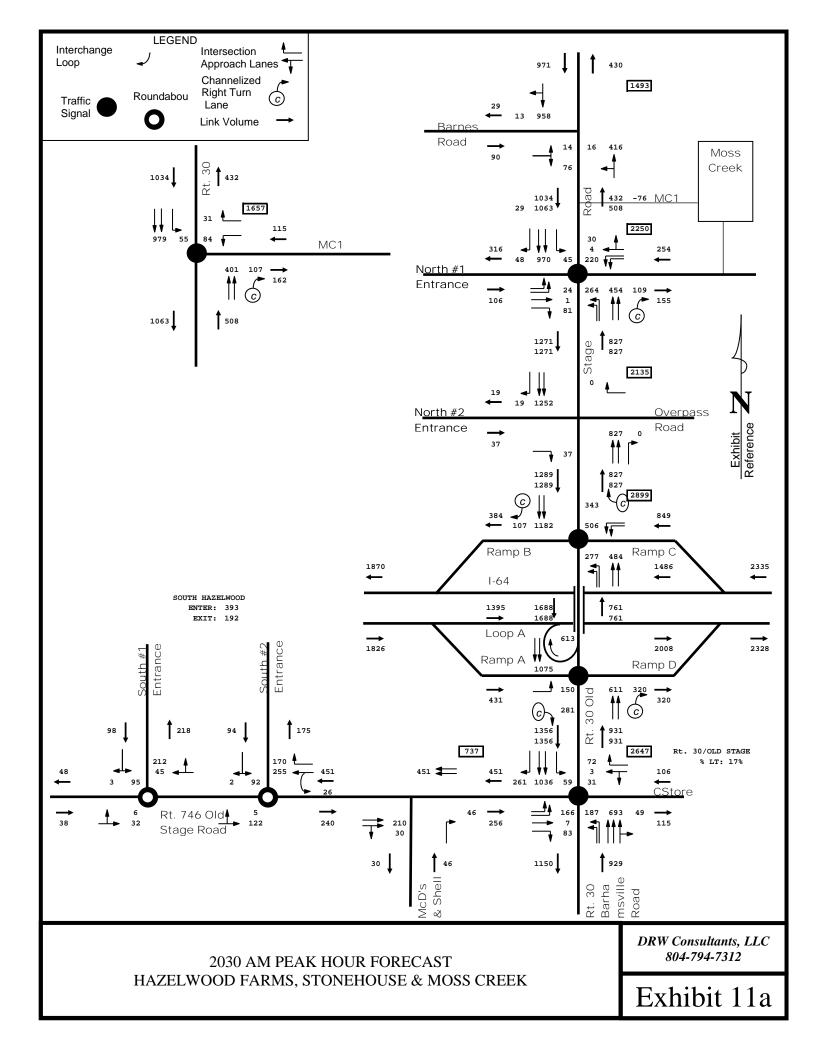


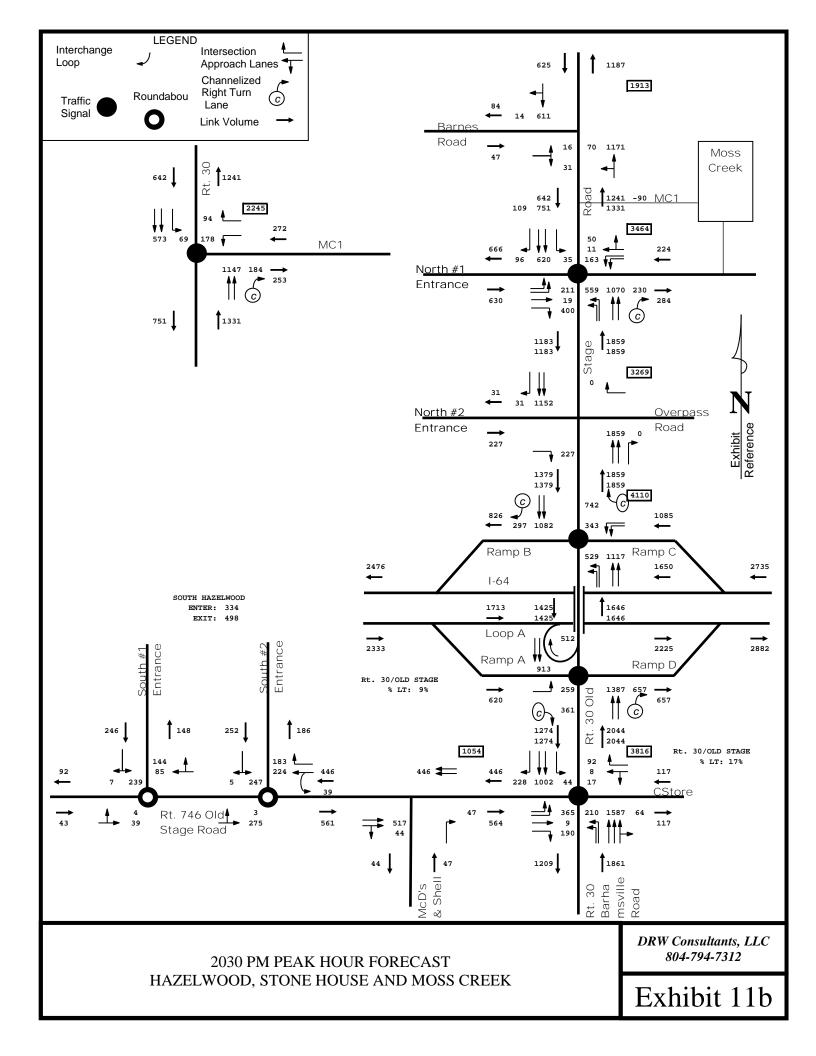


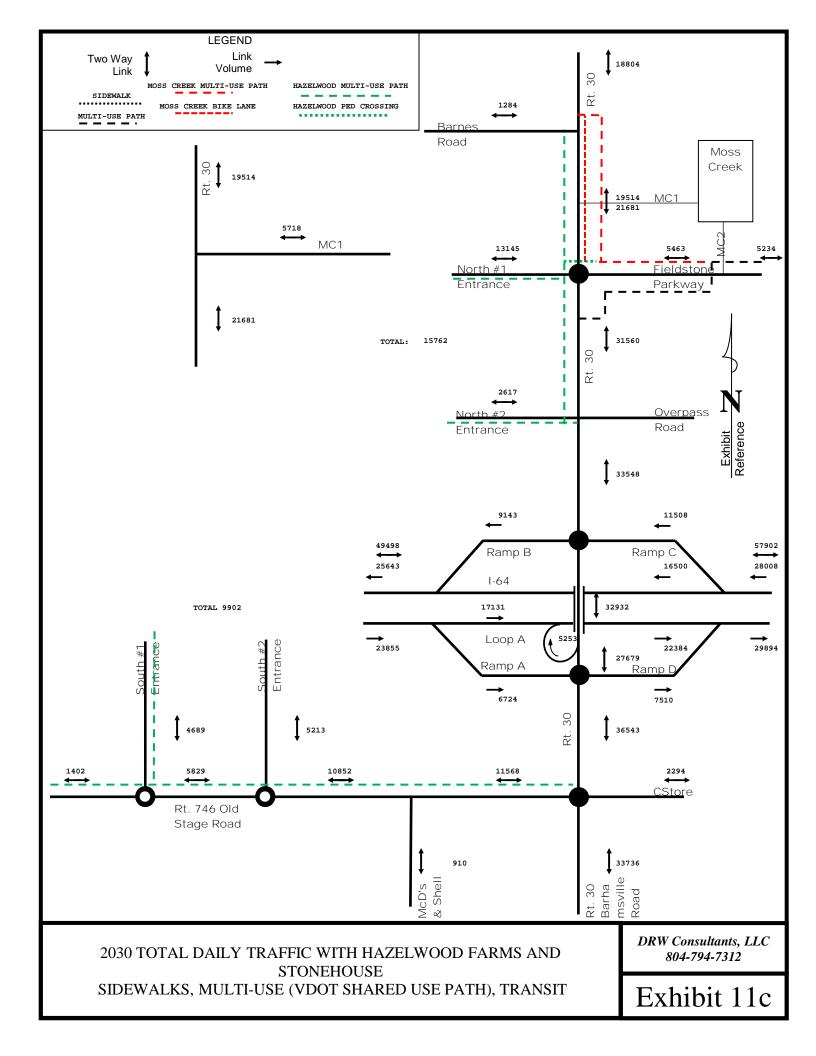


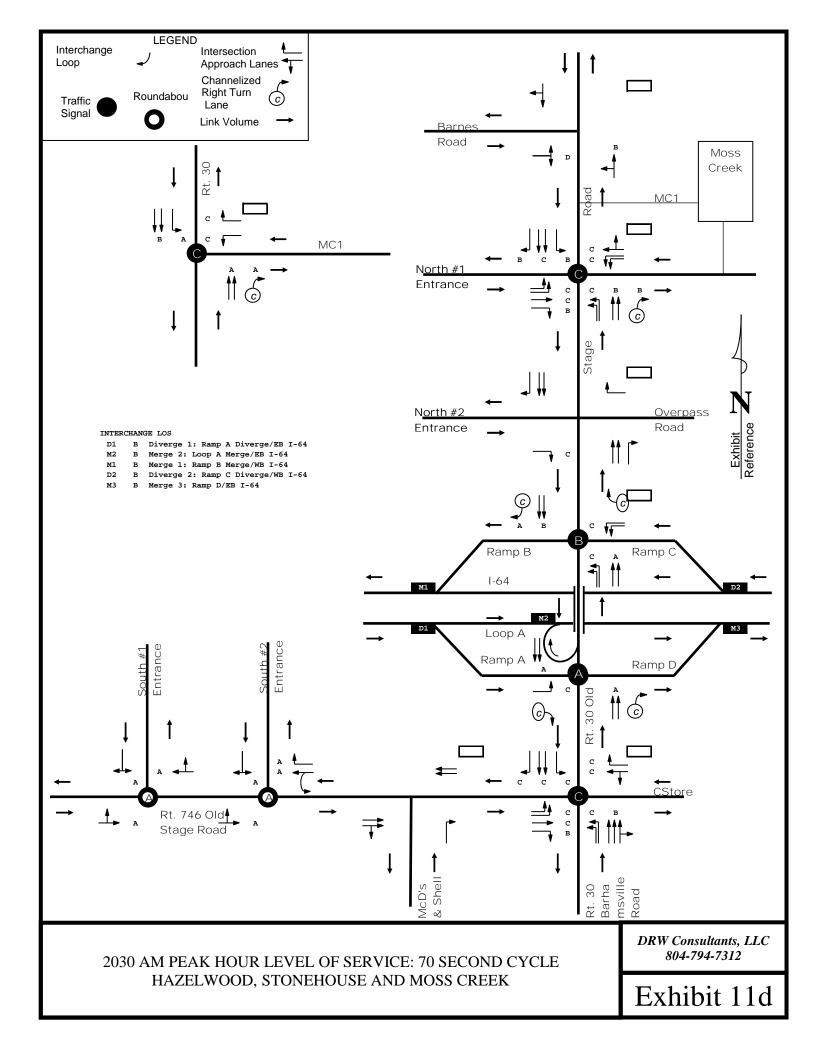


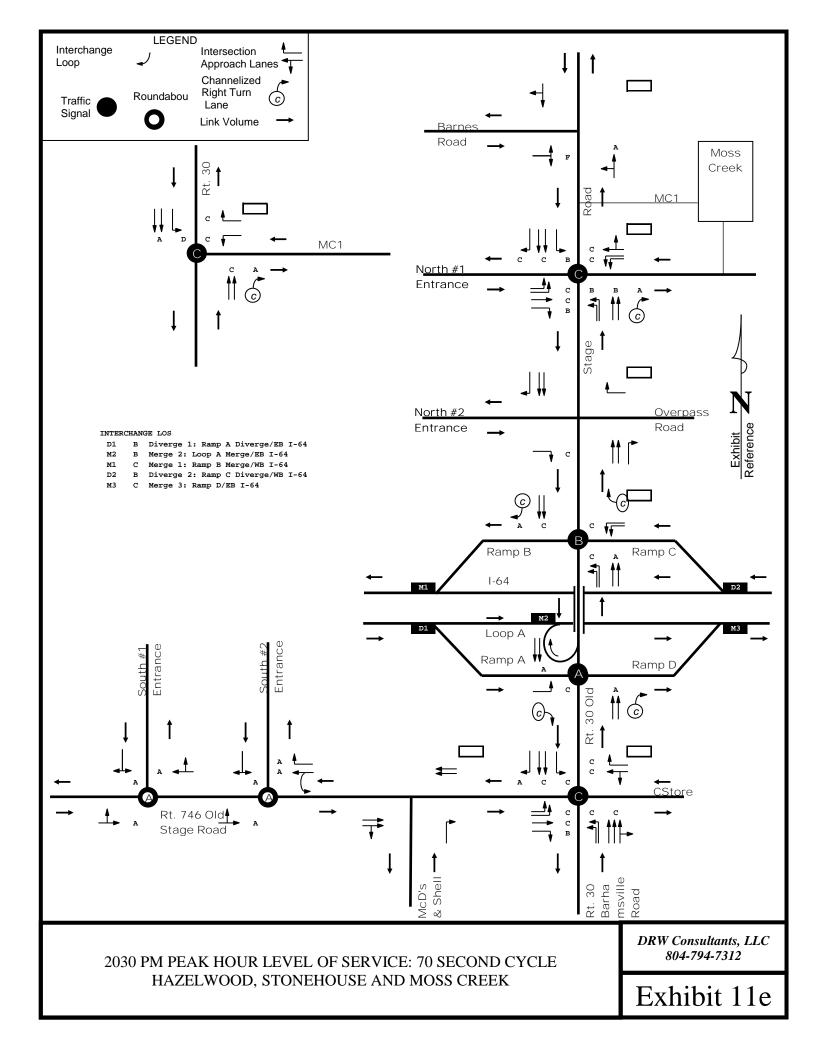














TO: Tim Trant, Esq.

FROM: Dexter R. Williams, P. E.

SUBJECT: Barnes Road Access Alternatives At Rt. 30

Response To Kimley-Horn & Assc. Inc. Letter Dated June 7, 2019,

Comment 12

DATE: January 14, 2020

The existing Rt. 30/Barnes Road intersection is on a two-lane section of Rt. 30 with stop sign control for the single lane approach on Barnes Road. As traffic increases on Rt. 30, the level of service experience for the stop sign control on Barnes Road will decline.

The LOS F for Barnes Road at Rt. 30 shown in the January 2019 traffic study occurs in the PM peak hour with all development (Stonehouse, Moss Creek, Hazelwood Farms North and South) in place. Given the pace of development in Stonehouse to date, this extent of development will likely require decades for full development (e.g., Stonehouse was originally zoned in 1991 [29 years ago], has been rezoned three times, and to date there still is not enough traffic at the Fieldstone Drive and LaGrange Parkway intersections with Rt. 30 to warrant the envisioned traffic signals). At some point with all this development in place and if Barnes Road approach traffic at Rt. 30 is unchanged, then the result will be LOS F (73.7 seconds delay) primarily due to the 16 vehicles per hour (VPH), ~one vehicle every four minutes, continuing to make a left turn from Barnes Road to northbound Rt. 30.

With increasing traffic and improvements to the road network, the 16 VPH from Barnes Road to northbound Rt. 30 have an alternative route. The 16 VPH can avoid the forecast 1.2-minute delay at the Barnes Road stop sign by:

- 1. Turning right onto southbound Rt. 30.
- 2. Traveling approximately ¼ mile to U-turn at Fieldstone Parkway.
- 3. Continuing northbound on Rt. 30

With full development, there will be a signal at Rt. 30/Fieldstone Parkway to provide a safe and convenient, southbound to northbound U-turn on Rt. 30. With the 16 VPH utilizing this U-turn, the Barnes Road approach to Rt. 30 has a LOS B. Overall level of service at Rt. 30/Fieldstone Parkway/Hazelwood North Entrance #1 is unchanged by the Barnes Road diversion U-turn.

The Moss Creek development and its current access plan may change. The Moss Creek plan was zoned in 2006, with no development is the fourteen years since. The current Moss Creek plan signalized entrance on Rt. 30 is 920 feet from Fieldstone Parkway. This is less than the 1320 feet

Barnes Road Access Alternatives At Rt. 30

January 14, 2020

required by VDOT Minimum Spacing Standards for signalized intersections. Any new Moss Creek plan with a Rt. 30 signal will invariably prompt VDOT to require minimum spacing, which in turn puts any revised plan signal aligned at Barnes Road, which automatically relieves the inherent unsignalized intersection LOS problem.



TO: Tim Trant, Esq.

FROM: Dexter R. Williams, P. E.

SUBJECT: Hazelwood Farms Rt. 30 Shared Use Path

Response To Kimley-Horn & Assc. Inc. Letter Dated June 7, 2019,

Comment 13

DATE: January 29, 2020

COMMENT 13 AND PRESUMED IMPROVEMENTS TO RT. 30 BRIDGE OVER I-64

Regarding the Rt. 30 bridge over I-64, Comment 13 included the following: "accommodation of dedicated bike lanes and a shared-use path across the overpass" in accordance with Exhibit 1g-3 in the 2019 Ch. 527 study for Hazelwood Farms. Exhibit 1g-3 is a section of the Regional Bikeway Plan for the I-64/Rt. 30 area. Exhibit 1g-4 in the 2019 Ch. 527 study is a section of the JCC Draft 2011 Pedestrian Accommodation Master Plan.

Following are the designations on the Regional Bikeway Plan and the JCC Draft 2011 Pedestrian Accommodation Master Plan plans for Rt. 30 from Barnes Road to Old Stage Road:

- Regional Bikeway Plan
 - o Proposed Multi-Purpose Path
 - o Proposed Bike Lane
- JCC Draft 2011 Pedestrian Accommodation Master Plan
 - Multi-Use on the west (Hazelwood) side of Rt. 30.

It is one thing for government to adopt a ped/bike facility showing facilities on one side of a road. It is something else entirely for Comment 13 to go beyond government master planning and imply some unconceivable presumptions of cost responsibility for property owners:

- 1. That property owners located the one side of road designated by a government plan for a shared use path should have to pay the cost for all of the shared use path.
- 2. That Hazelwood Farms should have to pay for both the multi-use path designated on its side of Rt. 30 in the Draft 2011 Plan and also pay for a bike lane on the Regional Bikeway Plan which doesn't have a designated side.
- That any property owners, and one property owner in particular, should have to pay for Interstate bridge deck modifications for all users to correct a perceived lack of connectivity that was created by State condemnation of Hazelwood Farms for construction of I-64.

"Hazelwood Farms Rt. 30 Shared Use Path January 29, 2020

For the record, KHA provided a preliminary plan for the VDOT Longhill Road Shared Use Path project. The "Shared Use Path" plan on the Longhill Road bridge over Rt. 199 has 7 feet 10 inches clearance from bridge parapet wall to wall divider from vehicle traffic. The VDOT specification for a shared use path lateral wall clearance on a bridge is 14 feet. On the preliminary drawing, the "Shared Use Path" is designated as a sidewalk.

The multi-use path and bike lane referenced above for the Rt. 30 bridge over I-64 would require ~20 feet clearance. The construction estimate to the Longhill project is \$3.6 million, and I estimate the bridge deck at \$2.5 million. Even if the inferior 7 feet 10-inch clearance is applied to the Rt. 30 bridge, the resulting cost is approximately \$5 million.

PROPOSED SHARE USED PATH SYSTEM - HAZELWOOD FARMS

The Hazelwood Farms plans have been revised to include shared use paths along the west side Rt. 30 as follows:

- Village Center At Hazelwood Farms (North)
 - Barnes Road (Sta. 299+30) south to end of limited access fence (Sta 321+95):
 2,300 feet
 - End of limited access fence (Sta 321+95) to south of Ramp B (Sta 337+25) located inside of limited access fence: 1,500 feet
 - Shared use path at Sta 337+25 connects to 10-foot shoulder along Rt. 30 north of I-64 bridge
 - o Total: 3,800 feet
- Enterprise Center At Hazelwood Farms (South)
 - Old Stage Road (Sta 358+70) to north of Ramp A (Sta 348+10) located inside limited access fence: 1,000 feet
 - Shared use path at Sta 348+10 connects to 10-foot shoulder along Rt. 30 south of I-64 bridge

The total length of shared use path by Hazelwood Farms along the west side of Rt. 30 is 4,800 feet. Of the total, 2,500 feet is located within the limited access fence on Rt. 30. The Rt. 30 shared use paths on both sides of I-64 were deliberately designed to tie into the existing 10 foot paved shoulder lane that extends from the Village Center shared use path tie in (Sta 337+25) across the bridge to the Enterprise Center shared use path tie in (348+10). The Hazelwood Farms shared use path are located mostly in areas where there is little or no paved shoulder lane. With the Hazelwood Farms shared use paths, there is 10 feet of continuous pavement width outside of vehicular travel lanes to accommodate non-vehicular traffic from Barnes Road to Old Stage Road.

It should also be noted that shared use paths are provided along the Old Stage Road frontage for

" Hazelwood Farms Rt. 30 Shared Use Path January 29, 2020

Enterprise Center from Rt. 30 to Leisure Road (~1600 feet) and on Leisure Road from Old Stage Road to the Enterprise Center property limits near Upper County Park (~1400 feet). This is a total of approximately 7,800 feet of shared use path to be built along existing roads.

The shared use path system also includes a connection across Rt. 30 at Fieldstone Parkway to Moss Creek and by connection to Stonehouse. Given the total lack of pedestrian/bike accommodations along the Stonehouse frontage on Rt. 30 and south to the I-64 interchange, the shared use path system proposed by Hazelwood Farms provides a means to compensate for this oversight on the east side of Rt. 30.

HAZELWOOD FARMS MEASURES OF SEPARATION

KHA Comment 13 references a lack of "account for no connection between Hazelwood North and South". The two projects (Village Center and Enterprise Center) are just that: two separate projects with I-64 creating a vast chasm between the two separate projects. Following are dimensional measures of separation between the two developments:

- The distance from the end of limited access line at Village Center (North) to the end of limited access lane at Enterprise Center (South) is 3,675 feet, 0.7 miles.
- The walking/biking distance from the center of Village Center to the main access to Enterprise Center (South Entrance #2) on Old State Road is 6400 feet, 1.2 miles.
- Enterprise Center is approximately 1 mile deep, so the center to center distance between Village Center and Enterprise Center is 1.7 miles.

In summary, the two separate projects are well over 0.5 miles apart by the closest measure, and well over 1.5 miles apart measured by center of development.

EFFECTIVE CONNECTIVITY BETWEEN VILLAGE CENTER AND ENTERPRISE CENTER AND TRANSIT These measures of separation between Village Center and Enterprise Center are far in excess of common planning standards for walking limits:

- "The transit industry widely applies the 400-meter (0.25-mile) and 800-meter (0.5-mile) rules of thumb when estimating service areas around bus and rail stations." El-Geneidy et al. (2014)
- A 10-minute walk (0.5 mile) is also considered a reasonable distance for accessing public parks. This is the distance that The Trust for Public Land applies in their rating system developed to measure how well the 100 largest U.S. cities are meeting the need for parks.

Even the shortest measure of separation (0.7 mile) is in excess of the longer range of walking limits (0.5 mile). For non-automobile connectivity between these two separate developments and in fact the rest of James City County and the Williamsburg area, transit is the effective strategy.

Hazelwood Farms Rt. 30 Shared Use Path January 29, 2020

The existing WATA 9 Purple 2 line currently terminates at Stonehouse Industrial Park. An extension of this line to Hazelwood Farms provides connectivity between the two separate developments and the balance of Williamsburg. Transit can provide effective connectivity for all income and health ranges. To this end, Hazelwood Farms proffers include a commitment to provide at least two bus stops within the development or on public road frontages and may be determined as feasible by WATA.



TO: Tim Trant, Esq.

FROM: Dexter R. Williams, P. E.

SUBJECT: Analysis Of 2030 traffic with Hazelwood Farms – 90/100 Second cycles

DATE: January 9, 2020

This memo and enclosed exhibits are provided as a supplement to the January 2019 Ch. 527 Traffic Impact Statement For Village Center And Enterprise Center At Hazelwood Farms (2019 study). This memo presents another scenario for the 2030 forecast year: background growth with Hazelwood Farms only using 90 cycle lengths for AM peak hour and 100 second cycle lengths for PM peak hour.

Total 2030 AM peak hour traffic with Hazelwood Farms is shown on enclosed Exhibit 1a. Total 2030 PM peak hour traffic with Hazelwood Farms is shown on enclosed Exhibit 1b. Also shown on Exhibits 1a and 1b are intersection lane configurations used in this analysis. Traffic analysis reports are enclosed as follows:

• HCM Signalized Intersection Capacity Analysis: ExJ7 for AM, Ex J8 for PM

HCM 6th Two Way Stop: ExK7 for AM, Ex K8 for PM

Synchro Queues: ExL7 for AM, ExL8 for PM

SimTraffic Queuing and Blocking Report: ExM7 for AM, ExM8 for PM

Following are analysis results for each intersection:

RT. 30/FIELDSTONE PARKWAY- 2030 WITH HAZELWOOD FARMS

The following table shows signalized intersection LOS results at Rt. 30/Fieldstone Parkway:

	TABLE 6-1 Rt. 30/FIELDSTONE PARKWAY											
	2	.030 H	AZELV	VOOD	ONLY 90)/100 SE	COND C	YCLE				
SIGNALI	ZED LOS	And Se	conds	Delay	95th	n Percentil	e Queues	By Lane Gr	oup			
	Al	М	Р	M	Storage	Synd	hro	SimTraf	fic Q&B			
Overall	С	23.4	С									
EBL2												
EBT	D	39.6	Δ	35.6		5	30	6	94			
EBR	C	22.8	U	20.8	200	0	86	90	236			
WBL	D	36.5	Δ	46.8	250	122	65	156	100			
WBT/R	۵	43.0	۵	50.1		24	31	38	42			
NBL2	U	34.3	U	30.4	300	109	210	145	286			
NBT2	Α	9.9	В	10.1		107	148	106	427			
NBR	Α	8.6	Α	1.4	350	1	2					
SBL	В	16.0	U	25.9	150	11	25	20	40			
SBT2	C	23.5	C	28.6		276	183	182	169			
SBR	В	16.1	С	24.4	200	0	0	41	64			

 $Sim Traffic\ queue\ shown\ is\ maximum\ report\ value\ for\ multi-lane\ groups$

Analysis Of 2030 traffic with Hazelwood Farms – 90/100 Second cycles January 9, 2020

Overall intersection LOS C and all lane groups are LOS C or better for Rt. 30 major streets and LOS D or better for minor street movements. Note: a single left turn lane is used on eastbound North #1 Entrance vs. two lane left turns used in previous analysis. All auxiliary lane queues are within storage length.

RT. 30/I-64 WESTBOUND RAMPS - 2030 WITH HAZELWOOD FARMS

The following table shows signalized intersection LOS results at Rt. 30/I-64 westbound ramps:

		TABI	E 6-2	Rt. 30	/I-64 WE	STBOUN	ID RAMP	S						
	2	2030 H	AZELV	VOOD	ONLY 90)/100 SE	COND C	YCLE						
SIGNALI	ZED LOS	S And Se	conds	Delay	95th	n Percentil	e Queues	By Lane Gr	oup					
	AM PM Storage Synchro SimTraffic Q&B													
Overall	В	11.0	Α	9.7 Length AM PM AM PM										
WBL	D	42.3	۵	46.1		166	144	112	111					
NBL	С	32.3	Α	9.9	200	141	93	169	165					
NBT2	В	11.1	Α	7.5		37	227	119	1536					
SBT2	A 6.2 A 8.8 101 168 221 210													
SBR	Α	0.1	Α	0.2	300	0	0							

SimTraffic queue shown is maximum report value for multi-lane groups

Overall intersection LOS A and B and all lane groups are LOS C or better for Rt. 30 major streets and LOS D or better for minor street movements. All auxiliary lane queues are within storage length.

RT. 30/I-64 EASTBOUND RAMP A - 2030 WITH HAZELWOOD FARMS

The following table shows signalized intersection LOS results at Rt. 30/I-64 eastbound ramp A:

			·				•					
		TAB	LE 6-3	3 Rt. 30	0/I-64 EA	STBOUN	ID RAMF					
	2	.030 H	AZELV	VOOD	ONLY 90	/100 SE	COND C	YCLE				
SIGNALI	NALIZED LOS And Seconds Delay 95th Percentile Queues By Lane Group AM PM Storage Synchro SimTraffic Q&B											
	A	Μ	Ρ	M	Storage	Synd	chro	SimTraf	fic Q&B			
Overall	Α	4.3	Α	8.9	Length	AM	PM	AM	PM			
EBL	D	42.9	Δ	45.5		106	183	101	168			
NBT2	Α	0.4	Α	1.5		5	14	48	84			
SBT2	Α	0.5	Α	8.4		0	157	68	95			

SimTraffic queue shown is maximum report value for multi-lane groups

Overall intersection LOS A and B and all lane groups are LOS C or better for Rt. 30 major streets and LOS D or better for minor street movements.

RT. 30/OLD STAGE ROAD - 2030 WITH HAZELWOOD FARMS

The following table shows signalized intersection LOS results at Rt. 30/Old Stage Road:

	TABLE 6-4 Rt. 30/OLD STAGE ROAD												
	2	030 H	AZELV	VOOD	ONLY 90)/100 SE	COND C	YCLE					
SIGNALI	ZED LOS	And Se	conds (Delay	95th	n Percentil	e Queues	By Lane Gr	oup				
	Al	М	PI	M	Storage	Synd	hro	SimTraf	fic Q&B				
Overall	В	19.0	C	23.0	Length	AM							
EBL2	D	38.0	D	40.1	200	80	162	119	192				
EBT	D	35.2	U	33.2		17	19	26	29				
EBR	С	22.8	C	23.4	200	0	29	99	167				
WBL/T	D	40.9	٥	45.9		49	43	63	51				
WBR	D	39.2	D	44.4		0	22	61	69				
NBL2	D	38.3	۵	39.8	200	87	105	123	109				
NBT2	В	17.0	В	17.5		129	257	101	166				
NBR	В	15.2	В	13.5		0	3	19	14				
SBL	С	20.4	D	46.7	200	51	68	83	61				
SBT2	Α	7.5	В	13.8		87	127	95	106				
SBR	А	7.5	Α	2.7		3	6	96	91				

SimTraffic queue shown is maximum report value for multi-lane groups

Overall intersection LOS is LOS B and C and all lane groups are LOS D or better. All auxiliary lane queues are within storage length.

RT. 30/BARNES ROAD - 2030 WITH HAZELWOOD FARMS

The following table shows unsignalized intersection LOS results at Rt. 30/Barnes Road:

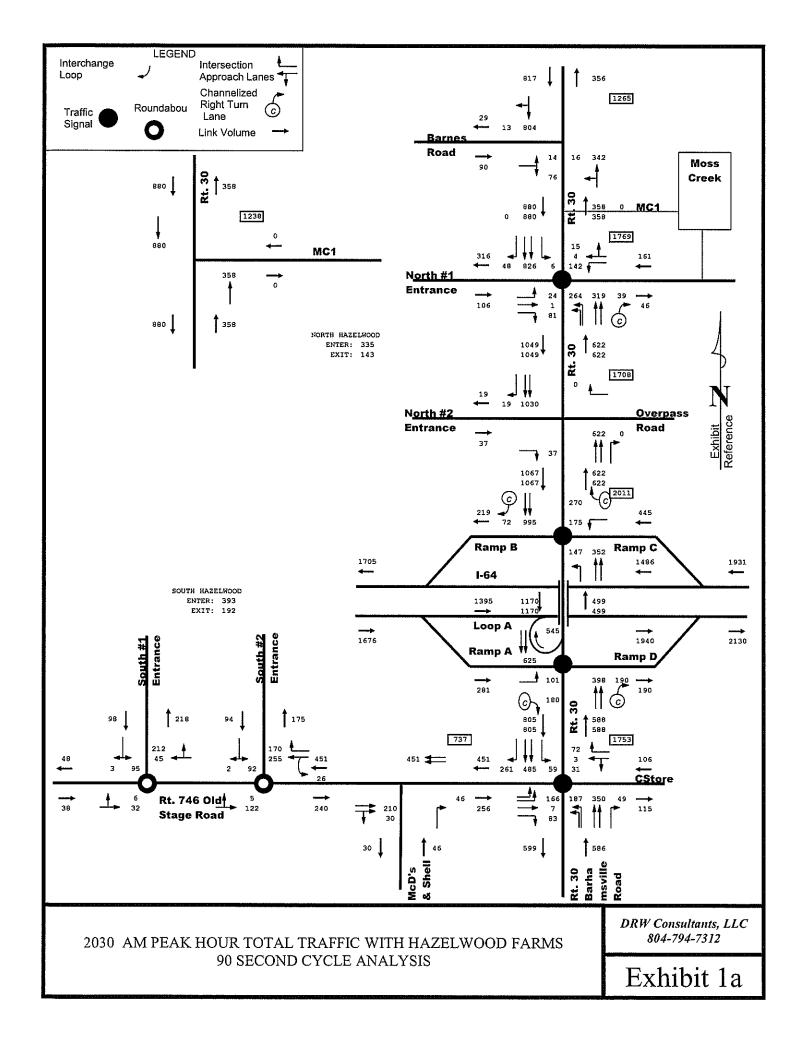
			TABL	E 6-5 F	RT. 30/B/	ARNES R	OAD		
		203	0 HAZ	ELWO	OD ONL	Y UNSIG	NALIZED		
UNSIGNA	LIZED LO	OS And S	Seconds	Delay	95th	Percentil	le Queues	By Lane Gr	oup
	А	М	Р	М	Storage	HCM	1 6th	SimTraf	fic Q&B
					Length	AM	PM	AM	PM
EBL/R	С	23.1	D	32.7		35	30	89	82
NBL/T	Α	9.9	Α	8.8		3	10		169

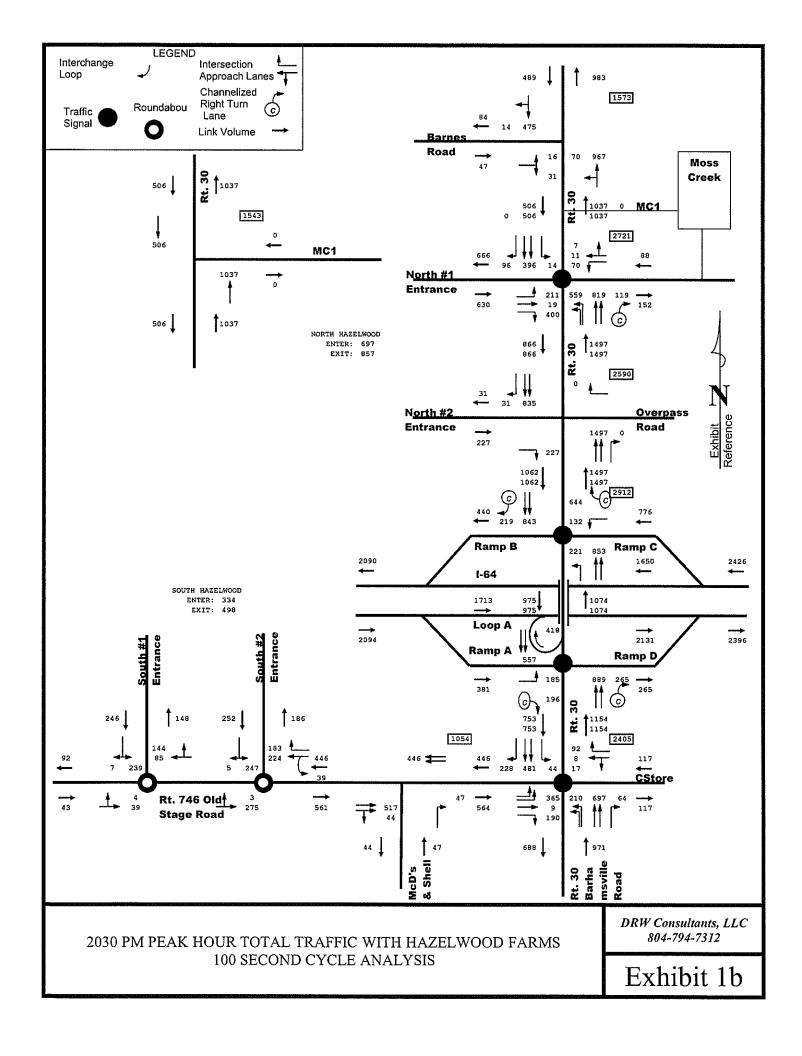
All lanes have LOS D or better.

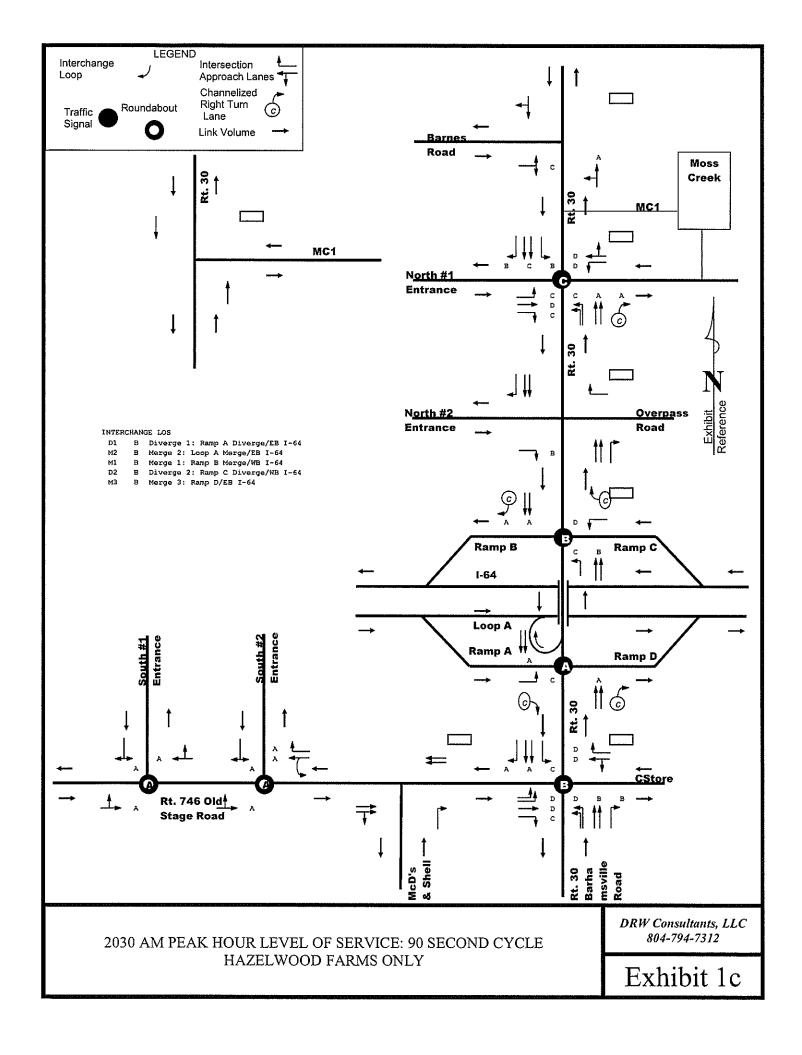
SUMMARY COMMENTS - 2030 WITH HAZELWOOD FARMS

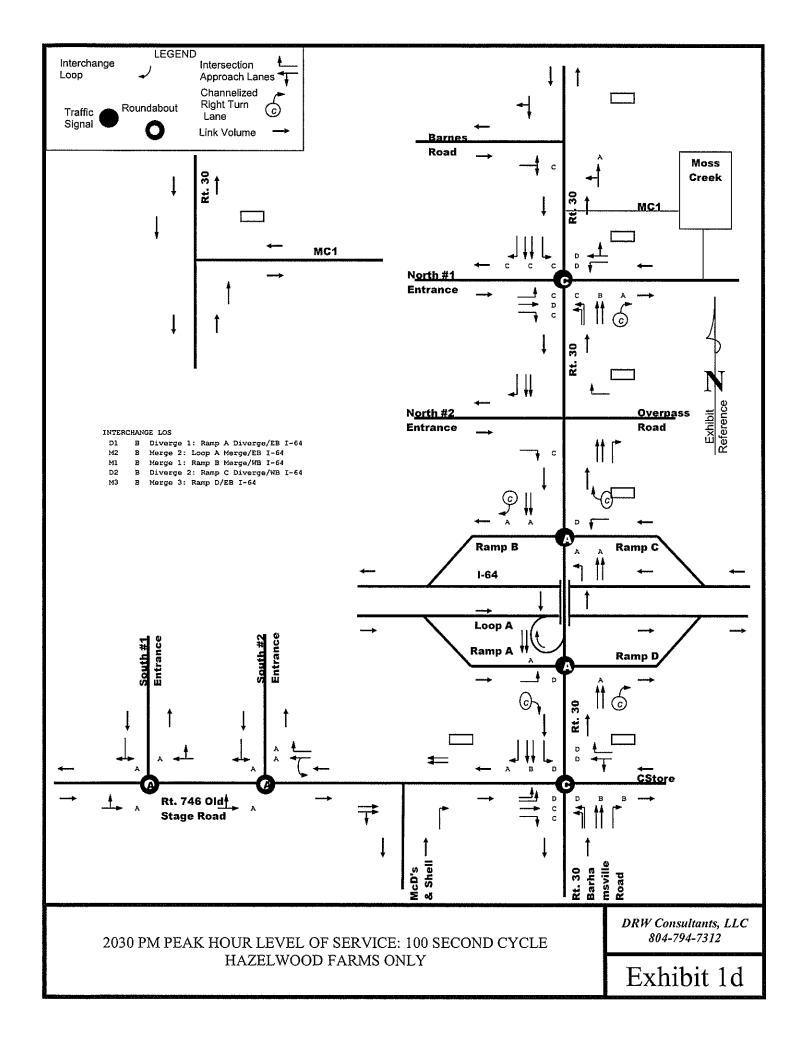
All signalized intersections have LOS C or better overall and LOS D or better for each turning movement. For unsignalized Barnes Road, eastbound AM was LOS C and PM is LOS D. All auxiliary lane queues are within storage length.

Exhibits 1c and 1d show LOS results on the network diagram.









·											0 1/0	08/2020
	*	-	*	1	-	4	1	†	-	1	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7	ሻ	1>		77	^	7	7	^	7"
Traffic Volume (vph)	24	1	81	142	4	15	264	319	39	6	826	48
Future Volume (vph)	24	1	81	142	4	15	264	319	39	6	826	48
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	6.0	6.0	5.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1900	1568	1805	1672		3433	3406	1538	1543	3471	1583
Flt Permitted	0.74	1.00	1.00	1.00	1.00		0.95	1.00	1.00	0.47	1.00	1.00
Satd. Flow (perm)	1414	1900	1568	1900	1672		3433	3406	1538	758	3471	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)	26	1	88	154	4	16	287	347	42	7	898	52
RTOR Reduction (vph)	0	0	62	0	15	0	0	0	18	0	0	31
Lane Group Flow (vph)	26	1	26	154	5	0	287	347	24	7	898	21
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	6%	5%	17%	4%	2%
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4.5	3	8		5	2		1	6	
Permitted Phases	4			8			territorio de la constanta de	e de la composition della comp	2	6		6
Actuated Green, G (s)	19.1	5.6	26.5	13.7	2.9		15.9	51.2	51.2	36.7	36.7	36.7
Effective Green, g (s)	19.1	5.6	26.5	13.7	2.9		15.9	51.2	51.2	36.7	36.7	36.7
Actuated g/C Ratio	0.21	0.06	0.29	0.15	0.03		0.18	0.57	0.57	0.41	0.41	0.41
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	6.0	6.0	5.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	358	118	461	277	53		606	1937	874	321	1415	645
v/s Ratio Prot	c0.01	0.00	0.02	c0.07	0.00		c0.08	0.10		0.00	c0.26	
v/s Ratio Perm	0.00			c0.02					0.02	0.01		0.01
v/c Ratio	0.07	0.01	0.06	0.56	0.09		0.47	0.18	0.03	0.02	0.63	0.03
Uniform Delay, d1	28.4	39.6	22.8	34.1	42.3		33.3	9.3	8.5	16.0	21.3	16.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.01	1.04	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.0	0.1	2.4	0.7		0.6	0.2	0.1	0.0	2.2	0.1
Delay (s)	28.5	39.6	22.8	36.5	43.0		34.3	9.9	8.6	16.0	23.5	16.1
Level of Service	С	D	С	D	D		С	Α	А	В	С	В
Approach Delay (s)		24.3			37.2			20.2			23.0	
Approach LOS		С			D			С			С	New Control of the
Intersection Summary												
HCM 2000 Control Delay			23.4	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	acity ratio		0.56									
Actuated Cycle Length (s)			90.0		um of lost				21.0			
Intersection Capacity Utiliza	ation		58.2%	IC	U Level	of Service			В			
Analysis Period (min)			15									
c Critical Lane Group												

											01/0	00/2020
	۶	-	*	•	-	4	4	†	-	-	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ħ			7	个 个			^	7
Traffic Volume (vph)	0	0	0	175	0	0	147	352	0	0	995	72
Future Volume (vph)	0	0	0	175	0	0	147	352	0	0	995	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0			5.0	6.0			6.0	4.0
Lane Util. Factor				1.00			1.00	0.95			0.95	1.00
Frt				1.00		Acres and the same	1.00	1.00			1.00	0.85
Flt Protected				0.95			0.95	1.00			1.00	1.00
Satd. Flow (prot)				1656			1719	3505			3471	1599
Flt Permitted				0.95			0.95	1.00			1.00	1.00
Satd. Flow (perm)				1656		NAME OF TAXABLE PARTY.	1719	3505			3471	1599
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)	0	0	0	190	0	0	160	383	0	0	1082	78
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	190	0	0	160	383	0	0	1082	78
Heavy Vehicles (%)	2%	2%	2%	9%	0%	0%	5%	3%	2%	2%	4%	1%
Turn Type		270	270	Perm	070	070	Prot	NA	270	270	NA	Free
Protected Phases				1 Cilli			5	2	dinasa Union		6	1100
Permitted Phases	POR BUTTON			8	B 40, 40,		J	2			U	Free
Actuated Green, G (s)				15.0		CAPACI N	13.0	64.0			46.0	90.0
Effective Green, g (s)				15.0			13.0	64.0			46.0	90.0
Actuated g/C Ratio				0.17			0.14	0.71			0.51	1.00
Clearance Time (s)			VERNIAL PROPERTY.	5.0			5.0	6.0		discounting.	6.0	1.00
Vehicle Extension (s)				3.0	SELL/PURE	A STATE OF THE STATE OF	3.0	3.0		distantante.	3.0	170
Lane Grp Cap (vph)				276			248	2492		NAME OF TAXABLE PARTY.	1774	1599
v/s Ratio Prot				210			c0.09	0.11		Name of the	c0.31	1599
v/s Ratio Perm		TERMINE N		c0.11			60.09	0.11			00.51	0.05
v/c Ratio				0.69	Annual St		0.65	0.15			0.61	0.05
Uniform Delay, d1				35.3			36.3	4.2			15.6	
Progression Factor	K CHE AND			1.00			0.73	0.52	N.S. Carella		0.31	0.0 1.00
Incremental Delay, d2			FOR SHAP	7.0			5.6	0.52			1.4	0.1
Delay (s)		Assessment		42.3			32.3	2.3		Same and the	6.2	0.1
Level of Service												
		0.0		D	40.0		С	A			A	А
Approach Delay (s) Approach LOS		Ο.0			42.3 D			11.1 B			5.8 A	
			West Control							\$50.50 AD 50.00	٨	
Intersection Summary	Sentered		44.0		ON 0000	1	0:	Horomand				STATE OF
HCM 2000 Control Delay	alle malia		11.0	H	CM 2000	Level of	Service		В			10 July 10
HCM 2000 Volume to Capac	city ratio		0.63			Alma a /=\		46,469	40.0			
Actuated Cycle Length (s)	e		90.0		um of lost				16.0	8/4.US-1079-US		
Intersection Capacity Utilizat	tion		57.8%	IC	U Level of	of Service			В			
Analysis Period (min)			15									
c Critical Lane Group												

Movement EDI EDD AIDI AIDI COD	
Movement EDI EDD NIDI NIDT ODD	
Movement EBL EBR NBL NBT SBT SBR	
Lane Configurations	
Traffic Volume (vph) 101 0 0 398 625 0	
Future Volume (vph) 101 0 0 398 625 0	
Ideal Flow (vphpl) 1900 1900 1900 1900 1900	
Total Lost time (s) 5.0 6.0 6.0	
Lane Util. Factor 1.00 0.95 0.95	
Frt 1.00 1.00	
Flt Protected 0.95 1.00 1.00	
Satd. Flow (prot) 1770 3438 3438	
Flt Permitted 0.95 1.00 1.00	
Satd. Flow (perm) 1770 3438 3438	
Peak-hour factor, PHF 0.92 0.92 0.92 0.92 0.92 0.92	
Adj. Flow (vph) 110 0 0 433 679 0	
RTOR Reduction (vph) 0 0 0 0 0	
Lane Group Flow (vph) 110 0 0 433 679 0	
Heavy Vehicles (%) 2% 2% 5% 5% 0%	
Turn Type Prot NA NA Protected Phases 7 2 6	
Permitted Phases	
, 0 ()	
Actuated g/C Ratio 0.11 0.77 0.77	
Clearance Time (s) 5.0 6.0 6.0	
Vehicle Extension (s) 3.0 3.0 3.0	
Lane Grp Cap (vph) 188 2651 2651	
v/s Ratio Prot c0.06 0.13 c0.20	
v/s Ratio Perm	
v/c Ratio 0.59 0.16 0.26	
Uniform Delay, d1 38.3 2.7 2.9	A STATE OF THE TAXABLE PARTY OF THE PARTY OF
Progression Factor 1.00 0.11 0.10	
Incremental Delay, d2 4.6 0.1 0.2	
Delay (s) 42.9 0.4 0.5	
Level of Service D A A	
Approach Delay (s) 42.9 0.4 0.5	
Approach LOS D A A	
Intersection Summary	
HCM 2000 Control Delay 4.3 HCM 2000 Level of Service A	
HCM 2000 Volume to Capacity ratio 0.30	
Actuated Cycle Length (s) 90.0 Sum of lost time (s) 11.0	
Intersection Capacity Utilization 37.1% ICU Level of Service A	
Analysis Period (min) 15	
c Critical Lane Group	

	*											
		\rightarrow	*	1	-	•	1	†	1	1	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	77	↑	7		4	7	ሻሻ	44	7	7	^	7
Traffic Volume (vph)	166	7	83	31	3	72	187	350	49	59	485	261
Future Volume (vph)	166	7	83	31	3	72	187	350	49	59	485	261
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	6.0	6.0	5.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00		1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	1900	1509		1817	1429	3183	3471	1392	1719	3406	1442
Flt Permitted	0.95	1.00	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	1900	1509		1817	1429	3183	3471	1392	1719	3406	1442
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)	180	8	90	34	3	78	203	380	53	64	527	284
RTOR Reduction (vph)	0	0	63	0	0	72	0	0	30	0	0	121
Lane Group Flow (vph)	180	8	27	0	37	6	203	380	23	64	527	163
Heavy Vehicles (%)	8%	0%	7%	0%	0%	13%	10%	4%	16%	5%	6%	12%
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	pt+ov
Protected Phases	Split 8	8	8.5	Split 4	4	reiiii	5	2	reilli	1	6	68
Permitted Phases	U	0	0.0	7	7	4	J	2	2		U	00
Actuated Green, G (s)	10.6	10.6	26.6		6.4	6.4	11.0	38.4	38.4	13.6	41.0	51.6
Effective Green, g (s)	10.6	10.6	26.6		6.4	6.4	11.0	38.4	38.4	13.6	41.0	51.6
Actuated g/C Ratio	0.12	0.12	0.30		0.07	0.07	0.12	0.43	0.43	0.15	0.46	0.57
Clearance Time (s)	5.0	5.0	0.50		5.0	5.0	5.0	6.0	6.0	5.0	6.0	0.57
Vehicle Extension (s)	3.0	3.0	ATTENDED TO		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	381		AAE					-				000
Lane Grp Cap (vph)		223	445	HOLOTEONS	129	101	389	1480	593	259	1551	826
v/s Ratio Prot	c0.06	0.00	0.02		c0.02	0.00	c0.06	0.11	0.00	0.04	c0.15	0.11
v/s Ratio Perm	0.47	0.04	0.00		0.00	0.00	0.50	0.00	0.02	0.05	0.04	0.00
v/c Ratio	0.47	0.04	0.06		0.29	0.05	0.52	0.26	0.04	0.25	0.34	0.20
Uniform Delay, d1	37.1	35.2	22.7		39.6	39.0	37.0	16.6	15.0	33.7	15.8	9.2
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.59	0.44	0.81
Incremental Delay, d2	0.9	0.1	0.1		1.2	0.2	1.3	0.4	0.1	0.5	0.6	0.1
Delay (s)	38.0	35.2	22.8		40.9	39.2	38.3	17.0	15.2	20.4	7.5	7.6
Level of Service	D	D	С		D	D	D	В	В	С	A	Α
Approach Delay (s)		33.0			39.7			23.7			8.5	
Approach LOS		С			D			С			Α	
Intersection Summary												
HCM 2000 Control Delay			19.0	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capaci	ity ratio		0.38									
Actuated Cycle Length (s)			90.0	Sı	um of lost	t time (s)			21.0			
Intersection Capacity Utilizati	on		44.0%	IC	U Level	of Service			Α			
Analysis Period (min)			15									
c Critical Lane Group												

		UEGERALISM INC.							17,25,650 (Mar. 17)		0 17	3772020
	*	-	*	1	←	*	4	†	-	1	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7	7	7>		1/1	个 个	7	7	^	7
Traffic Volume (vph)	211	19	400	70	11	7	559	819	119	14	396	96
Future Volume (vph)	211	19	400	70	11	7	559	819	119	14	396	96
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	6.0	6.0	5.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1900	1583	1752	1786		3433	3471	1615	1805	3471	1599
Flt Permitted	0.51	1.00	1.00	1.00	1.00		0.95	1.00	1.00	0.15	1.00	1.00
Satd. Flow (perm)	965	1900	1583	1845	1786		3433	3471	1615	279	3471	1599
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)	229	21	435	76	12	8	608	890	129	15	430	104
RTOR Reduction (vph)	0	0	127	0	8	0	0	0	59	0	0	72
Lane Group Flow (vph)	229	21	308	76	12	0	608	890	70	15	430	32
Heavy Vehicles (%)	1%	0%	2%	3%	0%	0%	2%	4%	0%	0%	4%	1%
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4.5	3	8		5	2		1	6	
Permitted Phases	4			8	A ALSON	Control of the last			2	6		6
Actuated Green, G (s)	26.8	16.2	42.8	8.4	2.8		26.6	54.4	54.4	30.6	30.6	30.6
Effective Green, g (s)	26.8	16.2	42.8	8.4	2.8		26.6	54.4	54.4	30.6	30.6	30.6
Actuated g/C Ratio	0.27	0.16	0.43	0.08	0.03		0.27	0.54	0.54	0.31	0.31	0.31
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	6.0	6.0	5.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	414	307	677	149	50		913	1888	878	128	1062	489
v/s Ratio Prot	c0.10	0.01	0.19	0.03	0.01		c0.18	c0.26	010	0.00	c0.12	100
v/s Ratio Perm	c0.04	0.01	0.10	0.01	0.01		00.10	00.20	0.04	0.03	00.12	0.02
v/c Ratio	0.55	0.07	0.45	0.51	0.24	S GEORGE	0.67	0.47	0.08	0.12	0.40	0.07
Uniform Delay, d1	30.8	35.5	20.3	43.9	47.6		32.7	14.0	10.9	25.4	27.5	24.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.87	0.66	0.11	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.1	0.5	2.9	2.5		1.8	0.8	0.2	0.4	1.1	0.3
Delay (s)	32.4	35.6	20.8	46.8	50.1		30.4	10.1	1.4	25.9	28.6	24.8
Level of Service	C	D	C	D	D		C	В	Α	C	C	C
Approach Delay (s)		25.1			47.5			17.0			27.8	
Approach LOS		C			D			В			C	
Intersection Summary												
HCM 2000 Control Delay			21.9	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	acity ratio		0.59									
Actuated Cycle Length (s)			100.0	Si	um of lost	time (s)			21.0			
Intersection Capacity Utiliza	ation		60.2%		U Level				В			
Analysis Period (min)			15									-
c Critical Lane Group												

											01/0	3772020
	۶	-	*	1	←	*	1	1	1	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ሻ			ሻ	十 个			^	7"
Traffic Volume (vph)	0	0	0	132	0	0	221	853	0	0	843	219
Future Volume (vph)	0	0	0	132	0	0	221	853	0	0	843	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0			5.0	6.0		110000000000000000000000000000000000000	6.0	4.0
Lane Util. Factor				1.00			1.00	0.95			0.95	1.00
Frt				1.00			1.00	1.00	pot contract to the contract of		1.00	0.85
Flt Protected				0.95			0.95	1.00			1.00	1.00
Satd. Flow (prot)				1719			1703	3505			3505	1583
Flt Permitted				0.95			0.25	1.00			1.00	1.00
Satd. Flow (perm)				1719			445	3505			3505	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)	0	0	0	143	0	0	240	927	0	0	916	238
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	143	0	0	240	927	0	0	916	238
Heavy Vehicles (%)	2%	2%	2%	5%	0%	0%	6%	3%	2%	2%	3%	2%
Turn Type				Perm	0,0	0,70	pm+pt	NA		270	NA	Free
Protected Phases			U VIEW I				5	2			6	1100
Permitted Phases				8			2			30,000,000	U	Free
Actuated Green, G (s)				13.4			75.6	75.6			60.7	100.0
Effective Green, g (s)				13.4			75.6	75.6			60.7	100.0
Actuated g/C Ratio				0.13			0.76	0.76			0.61	1.00
Clearance Time (s)				5.0			5.0	6.0			6.0	1.00
Vehicle Extension (s)				3.0		e beyond	3.0	3.0			3.0	
Lane Grp Cap (vph)		ing diency are		230			460	2649			2127	1583
v/s Ratio Prot				230		TANK ESSE	c0.05	0.26			0.26	1303
v/s Ratio Perm				c0.08			c0.34	0.20			0.20	0.15
v/c Ratio				0.62			0.52	0.35			0.43	0.15
Uniform Delay, d1				40.9			5.0	4.0			10.5	0.0
Progression Factor				1.00	DESCRIPTION OF THE PARTY OF THE		1.77	1.77			0.78	1.00
Incremental Delay, d2		ALESSA.		5.1			1.0	0.3			0.76	0.2
Delay (s)				46.1			9.9	7.5			8.8	0.2
Level of Service				D			Α	Α.		LAS DE PROPERTY.	Α	Α
Approach Delay (s)		0.0			46.1			8.0			7.0	
Approach LOS		A			D			A			Α	
Intersection Summary												
HCM 2000 Control Delay			9.7	Н	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capac	city ratio		0.56			A SERVICE	SERIE					No.
Actuated Cycle Length (s)			100.0	S	um of lost	time (s)	100000000000000000000000000000000000000		16.0		and the second second	manufacture in
Intersection Capacity Utilizat	tion		55.4%		CU Level				В			
Analysis Period (min)			15							The state of the s		Market State of
c Critical Lane Group											1000	
5 S.M.Can Lanto Group	CONTRACTOR OF THE SAME	No. of Concession,				THE RESERVE OF THE PARTY OF						

Movement EBL EBR NBL NBT SBT SBR Lane Configurations 1	
Lane Configurations † †† Traffic Volume (vph) 185 0 0 889 557 0 Future Volume (vph) 185 0 0 889 557 0 Ideal Flow (vphpl) 1900 1900 1900 1900 1900	
Lane Configurations 1 1 1 Traffic Volume (vph) 185 0 0 889 557 0 Future Volume (vph) 185 0 0 889 557 0 Ideal Flow (vphpl) 1900 1900 1900 1900 1900	
Traffic Volume (vph) 185 0 0 889 557 0 Future Volume (vph) 185 0 0 889 557 0 Ideal Flow (vphpl) 1900 1900 1900 1900 1900	
Future Volume (vph) 185 0 0 889 557 0 Ideal Flow (vphpl) 1900 1900 1900 1900 1900	
Ideal Flow (vphpl) 1900 1900 1900 1900 1900	
Lane Util. Factor 1.00 0.95 0.95	
Frt 1.00 1.00	
Flt Protected 0.95 1.00 1.00	
Satd. Flow (prot) 1752 3505 3471	MARKET STREET, TO POST OF THE STREET,
Flt Permitted 0.95 1.00 1.00	
Satd. Flow (perm) 1752 3505 3471	
Peak-hour factor, PHF 0.92 0.92 0.92 0.92 0.92	
Adj. Flow (vph) 201 0 0 966 605 0	
RTOR Reduction (vph) 0 0 0 0 0	
Lane Group Flow (vph) 201 0 0 966 605 0	
Heavy Vehicles (%) 3% 2% 2% 3% 4% 0%	
Turn Type Prot NA NA	
Protected Phases 7 2 6	
Permitted Phases	
Actuated Green, G (s) 16.8 72.2 72.2	
Effective Green, g (s) 16.8 72.2 72.2	
Actuated g/C Ratio 0.17 0.72 0.72	
Clearance Time (s) 5.0 6.0 6.0	
Vehicle Extension (s) 3.0 3.0 3.0	
Lane Grp Cap (vph) 294 2530 2506	
v/s Ratio Prot c0.11 c0.28 0.17	
v/s Ratio Perm	
v/c Ratio 0.68 0.38 0.24	
Uniform Delay, d1 39.1 5.3 4.7	
Progression Factor 1.00 0.22 1.75	
Incremental Delay, d2 6.4 0.4 0.2	
Delay (s) 45.5 1.5 8.4	
Level of Service D A A	
Approach Delay (s) 45.5 1.5 8.4	
Approach LOS D A A	
Intersection Summary	
HCM 2000 Control Delay 8.9 HCM 2000 Level of Service A	
HCM 2000 Volume to Capacity ratio 0.44	
Actuated Cycle Length (s) 100.0 Sum of lost time (s) 11.0	
Intersection Capacity Utilization 44.0% ICU Level of Service A	
Analysis Period (min) 15	
c Critical Lane Group	

Lane Configurations					WATER TRANSPORT							01/	0772020
Lane Configurations Tignific Volume (vph) Traffic V		*	-	*	1	-	*	4	†	-	-	↓	1
Traffic Volume (vph)	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (yph)	Lane Configurations	77	^	7		र्स	7	44	^	7	ሻ	44	7
Ideal Flow (vphph) 1900 1000 1001	Traffic Volume (vph)	365		190	17		92			64	44		228
Total Lost time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Future Volume (vph)	365	9	190	17	8	92	210	697	64	44	481	228
Lane Util. Factor 0.97 1.00 1.00 1.00 1.00 0.97 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.95 1.00 1.00 0.85 1.00 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Frit 1.00 1.00 1.00 0.85 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.95 1.00 0.95 1.00 1.00 0.95 1.00 0	Total Lost time (s)	5.0	5.0	5.0		5.0	5.0	5.0	6.0	6.0	5.0	6.0	6.0
Fit Protected 0.95 1.00 1.00 0.97 1.00 0.95 1.00 1.00 0.95 1.00 1.00 1.00 0.95 1.00 1.00 1.00 0.95 1.00 1.00 1.00 0.95 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lane Util. Factor	0.97	1.00	1.00		1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot) 3242 1712 1482 1762 1583 3367 3539 1538 1770 3505 1538 Flt Permitted 0.95 1.00 1.00 0.97 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0	Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Permitted 0.95 1.00 1.00 0.97 1.00 0.95 1.00 0.95 1.00 0.	Flt Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd, Flow (perm) 3242 1712 1482 1762 1583 3367 3539 1538 1770 3505 1538 Peak-hour factor, PHF 0.92	Satd. Flow (prot)	3242	1712	1482		1762	1583	3367	3539	1538	1770	3505	1538
Peak-hour factor, PHF 0.92 0.93 16 16 16 16 0.92 18 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <td>Flt Permitted</td> <td>0.95</td> <td>1.00</td> <td>1.00</td> <td></td> <td>0.97</td> <td>1.00</td> <td>0.95</td> <td>1.00</td> <td>1.00</td> <td>0.95</td> <td>1.00</td> <td>1.00</td>	Flt Permitted	0.95	1.00	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Adj. Flow (vph) 397 10 207 18 9 100 228 758 70 48 523 248 RTOR Reduction (vph) 0 0 138 0 0 0 94 0 0 36 0 0 104 Lane Group Flow (vph) 397 10 69 0 27 6 228 758 34 48 523 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 18% 18% 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 63.2 Effective Green, g (s) 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effecti	Satd. Flow (perm)	3242	1712	1482		1762	1583	3367	3539	1538	1770	3505	1538
Adj. Flow (vph) 397 10 207 18 9 100 228 758 70 48 523 248 RTOR Reduction (vph) 0 0 138 0 0 0 94 0 0 36 0 0 104 Lane Group Flow (vph) 397 10 69 0 27 6 228 758 34 48 523 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 2% 3% 5% 144 Heavy Vehicles (%) 8% 18% 18% 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 63.2 Effective Green, g (s) 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effective Green, g (s) 18.0 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Effecti	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
RTOR Reduction (vph)													248
Lane Group Flow (vph) 397 10 69 0 27 6 228 758 34 48 523 144 Heavy Vehicles (%) 8% 11% 9% 0% 13% 2% 4% 2% 5% 2% 3% 5% 7		0		138									104
Heavy Vehicles (%)		397	10	69	0	27	6		758		48		144
Turn Type		8%	11%	9%	0%	13%	2%			5%			5%
Protected Phases													
Permitted Phases			The state of the s		and the second name of the second name of the second						AND DESCRIPTION OF THE PERSON NAMED IN		
Actuated Green, G (s)	Permitted Phases						4			2			
Effective Green, g (s) 18.8 18.8 33.4 6.2 6.2 14.6 48.8 48.8 5.2 39.4 58.2 Actuated g/C Ratio 0.19 0.19 0.33 0.06 0.06 0.15 0.49 0.49 0.05 0.39 0.58 Clearance Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 6.0 6.0 5.0 6.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	Actuated Green, G (s)	18.8	18.8	33.4		6.2		14.6	48.8		5.2	39.4	63.2
Actuated g/C Ratio 0.19 0.19 0.33 0.06 0.06 0.15 0.49 0.49 0.05 0.39 0.58 Clearance Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 6.0 6.0 5.0 6.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0													
Clearance Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 6.0 6.0 5.0 6.0 Vehicle Extension (s) 3.0 <													
Vehicle Extension (s) 3.0													
Lane Grp Cap (vph) 609 321 494 109 98 491 1727 750 92 1380 895 v/s Ratio Prot c0.12 0.01 0.05 c0.02 c0.07 c0.21 0.03 0.15 0.09 v/s Ratio Perm 0.00 0.02 v/c Ratio 0.65 0.03 0.14 0.25 0.06 0.46 0.44 0.05 0.52 0.38 0.16 Uniform Delay, d1 37.6 33.2 23.3 44.7 44.2 39.1 16.7 13.4 46.2 21.6 9.6 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
v/s Ratio Prot c0.12 0.01 0.05 c0.02 c0.07 c0.21 0.03 0.15 0.09 v/s Ratio Perm 0.00 0.00 0.02 0.00 0.02 0.00 0.02 0.00 0.02 0.00				494									895
v/s Ratio Perm 0.00 0.02 v/c Ratio 0.65 0.03 0.14 0.25 0.06 0.46 0.44 0.05 0.52 0.38 0.16 Uniform Delay, d1 37.6 33.2 23.3 44.7 44.2 39.1 16.7 13.4 46.2 21.6 9.6 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90 0.60 0.27 Incremental Delay, d2 2.5 0.0 0.1 1.2 0.3 0.7 0.8 0.1 5.2 0.8 0.1 Delay (s) 40.1 33.2 23.4 45.9 44.4 39.8 17.5 13.5 46.7 13.8 2.7 Level of Service D C C D D D B B D B A Approach LOS C D C D C B B D C													
v/c Ratio 0.65 0.03 0.14 0.25 0.06 0.46 0.44 0.05 0.52 0.38 0.16 Uniform Delay, d1 37.6 33.2 23.3 44.7 44.2 39.1 16.7 13.4 46.2 21.6 9.6 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90 0.60 0.27 Incremental Delay, d2 2.5 0.0 0.1 1.2 0.3 0.7 0.8 0.1 5.2 0.8 0.1 Delay (s) 40.1 33.2 23.4 45.9 44.4 39.8 17.5 13.5 46.7 13.8 2.7 Level of Service D C C D D B B D B A Approach LOS C D C D C B B Intersection Summary B A A A A A A	THE RESERVE OF THE PROPERTY OF	00.12	0.01	0.00		00.02	0.00	00.01	00.21	0.02	0.00	0.10	0.00
Uniform Delay, d1 37.6 33.2 23.3 44.7 44.2 39.1 16.7 13.4 46.2 21.6 9.6 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90 0.60 0.27 Incremental Delay, d2 2.5 0.0 0.1 1.2 0.3 0.7 0.8 0.1 5.2 0.8 0.1 Delay (s) 40.1 33.2 23.4 45.9 44.4 39.8 17.5 13.5 46.7 13.8 2.7 Level of Service D C C D D D B B D B A Approach Delay (s) 34.3 44.7 22.0 12.3 A A 44.7 22.0 12.3 A B D B B B B A A B		0.65	0.03	0.14		0.25		0.46	0.44		0.52	0.38	0.16
Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90 0.60 0.27 Incremental Delay, d2 2.5 0.0 0.1 1.2 0.3 0.7 0.8 0.1 5.2 0.8 0.1 Delay (s) 40.1 33.2 23.4 45.9 44.4 39.8 17.5 13.5 46.7 13.8 2.7 Level of Service D C C D D B B D B A <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Incremental Delay, d2													
Delay (s) 40.1 33.2 23.4 45.9 44.4 39.8 17.5 13.5 46.7 13.8 2.7 Level of Service D C D D D B B D B A Approach Delay (s) 34.3 44.7 22.0 12.3 B A A A A A A A B A B A													
Level of Service D C C D D D B B D B A Approach Delay (s) 34.3 44.7 22.0 12.3 12.3 12.3 12.3 A A P C B B B D B B D B A													
Approach Delay (s) 34.3 44.7 22.0 12.3 Approach LOS C D C B Intersection Summary HCM 2000 Control Delay 23.0 HCM 2000 Level of Service C HCM 2000 Volume to Capacity ratio 0.50 C Actuated Cycle Length (s) 100.0 Sum of lost time (s) 21.0 Intersection Capacity Utilization 55.5% ICU Level of Service B Analysis Period (min) 15										111111111111111111111111111111111111111			A
Approach LOS C D C B Intersection Summary HCM 2000 Control Delay 23.0 HCM 2000 Level of Service C HCM 2000 Volume to Capacity ratio 0.50 Actuated Cycle Length (s) 100.0 Sum of lost time (s) 21.0 Intersection Capacity Utilization 55.5% ICU Level of Service B Analysis Period (min) 15								ASSES.					HAMME
HCM 2000 Control Delay 23.0 HCM 2000 Level of Service C HCM 2000 Volume to Capacity ratio 0.50 Actuated Cycle Length (s) 100.0 Sum of lost time (s) 21.0 Intersection Capacity Utilization 55.5% ICU Level of Service B Analysis Period (min) 15	Approach LOS					STATE OF THE OWNER, STATE OWN						100	
HCM 2000 Volume to Capacity ratio 0.50 Actuated Cycle Length (s) 100.0 Sum of lost time (s) 21.0 Intersection Capacity Utilization 55.5% ICU Level of Service B Analysis Period (min) 15	Intersection Summary												
HCM 2000 Volume to Capacity ratio 0.50 Actuated Cycle Length (s) 100.0 Sum of lost time (s) 21.0 Intersection Capacity Utilization 55.5% ICU Level of Service B Analysis Period (min) 15	HCM 2000 Control Delay			23.0	Н	CM 2000	Level of	Service		С			
Actuated Cycle Length (s) 100.0 Sum of lost time (s) 21.0 Intersection Capacity Utilization 55.5% ICU Level of Service B Analysis Period (min) 15	HCM 2000 Volume to Capa	city ratio				CONTR.							
Intersection Capacity Utilization 55.5% ICU Level of Service B Analysis Period (min) 15	Actuated Cycle Length (s)	-			S	um of lost	time (s)			21.0			
Analysis Period (min) 15		ition											
	Analysis Period (min)			A SPECIAL PROPERTY OF THE PARTY									
	c Critical Lane Group												

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	LDI	INDL	4	7	ODIT
Traffic Vol, veh/h	14	76	16	342	804	13
Future Vol, veh/h	14	76	16	342	804	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None		None	1100	
Storage Length	0	-	_	-	_	-
Veh in Median Storage				0	0	
Grade, %	0		_	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	8	6	6	4	0
Mymt Flow	15	83	17	372	874	14
WWITCH TOW	10	00		OIL	014	ıΤ
	Minor2		Major1		Major2	
Conflicting Flow All	1287	881	888	0	-	0
Stage 1	881		-			
Stage 2	406	-	_	-	-	-
Critical Hdwy	6.4	6.28	4.16			
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-		-		
Follow-up Hdwy	3.5	3.372	2.254	-	-	-
Pot Cap-1 Maneuver	183	337	746		-	
Stage 1	408	-	-	-	-	-
Stage 2	677		-	-	-	
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	178	337	746	-		-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	396			_	_	
Stage 2	677	-	_		_	-
MARKE SECTION						
Approach	EB		NB		SB	
HCM Control Delay, s			0.4		0	
HCM LOS	С					
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		746	-	296	-	ODIN.
HCM Lane V/C Ratio		0.023	_	0.33	-	_
HCM Control Delay (s		9.9	0	23.1		
HCM Lane LOS		3.3 A	A	C C		
HCM 95th %tile Q(veh	1	0.1		THE RESIDENCE OF STREET		
TOWN JOHN JOHN Q (VEN		0.1	A STATE OF	1.7	BOEVER	SW SW

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	7	NOL	44	44	7
Traffic Vol, veh/h	0	37	0	622	1030	19
Future Vol, veh/h	0	37	0	622	1030	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-		1100	AND DESCRIPTION OF THE PARTY OF	-	None
Storage Length	-	0	-	-	_	200
Veh in Median Storage	, # 0			0	0	
Grade, %	0	-	_	0	0	a electron
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	0	40	0	676	1120	21
				0,0	1120	
14: 00	0	THE CORPORATION				10. N. C. (10. 11.
	Minor2		Major1		//ajor2	
Conflicting Flow All	-	560	-	0	-	0
Stage 1			-	-	-	
Stage 2	_	-	-	-	-	_
Critical Hdwy	-	6.94	-			-
Critical Hdwy Stg 1	_	-	-	-	-	_
Critical Hdwy Stg 2			-	-	-	-
Follow-up Hdwy	-	3.32	-	_	-	-
Pot Cap-1 Maneuver	0	472	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	•	0	-	-	-
Platoon blocked, %				_	-	-
Mov Cap-1 Maneuver	-	472	- 11-		-	
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-		-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	13.3		0		0	
HCM LOS	В	STATE OF THE PARTY				
N.C. 1 011 11	4 10 10 10 10 1	NET	EDI (057	000	ACCOUNTS OF
Minor Lane/Major Mvm	It	THE PERSON NAMED IN	EBLn1	SBT	SBR	
Capacity (veh/h)			472	-	-	
HCM Lane V/C Ratio		and the same of the same of	0.085	_	-	
HCM Control Delay (s)		-		-	-	
HCM Lane LOS HCM 95th %tile Q(veh)		-	0.3	-		NAME OF TAXABLE PARTY.

Intersection		A COL				
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	ĵ.	
Traffic Vol, veh/h	16	31	70	967	475	14
Future Vol, veh/h	16	31	70	967	475	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		THE STATE OF THE S	-	THE RESERVE OF THE PERSON NAMED IN COLUMN 1	-	WASTERNIE WATER
Storage Length	0	-	-	-	-	-
Veh in Median Storage	e, # 0		-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	3	6	3	4	0
Mvmt Flow	17	34	76	1051	516	15
Major/Minor	Minor2	110201	Major1	٨	Major2	70.00
Conflicting Flow All	1727	524	531	0	viajuiz	0
Stage 1	524	524	551	0		0
Stage 2	1203			ASSESSED TO		
Critical Hdwy	6.46	6.23	4.16			
Critical Hdwy Stg 1	5.46	0.25	4.10	- -	OSMANIES -	
Critical Hdwy Stg 2	5.46					
Follow-up Hdwy	3.554	3.327		_	-	
Pot Cap-1 Maneuver	95	551	1016	SS150 <u>1</u> 4		863102
Stage 1	586	-	-	_	_	_
Stage 2	279					313819
Platoon blocked, %	2,0	CA STATE		<u>-</u>	_	<u>-</u>
Mov Cap-1 Maneuver	78	551	1016			A 1972 29
Mov Cap-2 Maneuver	78	-	-	_	-	-
Stage 1	481	-	68392			
Stage 2	279	_	-	_	-	_
Annanah	ED		ND		CD	
Approach	EB		NB		SB	
HCM Control Delay, s	32.7		0.6		0	
HCM LOS	D	CENTRAL COR				TO THE PARTY.
					2000	
Minor Lane/Major Mvm	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1016	-	180	-	
HCM Lane V/C Ratio		0.075	-	0.284	-	-
HCM Control Delay (s))	8.8	0	32.7	-	
HCM Lane LOS		Α	Α	D	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1		

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		44	^	7
Traffic Vol, veh/h	0	227	0	1497	778	31
Future Vol, veh/h	0	227	0	1497	778	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None	-	None	-	None
Storage Length	-	0	-	-	-	200
Veh in Median Storage,	# 0			0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	0	247	0	1627	846	34
transcend of the property of t						
Major/Minor M	linor2	٨	Major1	A	Anior?	STERMS
		423			/lajor2	0
Conflicting Flow All	- ESS/F833	and the same of	ensarcar	0		0
Stage 1		-		-	7 () - 1	-
Stage 2	-			-	en en en en	
Critical Hdwy		6.94	-	-	-	
Critical Hdwy Stg 1	-		-		-	
Critical Hdwy Stg 2	-		-	+		-
Follow-up Hdwy	-	3.32	-	-	_	_
Pot Cap-1 Maneuver	0	579	0	-		-
Stage 1	0	_	0	-	-	-
Stage 2	0	-	0	-		
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	579	-	-		-
Mov Cap-2 Maneuver	-	-		-	-	-
Stage 1		-	-	-		-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	15.8		0		0	
HCM LOS	С		C. C. C. C.	And the same	8975019	
		Fried St.				
Minor Lane/Major Mvmt		NBT E	EBLn1	SBT	SBR	
Capacity (veh/h)			AND DESCRIPTION OF THE PERSON			
HCM Lane V/C Ratio		-	0.426	-	-	
HCM Control Delay (s)			15.8	1 9 2		
HCM Lane LOS		-	C		-	
HCM 95th %tile Q(veh)			2.1			
(1011)	DISCOUNT.		The state of the s	TO THE REAL PROPERTY.	To Resident	

	•	→	*	1	←	4	†	-	1	ļ	1	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	26	1	88	154	20	287	347	42	7	898	52	
v/c Ratio	0.12	0.01	0.15	0.55	0.14	0.63	0.16	0.04	0.02	0.56	0.06	
Control Delay	30.1	38.0	0.6	39.9	22.9	44.1	9.3	0.1	15.2	20.5	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	30.1	38.0	0.6	39.9	22.9	44.1	9.3	0.1	15.2	20.5	0.1	
Queue Length 50th (ft)	14	1	0	83	2	70	36	0	2	212	0	
Queue Length 95th (ft)	31	5	0	122	24	109	107	1	11	276	0	
Internal Link Dist (ft)		808			693		749			365		
Turn Bay Length (ft)			200			300		350	150		200	
Base Capacity (vph)	214	147	548	342	273	495	2125	1037	420	1608	850	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.12	0.01	0.16	0.45	0.07	0.58	0.16	0.04	0.02	0.56	0.06	
Intersection Summary												

	•	4	†	Į.	1
Lane Group	WBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	190	160	383	1082	78
v/c Ratio	0.69	0.65	0.15	0.61	0.05
Control Delay	47.9	38.6	2.5	6.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	38.6	2.5	6.8	0.1
Queue Length 50th (ft)	102	92	14	38	0
Queue Length 95th (ft)	166	141	37	101	m0
Internal Link Dist (ft)			858	722	
Turn Bay Length (ft)		200			300
Base Capacity (vph)	349	305	2491	1773	1599
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.54	0.52	0.15	0.61	0.05
Intersection Summary					

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

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Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	110	433	679
v/c Ratio	0.51	0.16	0.25
Control Delay	44.6	0.5	0.5
Queue Delay	0.0	0.0	0.0
Total Delay	44.6	0.5	0.5
Queue Length 50th (ft)	60	3	1
Queue Length 95th (ft)	106	5	0
Internal Link Dist (ft)	181	207	319
Turn Bay Length (ft)			
Base Capacity (vph)	472	2735	2735
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	0.16	0.25
Intersection Summary			

	•	-	*	—	1	4	†	~	1	↓	4	
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	180	8	90	37	78	203	380	53	64	527	284	
v/c Ratio	0.47	0.04	0.16	0.24	0.23	0.52	0.24	0.07	0.22	0.33	0.29	
Control Delay	40.8	34.0	0.6	41.7	1.6	41.7	19.9	0.2	19.8	8.1	1.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	40.8	34.0	0.6	41.7	1.6	41.7	19.9	0.2	19.8	8.1	1.5	
Queue Length 50th (ft)	49	4	0	20	0	56	77	0	29	61	0	
Queue Length 95th (ft)	80	17	0	49	0	87	129	0	51	87	3	
Internal Link Dist (ft)		584		306			932			541		
Turn Bay Length (ft)	200		200			200		200	200			
Base Capacity (vph)	468	274	584	201	363	495	1627	736	310	1590	994	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.38	0.03	0.15	0.18	0.21	0.41	0.23	0.07	0.21	0.33	0.29	
Intersection Summary												

	1	-	*	1	+	1	†	-	1	↓	1	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	229	21	435	76	20	608	890	129	15	430	104	
v/c Ratio	0.59	0.08	0.58	0.44	0.15	0.75	0.42	0.12	0.07	0.34	0.15	
Control Delay	38.1	34.5	9.5	40.3	34.9	36.9	9.8	0.3	28.0	27.2	0.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.1	34.5	9.5	40.3	34.9	36.9	9.8	0.3	28.0	27.2	0.4	
Queue Length 50th (ft)	133	13	77	48	7	194	91	1	6	99	0	
Queue Length 95th (ft)	172	30	86	65	31	210	148	2	25	183	0	
Internal Link Dist (ft)		808			693		749			365		
Turn Bay Length (ft)			200			300		350	150		200	
Base Capacity (vph)	492	494	941	174	132	961	2095	1048	211	1269	709	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.47	0.04	0.46	0.44	0.15	0.63	0.42	0.12	0.07	0.34	0.15	
Intersection Summary												

	1	4	†	ļ	1
Lane Group	WBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	143	240	927	916	238
v/c Ratio	0.62	0.52	0.35	0.43	0.15
Control Delay	52.3	10.3	8.2	9.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	10.3	8.2	9.7	0.2
Queue Length 50th (ft)	87	38	138	124	0
Queue Length 95th (ft)	144	93	227	168	0
Internal Link Dist (ft)			858	722	
Turn Bay Length (ft)		200			300
Base Capacity (vph)	309	630	2649	2126	1583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.38	0.35	0.43	0.15
Intersection Summary					

^	110	710	^ ^	^
111	1/()	7/2	11.7	()

Lane Group Flow (vph)	EBL	NBT	
		INDI	SBT
	201	966	605
v/c Ratio	0.68	0.38	0.24
Control Delay	50.5	1.7	9.3
Queue Delay	0.0	0.0	0.0
Total Delay	50.5	1.7	9.3
Queue Length 50th (ft)	122	6	147
Queue Length 95th (ft)	183	14	157
Internal Link Dist (ft)	181	207	319
Turn Bay Length (ft)			
Base Capacity (vph)	543	2529	2505
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.37	0.38	0.24
Intersection Summary			

	۶	-	*	+	4	4	†	-	1	ļ	1	
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	397	10	207	27	100	228	758	70	48	523	248	
v/c Ratio	0.65	0.03	0.33	0.20	0.40	0.54	0.41	0.08	0.34	0.35	0.23	
Control Delay	42.3	30.8	3.2	46.8	7.7	45.3	18.9	0.3	45.5	14.0	0.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.3	30.8	3.2	46.8	7.7	45.3	18.9	0.3	45.5	14.0	0.8	
Queue Length 50th (ft)	121	5	0	17	0	70	173	0	32	48	2	
Queue Length 95th (ft)	162	19	29	43	22	105	257	3	68	127	6	
Internal Link Dist (ft)		584		306			932			541		
Turn Bay Length (ft)	200		200			200		200	200			
Base Capacity (vph)	745	393	683	158	271	486	1832	859	159	1496	1085	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.53	0.03	0.30	0.17	0.37	0.47	0.41	0.08	0.30	0.35	0.23	
Intersection Summary												

Intersection: 1: Route 30 & North #1/Fieldstone Pkwy

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	L	T	T	L	Т	Т
Maximum Queue (ft)	63	12	108	189	45	139	162	148	20	37	170	216
Average Queue (ft)	17	1	44	94	14	73	97	44	1	3	85	116
95th Queue (ft)	46	6	90	156	38	122	145	106	10	20	147	182
Link Distance (ft)	808	808		675	675			748	748		365	365
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			200			300	300			150		
Storage Blk Time (%)											0	0
Queuing Penalty (veh)											0	0

Intersection: 1: Route 30 & North #1/Fieldstone Pkwy

Movement	SB	
Directions Served	R	
Maximum Queue (ft)	49	
Average Queue (ft)	14	
95th Queue (ft)	41	
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Route 30 & Ramp B To I-64 WB/Ramp From I-64 WB

Movement	WB	NB	NB	NB	SB	SB
Directions Served	L	L	Т	Т	Т	Т
Maximum Queue (ft)	106	198	167	80	145	265
Average Queue (ft)	88	96	45	13	42	119
95th Queue (ft)	112	169	119	49	105	221
Link Distance (ft)	89		869	869	700	700
Upstream Blk Time (%)	29					
Queuing Penalty (veh)	51					
Storage Bay Dist (ft)		200				
Storage Blk Time (%)		1	0			0
Queuing Penalty (veh)		1	0			0

Intersection: 3: Route 30 & Ramp From I-64 EB

Movement	EB	NB	NB	SB	SB
Directions Served	L	Т	Т	Т	Т
Maximum Queue (ft)	141	66	58	62	89
Average Queue (ft)	59	14	10	14	23
95th Queue (ft)	110	48	40	45	68
Link Distance (ft)	151	179	179	309	309
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)				No. of the	

Intersection: 4: Route 30 & Old Stage Road/Convenience Store

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	Т	R	LT	R	L	L	Т	Т	R	L
Maximum Queue (ft)	111	145	44	124	79	79	156	143	130	140	39	118
Average Queue (ft)	46	68	5	46	27	29	59	56	41	40	3	34
95th Queue (ft)	92	119	26	99	63	61	123	112	96	101	19	83
Link Distance (ft)		482	482		305	305			914	914		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			200	200			200	200
Storage Blk Time (%)		0					0		0			
Queuing Penalty (veh)		0					0		0			

Intersection: 4: Route 30 & Old Stage Road/Convenience Store

Movement	SB	SB	SB
Directions Served	Т	Т	R
Maximum Queue (ft)	106	130	131
Average Queue (ft)	33	41	38
95th Queue (ft)	81	95	96
Link Distance (ft)	551	551	551
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Route 30 & Ramp From I-64 EB/Ramp D To I-64 EB

Movement	EB
Directions Served	R
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	271
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Route 30 & Loop A to I-64 EB

Movement	
Directions Served	R
Maximum Queue (ft)	67
Average Queue (ft)	10
95th Queue (ft)	41
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	50
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 7: Route 30 & Barnes Road

Movement	EB	NB	B16	SB
Directions Served	LR	LT	Т	TR
Maximum Queue (ft)	110	145	6	3
Average Queue (ft)	47	22	0	0
95th Queue (ft)	89	87	6	3
Link Distance (ft)	936	112	329	1180
Upstream Blk Time (%)		1		
Queuing Penalty (veh)		2		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Route 30

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Ramp C From I-64 WB & Ramp From I-64 WB

Movement	NW
Directions Served	L
Maximum Queue (ft)	188
Average Queue (ft)	59
95th Queue (ft)	162
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	400
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Route 30 & Ramp From I-64 WB

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Ramp From I-64 EB & Ramp A From I-64 EB

Movement	EB
Directions Served	TR
Maximum Queue (ft)	24
Average Queue (ft)	1
95th Queue (ft)	20
Link Distance (ft)	1148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 27: Route 30 & North #2

Movement	EB	
Directions Served	R	
Maximum Queue (ft)	49	
Average Queue (ft)	18	
95th Queue (ft)	40	
Link Distance (ft)	811	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Old Stage Road & South #2

Movement	EB	WB	WB	SB
Directions Served	LT	UT	R	LR
Maximum Queue (ft)	65	34	5	56
Average Queue (ft)	11	2	0	15
95th Queue (ft)	42	16	5	42
Link Distance (ft)	385	482	482	916
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 34: Old Stage Road & South #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	42	20	49
Average Queue (ft)	3	1	4
95th Queue (ft)	21	9	24
Link Distance (ft)	403	385	895
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 55

Intersection: 1: Route 30 & North #1/Fieldstone Pkwy

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	Т	R	L	TR	L	L	Т	Т	L	T	Т
Maximum Queue (ft)	211	160	274	115	56	229	395	508	434	50	166	195
Average Queue (ft)	115	18	138	53	14	133	165	237	36	13	80	103
95th Queue (ft)	193	94	236	100	42	204	286	427	215	40	136	169
Link Distance (ft)	808	808		675	675			748	748		365	365
Upstream Blk Time (%)								0	0			
Queuing Penalty (veh)								1	0			
Storage Bay Dist (ft)			200			300	300			150		
Storage Blk Time (%)			3					5	0		0	0
Queuing Penalty (veh)			1					30	0		0	0

Intersection: 1: Route 30 & North #1/Fieldstone Pkwy

Movement	SB	
Directions Served	R	
Maximum Queue (ft)	75	
Average Queue (ft)	33	
95th Queue (ft)	64	
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Route 30 & Ramp B To I-64 WB/Ramp From I-64 WB

Movement	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	Т	T	Т
Maximum Queue (ft)	100	197	193	136	141	252
Average Queue (ft)	79	91	74	39	51	117
95th Queue (ft)	111	165	153	99	114	210
Link Distance (ft)	89		869	869	700	700
Upstream Blk Time (%)	18					
Queuing Penalty (veh)	24					
Storage Bay Dist (ft)		200				
Storage Blk Time (%)		0	0			0
Queuing Penalty (veh)		2	0			0

Intersection: 3: Route 30 & Ramp From I-64 EB

Movement	EB	NB	NB	SB	SB
Directions Served	L	Т	T	T	Т
Maximum Queue (ft)	161	117	101	96	121
Average Queue (ft)	110	30	22	35	41
95th Queue (ft)	168	84	68	80	95
Link Distance (ft)	151	179	179	309	309
Upstream Blk Time (%)	4				
Queuing Penalty (veh)	7				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Route 30 & Old Stage Road/Convenience Store

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	Т	R	LT	R	L	L	Т	Т	R	L
Maximum Queue (ft)	200	227	41	206	62	90	129	114	192	207	27	78
Average Queue (ft)	108	122	7	90	20	36	56	52	82	84	2	25
95th Queue (ft)	175	192	29	167	51	69	109	100	158	166	14	62
Link Distance (ft)		482	482		305	305			914	914		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			200	200			200	200
Storage Blk Time (%)	1	1		1					0	0		
Queuing Penalty (veh)	1	1		0					0	0		

Intersection: 4: Route 30 & Old Stage Road/Convenience Store

Movement	SB	SB	SB
Directions Served	Т	Т	R
Maximum Queue (ft)	120	122	122
Average Queue (ft)	50	53	36
95th Queue (ft)	101	106	91
Link Distance (ft)	551	551	551
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Route 30 & Ramp From I-64 EB/Ramp D To I-64 EB

Directions Served T Maximum Queue (ft) 3 Average Queue (ft) 0 95th Queue (ft) 3 Link Distance (ft) 179 Upstream Blk Time (%) Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%) Queuing Penalty (veh)	Movement	SB		
Average Queue (ft) 0 95th Queue (ft) 3 Link Distance (ft) 179 Upstream Blk Time (%) Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%)	Directions Served	T		
95th Queue (ft) 3 Link Distance (ft) 179 Upstream Blk Time (%) Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%)	Maximum Queue (ft)	3		
Link Distance (ft) 179 Upstream Blk Time (%) Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%)	Average Queue (ft)	0		
Upstream Blk Time (%) Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%)	95th Queue (ft)	3		
Queuing Penalty (veh) Storage Bay Dist (ft) Storage Blk Time (%)	Link Distance (ft)	179		
Storage Bay Dist (ft) Storage Blk Time (%)	Upstream Blk Time (%)			
Storage Blk Time (%)	Queuing Penalty (veh)			
	Storage Bay Dist (ft)			
Queuing Penalty (veh)	Storage Blk Time (%)			
	Queuing Penalty (veh)			

Intersection: 6: Route 30 & Loop A to I-64 EB

Movement	SB	
Directions Served	R	
Maximum Queue (ft)	40	
Average Queue (ft)	2	
95th Queue (ft)	17	
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 7: Route 30 & Barnes Road

Movement	EB	NB	B16	B8	SB
Directions Served	LR	LT	Т	Т	TR
Maximum Queue (ft)	109	184	139	10	6
Average Queue (ft)	36	70	7	0	0
95th Queue (ft)	82	169	71	10	6
Link Distance (ft)	936	112	317	539	1180
Upstream Blk Time (%)		2	0		
Queuing Penalty (veh)		25	1		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 13: Ramp C From I-64 WB & Ramp From I-64 WB

Movement	NW
Directions Served	L
Maximum Queue (ft)	148
Average Queue (ft)	30
95th Queue (ft)	103
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	400
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Route 30 & Ramp From I-64 WB

Movement	NB	NB	NW
Directions Served	Т	Т	R
Maximum Queue (ft)	47	16	57
Average Queue (ft)	2	1	3
95th Queue (ft)	23	10	32
Link Distance (ft)	700	700	773
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		15	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Ramp From I-64 EB & Ramp A From I-64 EB

Movement	EB
Directions Served	TR
Maximum Queue (ft)	100
Average Queue (ft)	9
95th Queue (ft)	53
Link Distance (ft)	1148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 27: Route 30 & North #2

Movement	EB	NB	NB	B9	B9	B9
Directions Served	R	Т	T	T	Т	
Maximum Queue (ft)	156	34	17	474	517	333
Average Queue (ft)	61	2	1	34	42	22
95th Queue (ft)	116	28	17	245	270	199
Link Distance (ft)	811	170	170	511	511	511
Upstream Blk Time (%)		0	0	0	0	0
Queuing Penalty (veh)		1	0	1	1	1
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 28: Old Stage Road & South #2

Movement	EB	WB	SB
Directions Served	LT	UT	LR
Maximum Queue (ft)	111	16	106
Average Queue (ft)	42	1	36
95th Queue (ft)	87	10	82
Link Distance (ft)	385	482	916
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 34: Old Stage Road & South #1

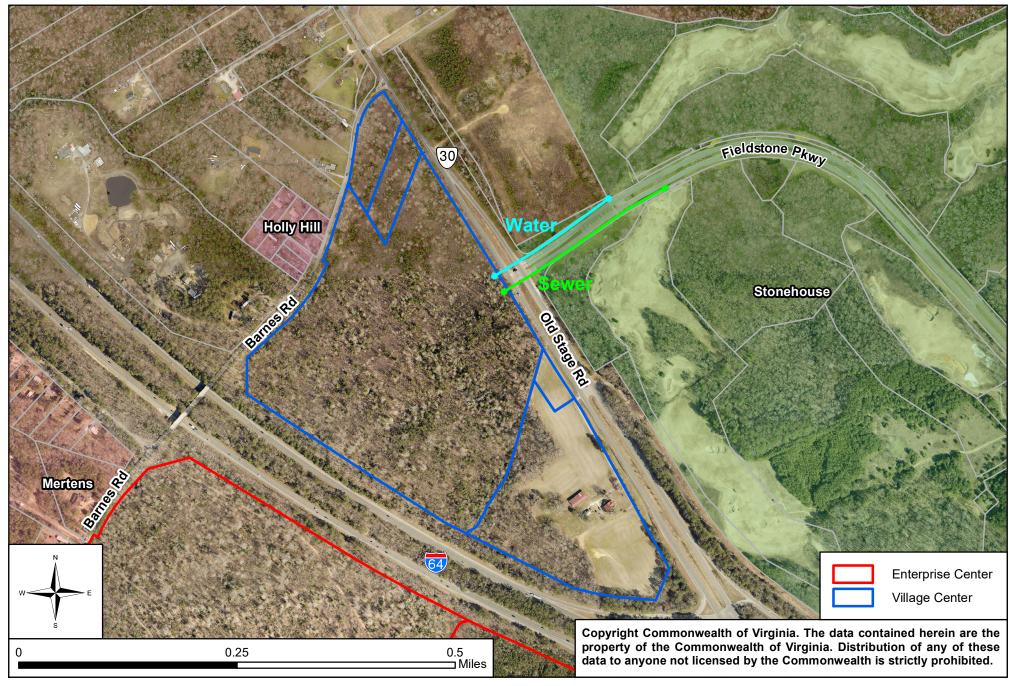
Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	38	3	78
Average Queue (ft)	7	0	19
95th Queue (ft)	30	3	59
Link Distance (ft)	403	385	895
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 97

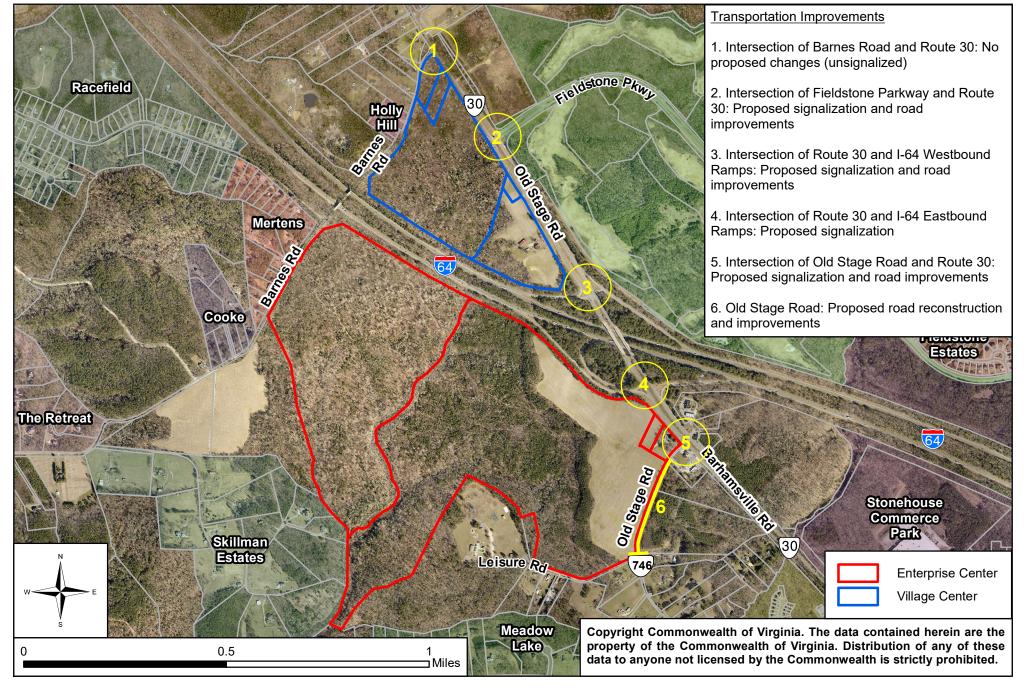
JCC Z-19-0006, SUP-19-0005 & SUP-19-0006: Hazelwood Enterprise Center & Village Center

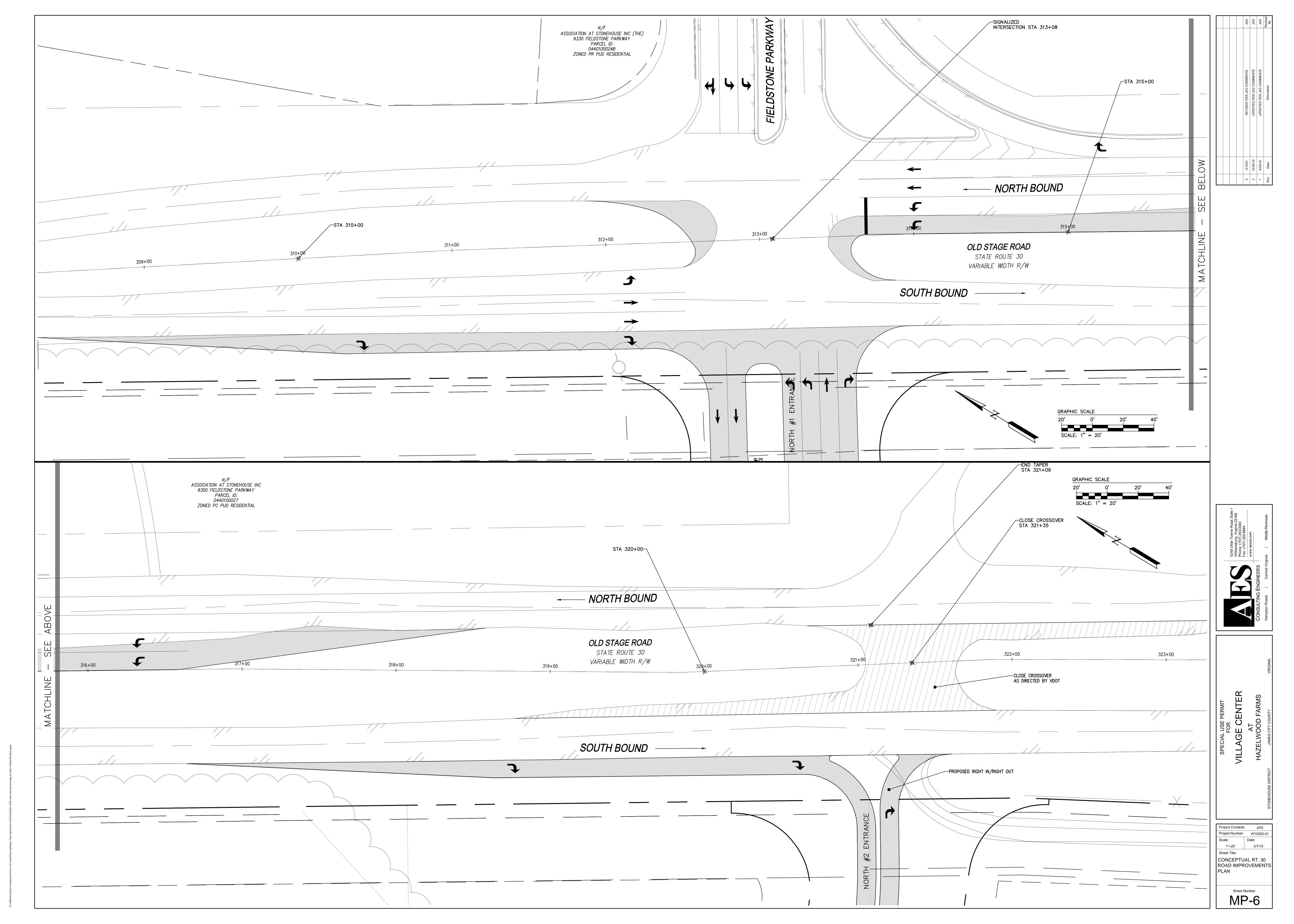




JCC Z-19-0006, SUP-19-0005 & SUP-19-0006: Hazelwood Enterprise Center & Village Center







From: Beth Klapper

Sent: Tuesday, October 5, 2021 9:04 AM **To:** Thomas Wysong; Paul Holt; Josh Crump

Subject: FW: [External] Comments on SUP 19-0006 Hazelwood Farms for your review

From: knlodding@cox.net <knlodding@cox.net>

Sent: Monday, October 4, 2021 2:09 PM

To: Community Development <community.development@jamescitycountyva.gov> **Subject:** [External] Comments on SUP 19-0006 Hazelwood Farms for your review

To: Community Development Planning Commission

Subject: Special Use Permit 19-0006 Hazelwood Farms request

As residents of Stonehouse at Mill Pond, we wish to enter the following comments to encourage *denial* of SUP 19-0006.

- 1. If granted, those very large-scale, irreversible alterations would result in significant and unimaginable damage to the area. The permit would have wide-spectrum impact, which would negatively affect everything from traffic volume to overall quality of life.
- 2. It would unnecessarily replicate existing local businesses, specifically a new and unnecessary gas/convenience store.
- 3. It is an open-ended wish-list for building environmental and quality of life blights. There is no information presented that shows a global plan for safe and considerate development with respect for both the environment and the local neighborhoods' quality of life. Information presented shows a common denominator of predominately industrial development with maximum use of the land. There is not even mention of a buffering green-zone to separate industry from neighborhoods. There is no consideration for the impact that SUP 19-00006 would have on current residents.
- 4. The traffic increase resulting from stores, businesses, warehouses, apartments, and other establishments would have a potentially dangerous impact on the Rt. 30/Fieldstone Parkway intersection, minimally requiring traffic control devices and potentially requiring re-design of alternate roadways. Each solution would have non-trivial, non-zero cost impact on the environment as measured in quality of life.
- 5. Environmental impacts of the plan are potentially significant. There would most likely be increased roadside trash from the convenience store and other industrial/storage/transportation businesses. Air quality would definitely degrade from the increased numbers of cars and trucks traversing the area. There is a real environmental potential for spillage/leakage of harmful and dangerous chemicals from the proposed businesses.
- 6. The proposed convenience store is likely to be permitted to sell alcoholic beverages for off-site consumption. It has been established by several studies that criminal activity is increased by such sales and the 24-hour nature of those businesses. This could lead to a significant negative impact on the residents of local neighborhoods, necessitating increased policing.

7. JCC faces the known issue of providing <u>affordable</u> water for the growing community. With no optimal solution in place, or currently planned, extreme care needs to be undertaken when authorizing significant new, open-ended growth on our already taxed water supply system.

There are numerous other issues with the proposed permit. A line-by-line analysis of the document would be both lengthy and revealing as to the detrimental nature of this open-ended request. The unbounded scope of the proposal opens a pandora's box of questions and issues that must be addressed. The proposed uses, not constrained in any reasonable manner, offers a worse-case scenario over time that would turn the local area into a non-desirable, low-tech industrial site. Over time, alternate scenarios could very well lead, to significant population growth that would drain resources, such as water and increase tax demands to pay for additional policing, schools, roads, and similar infrastructure construction.

What looks initially shiny will inevitably decay with time. It is nature. Decay sets in, no matter the original intentions. Those who would economically benefit from this special use permit will be isolated by a cash infusion from all the damages it will cause. This special use permit is a request for carte blanche to irrevocably alter the land and the lives of numerous local citizens for the sole benefit of the permit applicant. The area in question has been and is agricultural in purpose. Let us keep and maintain it that way, rejecting the irrevocable ecological and economic damages the permit would force upon the environment and those who live here and call it home.

Thank you.

Kenneth and Deborah Lodding 3551 Splitwood Road, Toano, VA. 23168 757.719.2934 knlodding@cox.net

From: Paul Holt

Sent: Wednesday, August 25, 2021 10:28 AM

To: Thomas Wysong
Cc: Josh Crump

Subject: FW: [External] No Truck Stops

Citizen input for staff report

On Aug 24, 2021, at 2:48 PM, Ken Siegel < kensiegel 2@aol.com > wrote:

I am writing with regard to the proposed Truck Stop off Exit 227. I am sure you realize that Toano and Historic Toano on one side and Stonehouse and other expensive neighborhoods on the other side will be greatly impacted by significant pollution, noise pollution, and unwanted people, traffic, and crime that a Truck Stop will bring. If you look at historical information regarding Truck Stops, once one is allowed, other approvals will follow shortly afterwards.

There is no reason what so ever that James City County and Toano need a Truck Stop of any kind or size. 64 has several Truck Stops just a few miles up the road in addition to the two Truck Rest Areas at exit 214. Truckers do not need additional places to stop anywhere in between exit 211 to Newport News. Please vote NO to keep our area free from these types of businesses. This is not what we need to represent the entrance to James City County and the Toano local community.

Thank you,

Ken



September 21, 2021

Planning Commission Members James City County

Mr. Richard Krapf Mr. Tim O'Connor Mr. Bob Rose Mr. Frank Polster Ms. Julia Leverenz Ms. Barbara Null

Mr. Jack Halderman

Ref: Z-19-0006 / SUP-19-0005 Hazelwood Farms — The Enterprise Center SUP-19-0006 Hazelwood Farms — The Village Center

Dear Members and Staff:

Regarding the above referenced rezoning and Special Use Permit I want to provide my full support and ask for an affirmative vote from the Planning Commission. Due to a previous commitment, I am out of town at the October meeting. Please do not take my lack of attendance nor my failure to publicly speak at the hearing as a lack of enthusiasm for this project. I support the project and urge support from each member of the Planning Commission.

We are fortunate that the Hazelwood family has been a good steward of the property. They have maintained the property in a large tract. They have tended the land to be sure that it is available for a more desirable use. Strategically located at the 227 interchange on I-64 the referenced development has few traffic impacts. The property can be a tax generating asset to the community. It can help maintain the quality of life for our community by contributing to our tax revenues and provide employment opportunities for our citizens.

Important quality points that I urge you to consider in your approval are:

- The project is conveniently located to Richmond airport and the Newport News Williamsburg airport
- The entire project is within the Primary Service Area
- Water and sewer are available for the project
- Immediate access to exit 227 on interstate 64 allows the change in Land Use to add tax dollars to our community without additional traffic burdens.

• The property is already assembled in two large contiguous tracts with common ownership. These parcels have been assembled and maintained by the Hazelwood family. Now with willing family members, who share a quality vision James City County can move forward and make a Land Use change that can benefit our citizens.

In recent years there has been a cry from citizens of "No Growth" or "No Rezoning". Those cries regarding this proposal would be out of place and incorrect. The proposed rezoning adds jobs, tax base, and additional citizens in a mix that is healthy for a vibrant community. Saying "No" to quality Land Use changes is a mistake.

In addition, you must look at what might happen if you said "No" to this opportunity. The land holding could become fragmented. Undesirable uses could be developed that would have less controls by the county and produce less tax income for our citizens.

This is a quality proposal with benefits for our citizens. I urge the Planning Commission to vote to approve the above referenced Rezoning and Special Use Permit.

Sincerely,

Gary M. Massie

Manager

J.S.G. Corporation

From: Paul Holt

Sent: Monday, September 27, 2021 11:56 AM

To: Thomas Wysong Cc: Josh Crump

Subject: FW: [External] Hazelwood Farm Proposal

Please include with staff report materials

From: Scott Maye < forensicearl@gmail.com > Date: September 27, 2021 at 11:17:02 AM EDT

To: Sue Sadler < Sue. Sadler@jamescitycountyva.gov > Subject: [External] Hazelwood Farm Proposal

Good morning Ms. Sadler,

I am a resident of Toano and live in the Meadow Lake subdivision adjacent to the proposed development. I am working with a group of concerned neighbors to oppose this development. A small group of us are meeting next week to develop a plan to speak at the upcoming public meeting. Based on my communications with my neighbors including residents of skillman estates and stonehouse there is a lot of opposion to this project as proposed. I am all for development, however, this project as proposed, specifically the Enterprise Center, is not suited for this location. There is an undeveloped Commerce Center right down the street more suitable for manufacturing. There are many many concerns regarding this proposal that are too lengthy for this email. I just wanted to share my opposition with you and I appreciate your service to the Stonehouse District. Thanks, Scott Maye

From: Paxton Condon

Sent: Tuesday, September 28, 2021 3:54 PM

To: Thomas Wysong

Subject: FW: [External] Hazelwood Farms (Comprehensive Plan)

Follow Up Flag: Flag for follow up

Flag Status: Flagged

From: Scott Maye <scottmaye@hotmail.com>
Sent: Tuesday, September 28, 2021 3:32 PM
To: Planning <planning@jamescitycountyva.gov>

Subject: [External] Hazelwood Farms (Comprehensive Plan)

Please do not destroy the rural character of Toano by creating manufacturing opportunities on the Hazelwood Farm property. How many century farms are left in the county? My view is shared by many, many calling this area home.

Thanks, Scott Maye

Sent from my Verizon, Samsung Galaxy smartphone Get <u>Outlook for Android</u>

From: Paul Holt

Sent: Thursday, September 30, 2021 7:39 AM

To: Thomas Wysong

Subject: FW: [External] Hazelwood Farms development

On Sep 28, 2021, at 11:04 PM, Darlene Prevish < dprevish@gmail.com > wrote:

I am so distressed at the potential development of this Centurion Farm. Nothing could be farther from Mr Hazelwood's dream than what the board of supervisors has proposed. I know development is inevitable but the proposed truck terminal at this already overcrowded intersection is sure to be a deadly combination. I never understand why our elected officials think they are helping make our County more appealing by ruining the very reason most of our newer residents moved here. We have almost 100 acres of industrial land for sale at our already empty industrial park just a mile or two up the road. This location has less crowding for safer entry in and out of the park. Anderson's Corner is so much better a location for the commercial improvements as well with a wide four way intersection already in place. Could we please leave this land agricultural? I've never driven along the interstate at Jefferson Avenue, in Fredericksburg or Northern Virginia and thought, "Wow, I'd love to live here." In fact, quite the opposite. I do everything I can to avoid those overcrowded areas even if it means going out of my way to avoid the congestion. I implore you to seek help from your fellow supervisors to stop this horrible development.

Darlene Prevish

Stonehouse District

HISTORIC TRIANGLE BICYCLE ADVISORY COMMITTEE

JAMES CITY COUNTY & CITY OF WILLIAMSBURG & YORK COUNTY

October 22, 2021

Mr. Tom Leininger, Senior Planner James City County Community Development 101-A Mounts Bay Road Williamsburg, VA 23185

RE: Hazelwood Farms Requests

Dear Tom,

The Historic Triangle Bicycle Advisory Committee (HTBAC) reviewed the proposed Hazelwood Farms requests at their meeting on October 18, 2021. The Committee was pleased with the proposed provisions for pedestrian and bicycle infrastructure.

Specifically, the Committee had the following comments:

- **Z190006** and **SUP190005**. Hazelwood Farms, The Enterprise Center: The Historic Triangle Bicycle Advisory Committee supports the proposed bicycle and pedestrian accommodations (multi-use paths) outlined in the master plan for the Enterprise Center.
- SUP190006. Hazelwood Farms, The Village Center: The Historic Triangle Bicycle Advisory
 Committee supports the overall proposed bicycle and pedestrian accommodations
 (multi-use paths) outlined in the master plan for the Village Center. HTBAC recommends
 that the applicant consider including bicycle and pedestrian accommodations within the
 internal streets as well as connecting those accommodations directly to Barnes Road.

These proposed improvements are in accord with the recommendations of the Regional Bikeway Plan, and will enhance the safety of cyclists in this part of James City County, and especially along Route 30.

Sincerely,

Reed T. Nester, Chair

Keese T. Nester

Historic Triangle Bicycle Advisory Committee

Thomas Wysong

From: Josh Mathias <valegacy@yahoo.com>
Sent: Thursday, September 30, 2021 8:21 PM

To: Julia Leverenz; Tim OConnor; John Haldeman; Frank Polster; Richard Krapf; Rob Rose;

Barbara Null; Thomas Wysong; Paul Holt; Jim Icenhour; Ruth Larson; John McGlennon;

Michael Hipple; Sue Sadler

Cc: dprevish@gmail.com

Subject: [External] Opposition to Hazelwood Farms rezoning

Dear planning commission members, board members, and staff,

Please include this correspondence as public input for the Wednesday, October 6th planning commission meeting.

In regard to the proposed rezoning of the Hazelwood Farm estate and development plan, I would like to voice my strong opposition, and echo the overwhelming opposition I have received from friends, family, co-workers and neighbors.

While everyone would agree that more business would result in more tax revenue for the county, this rezoning and proposed development is attempting to solve a problem that doesn't exist. The addition of sporadic businesses peppered throughout the county in rural areas should not be a solution for generating tax revenue.

Additionally, there has been no cry for development in upper James City County. In fact, quite the opposite is true. The majority of the residents who have decided to settle in this portion of the county specifically chose this area due to it's rural nature. It almost strikes me as odd that the planning commission would consider this proposal due to this obvious fact.

I do understand the land owners desire to want to be able to develop their land, but I would ask the commission to consider the interests of the entire county, especially residents in this area of the county. I am also aware that in 2014 the land owner(s) showed interest and submitted their initial plans for development of this land to the county, which was subsequently included as an "Economic Opportunity Area" for James City County in the 2035 Comprehensive Plan. https://wydaily.com/local-news-old/2014/12/02/stonehouse-farm-owners-envision-future-industrial-or-commercial-development/ This rezoning proposal is more than just generating tax revenue for the county. It is about protecting the rural nature of appeal of James City County which make it such a desirable place for people to live. It is also about the county planning commission and board of supervisors recognizing, understanding, and protecting the will of it's residents.

These sentiments are shown as factual as seen in the 2019 Comprehensive Plan Survey results. At the bottom of this correspondence are a few highlights from that survey regarding the results of the 2019 survey, which give a clear indication of the desires of the residents of James City County regarding development issues.

Community Development and Planning Director Paul Holt has this to say in regards to the surveys that are sent to residents of the county:

"All the citizen input is vitally important because it is the citizen [comprehensive plan].....one of the important aspects of this survey was that as a whole, it can be used to represent the county." https://wydaily.com/local-news/2019/08/14/county-takes-results-of-residents-survey-into-consideration/

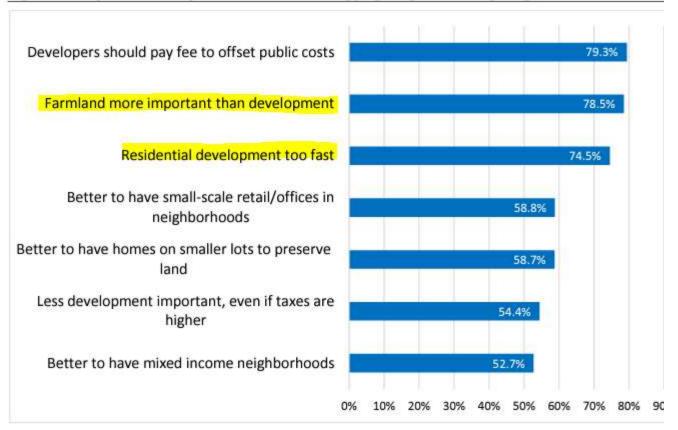
I hope the board will reconsider this rezoning proposal and look forward to further discussion and community input on this matter.

With Warmest Regards, Josh Mathias 3428 Colony Mill Rd Toano, VA 23168

(757)272-4142

	Percent strongly agree/somewhat agree	Percent somewhat disagree/strongly disagree
Developers who wish to build businesses or residences should always be required to pay a fee to the County to offset public costs even if it means increases in the price of their services and new housing.	79.3%	20.7%
It is more important to preserve farmland in the County than it is to have more development.	78.5%	21.5%
Residential development of the land in James City County is happening too quickly.	74.5%	25.5%
It is better to have neighborhoods in which there is a mix of housing options and small- scale retail and office development.	58.8%	41.2%
It is better to have more homes on smaller lots and set aside areas for open space in order to permanently preserve land and maintain the character of the community.	58.7%	41.3%
It is important to have less development in the County even if it means you may pay more in taxes.	54.4%	45.6%
It is better to have neighborhoods in which there is a mix of low-middle-, and high- income housing options.	52.7%	47.3%

Figure III-2: Opinion on Development Issues: Percent Strongly Agreeing/Somewhat Agreeing



The strongest level of agreement, at 79 percent, pertained to the statement that developers shou fee to the County to offset public costs. About the same number (78.5 percent) think it is more in to preserve farmland than to have more development. Nearly three-quarters (74 percent) of agree that residential development in James City County is happening too quickly. But whe whether it is important to have less development, even if it means paying more in taxes, the agreement drops to 54 percent (still more than half of respondents).

Thomas Wysong

From: Katie Pelletier

Sent: Tuesday, November 16, 2021 10:17 AM

To: Thomas Wysong

Cc: Ellen Cook; Beth Klapper

Subject: FW: Develpments

----Original Message----

From: Patricia <trishhcollins@gmail.com>
Sent: Sunday, November 14, 2021 3:11 PM
To: Planning <planning@jamescitycountyva.gov>

Subject: [External]Develpments

I am against more developments in James City County. We do not need the negatives it will bring. Please do your job responsible. I left Northern Virginia because of over development. We cannot handle anymore. Thank you.

Sent from my iPhone

Unapproved Minutes of the October 6, 2021 Planning Commission Regular Meeting

SUP-19-0006. Hazelwood Farms - The Village Center

Mr. Thomas Wysong, Senior Planner, stated that Mr. Tim Trant of Kaufman and Canoles has applied on behalf of Hazelwood Farms LLC and Hazelwood R M III Trustee et al for a Special Use Permit on approximately 79 acres to permit up to approximately 510,000 square feet of commercial development to allow for the following specially permitted uses on the properties:

- a convenience store which sells and dispenses fuel;
- extension of public water and sewer facilities;
- commercial buildings or groups of buildings that exceed 10,000 square feet of floor area pursuant to County Code Section 24-11(a)(2) and within the square footage limits shown on the master plan;
- commercial buildings or groups of buildings, not including office uses, which generate, or would be expected to generate, a total of 100 or more additional trips to and from the site during the peak hour of the operation pursuant to County Code Section 24-11(a)(3); and
- any buildings, additions, and expansions requiring an SUP pursuant to County Code Section 24-11(b).

Mr. Wysong stated that the site is located inside the PSA and is designated for Mixed Use-Stonehouse in both the current 2035 and draft 2045 Comprehensive Plans. Mr. Wysong further stated that for the area between I-64 and Old Stage Road, the Comprehensive Plan specifically recommends community—scale commercial uses such as shopping centers, hotels, restaurants and office uses.

Mr. Wysong stated that staff is proposing conditions to mitigate impacts associated with the proposed uses. Mr. Wysong further stated that the conditions include construction of the transportation improvements recommended in the Traffic Impact Analysis for this project, enhanced landscape buffering along the Barnes Road, Route 30, and Interstate-64 right- of-way, enhanced site design and architectural design for each building, incorporation of sustainable design initiatives, and specific restrictions regarding location and site features for certain commercial uses to protect community character.

Mr. Wysong stated that staff finds that the special use permit will not negatively impact surrounding development, and the proposed conditions will help mitigate impacts generated by the proposal. Staff also finds that the development of the property for the proposed commercial uses is consistent with recommended uses and GSAs in the current 2035 and draft 2045 Comprehensive Plans.

Mr. Wysong stated that staff recommends that the Planning Commission recommend approval of this application to the Board of Supervisors, subject to the proposed SUP conditions.

Mr. Polster inquired if condition for installation of water and sewer facilities for the commercial area was the same as for The Enterprise Center. Mr. Polster further inquired if there was a 60-month condition for commencing construction of at least one of the specially permitted uses.

Mr. Wysong stated that the 60-month stipulation is the same as for The Enterprise Center. Mr. Wysong further stated that he would need to check the requirements of the B-1 Zoning District regarding whether public water and sewer is required.

Mr. Polster inquired about the scenarios that drove the traffic analysis for The Village Center.

Mr. Wysong stated that he would defer to the applicant on that question; however, the recommended traffic improvements were based on the analysis done by the County's consultant.

Mr. Holt stated that the traffic analysis was modeled on the amount of square footage for the shopping center. Mr. Holt further stated that he does not believe there is a requirement in the B-1 Zoning District to connect to public water and sewer.

Mr. Polster requested verification that there must be a first structure on the property within 60 months, not including the water and sewer facilities.

Mr. Holt confirmed that a first structure must be constructed within the 60 month. Mr. Holt noted that the SUP was necessary to extend water and sewer to this property so that it could also be extended for the uses on the Economic Opportunity property.

Mr. O'Connor inquired if there were plans to improve this interchange in the near future.

Mr. Holt stated that there were no plans at this time.

Mr. O'Connor inquired if it was a matter of land acquisition or simply not being designated as needing improvement.

Mr. Holt stated that the interchange was operating satisfactorily at this time and that the improvements proposed in the two applications would allow the interchange to continue to operate at acceptable levels.

Ms. Leverenz stated that there is a discrepancy where the SUP conditions state that no single building shall exceed 70,000 square feet and the Design Guidelines state that buildings over 70,000 square feet shall not be subject to the design guidelines.

Mr. Wysong stated that the SUP Conditions would be the controlling document.

The Commission inquired if there was an update on whether the B1 Zoning district required connection to public water and sewer.

Mr. Wysong stated that the Zoning Ordinance did not require it.

Mr. Holt stated that staff would then look to the James City Service Authority (JCSA) regulations which stipulate connecting to public water and sewer when within a certain distance from existing lines. Mr. Holt further stated that the SUP is required if water and sewer must be extended.

Mr. Haldeman called for disclosures from the Commission.

Mr. Krapf, Mr. O'Connor, Mr. Polster, and Mr. Haldeman stated that they had spoken with Mr. Geddy.

Mr. Tim Trant, Kaufman and Canoles, PC, representing the Hazelwood family, made a presentation to the Commission on the proposed project.

Mr. Krapf noted that SUP would be valid for any commercial buildings or group of buildings that exceed 10,000 square feet of floor area and commercial buildings or group of buildings, not including office uses, which generates, or

would be expected to generate, a total of 100 or more additional trips. Mr. Krapf stated that he was looking for specificity on how many buildings over 10,000 square feet would be permitted.

Mr. Krapf noted that there is already an approved master plan for the Moss Creek parcel that includes office and warehouse, convenience store with fuel sales, restaurants and retail. Mr. Krapf further noted that there is the Stonehouse Land Bay V master plan which is designated for up to 180 residential units. Mr. Krapf inquired if the applicant has any concern that the Moss Creek development would impact this proposal.

Mr. Trant stated that there may be some overlapping uses; however, this is not an impediment to the project. Mr. Trant stated that there would be more than sufficient demand for those services in that location.

Mr. Trant noted that, in regard to the size and arrangement of buildings on the property, the design team position the development in land bays with the associated square footage to give a sense of scale and order. Mr. Trant noted that there would be commercial outparcels along Route 60 and a larger shopping center area on the interior.

Mr. John Hopke, Hopke and Associates, stated that the design goal was for the complex to look like an assembly of building rather than having the giant monolithic buildings.

Mr. Norris L. Shave, 9563 Barnes Road, addressed the Commission with concerns about the traffic impacts of the proposal.

Mr. William Hewitt, 8741 Merry Oaks Lane, addressed the Commission about the impacts of the project on Barnes Road.

Mr. Kimber Smith, 3051 Heritage Landing Road, stated that he had provided comments in support of both proposals in his comments on The Enterprise Center.

John Lockwood, 20251 Triangle Road, addressed the Commission with Concerns about traffic impacts for both applications.

Carol Coomer, 9825 Hidden Nest, addressed the Commission with concerns about the lack of notification to Stonehouse residents.

Ms. Darlene Prevish, 211 Old Stage Road, addressed the Commission with concerns about the public notification process.

As no one else wished to speak, Mr. Haldeman closed the Public Hearing. Mr. Haldeman opened the floor for discussion by the Commission.

Mr. O'Connor stated that, for clarification, the traffic study was performed by the applicant's consultant. Mr. O'Connor further stated that staff had a third-party traffic study done by the County's on-call consultant. Mr. O'Connor stated that staff reviewed and considered the findings of both studies.

Mr. O'Connor stated that one of the unintended, but beneficial, consequences of the traffic study is the recommendation that the entrance to the Moss Creek Commerce Center be shifted to Barnes Road and signalized.

Mr. Polster stated that predictions for where growth will occur in the County focus on the upper part of the County. Mr. Polster further stated that the amenities proposed for The Village Center will be required to meet the demands of residents in that area.

Mr. Polster stated that he appreciated the coordination between the applicant and the Stonehouse Development on the traffic study and the signalization.

Mr. Polster stated that he would support the application.

Mr. Krapf stated that he finds the application to be favorable since the scale is more modest in scale, and the SUP is being requested to allow uses for the property as it is currently zoned. Mr. Krapf further stated that the development is envisioned as an entertainment, retail, office, and business support center. Mr. Krapf noted that these are services that could benefit the existing community and anticipated future growth.

Mr. Krapf stated that he has come concerns about an open-ended series of 10,000-square-foot buildings; however, the applicant's explanation of trying to create the appearance of individual components was a very thoughtful solution. Mr. Krapf stated that he would support the application.

Mr. O'Connor inquired if the Director of Planning will review the building plans to ensure consistency with the Design Guidelines.

Mr. Holt stated that a building permits are pulled, they will be reviewed against the Design Guidelines. Mr. Holt stated that inconsistencies would be brought to the Development Review Committee for a determination.

Mr. Polster made a motion to recommend approval of the application with the conditions recommended by staff.

On a roll call vote, the Commission voted to recommend approval of SUP-19-0006. Hazelwood Farms - The Village Center. (6-0)

AGENDA ITEM NO. H.1.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Leslie Roberts, Partner at Brown Edwards & Company, LLP

SUBJECT: James City County Audit Report

REVIEWERS:

Department Reviewer Action Date

Board Secretary Saeed, Teresa Approved 12/7/2021 - 2:25 PM

AGENDA ITEM NO. L.1.

ITEM SUMMARY

DATE: 12/14/2021

TO: The Board of Supervisors

FROM: Teresa J. Saeed, Deputy Clerk

SUBJECT: Adjourn until 1 pm on January 3, 2022 for the Organizational Meeting

REVIEWERS:

Department Reviewer Action Date

Board Secretary Saeed, Teresa Approved 12/3/2021 - 1:24 PM