

AGENDA
JAMES CITY COUNTY BOARD OF SUPERVISORS
REGULAR MEETING
COUNTY GOVERNMENT CENTER BOARD ROOM
101 MOUNTS BAY ROAD, WILLIAMSBURG, VA 23185
November 14, 2023
5:00 PM

A. CALL TO ORDER

B. ROLL CALL

C. MOMENT OF SILENCE

D. PLEDGE OF ALLEGIANCE

1. Pledge Leader - Colton Greenleaf, a 3rd grade student at J Blaine Blayton Elementary School

E. PUBLIC COMMENT

F. CONSENT CALENDAR

1. Excavator Replacement
2. Williamsburg Landing, Inc., Revenue Bond Issuance

G. PUBLIC HEARING(S)

1. SUP-22-0017, Z-22-0002, & MP-22-0002. 4399 John Tyler Highway Five Forks Self Storage Facility
2. SUP-22-0027. 3426 North Riverside Drive Family Subdivision
3. Cell Tower Lease at 101 Mounts Bay Road
4. Utility Easement at 191 Clark Lane
5. Consolidated Government Center Proposal

H. BOARD CONSIDERATION(S)

1. Requests to Establish a Conditionally Permitted Use and to Exceed the Maximum Structure Size for an Event Facility in a Conservation Easement at 2589 Greensprings Road and 3516 Mott Lane

I. BOARD REQUESTS AND DIRECTIVES

J. REPORTS OF THE COUNTY ADMINISTRATOR

K. CLOSED SESSION

L. ADJOURNMENT

1. Adjourn until 1 pm on November 28, 2023 for the Business Meeting

MEMORANDUM

DATE: November 14, 2023

TO: The Board of Supervisors

FROM: Robert B. Dittman, Solid Waste Director

SUBJECT: Contract Award - \$134,500 - Replacement Excavator

The Fiscal Year 2024 Capital Improvements Program budget includes funds for the purchase of a replacement excavator. General Services, Solid Waste, Fleet, and Purchasing staff examined the condition, needed repairs, and reliability of the current excavator at the Jolly Pond Convenience Center. Due to the almost daily use of the current excavator, it was determined that replacement was the best option due to the nature of the required repairs and unreliability of the current excavator.

In researching the design, construction, and field performance of the proposed CAT Model 308-07 ACR Excavator, it was determined that it was the best configuration and best met the needs of the Jolly Pond Convenience Center. Extended warranties for the excavator and preventive maintenance are also included in the purchase price.

The purchase price of \$169,500 will be offset by the trade-in value of \$35,000 for the current 2012 CAT excavator.

In reviewing available options, staff determined the most efficient procurement method for this purchase is to use a cooperative purchasing contract, issued by Sourcewell Contract (032119-CAT). The Sourcewell Contract contains language 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. James City County has purchased several replacement utility equipment pieces utilizing Sourcewell cooperative contracts.

Staff recommends adoption of the attached resolution authorizing the contract award to Carter CAT in the amount of \$134,500 for the CAT Model 308-07 ACR Excavator.

RBD/ap
CA-ExcavRpl-mem

Attachment

RESOLUTION

CONTRACT AWARD - \$134,500 - REPLACEMENT EXCAVATOR

WHEREAS, funds are available through the Fiscal Year 2024 Capital Improvements Program budget for the purchase of a replacement excavator; 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 Sourcewell Contract (032119-CAT) issued a cooperative purchasing contract to Carter CAT; and

WHEREAS, the General Services, Financial and Management Services, Solid Waste, Fleet, and Purchasing staff determined the contract specifications meet the County's performance requirements for an excavator and negotiated a price of \$169,500 and the trade-in value of \$35,000 for the County's current 2012 excavator with Carter CAT.

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 Carter CAT for one CAT Model 308-07 ACR Excavator in the amount of \$134,500.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

		VOTES			
		<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
	SADLER	_____	_____	_____	_____
	ICENHOUR	_____	_____	_____	_____
Teresa J. Saeed	MCGLENNON	_____	_____	_____	_____
Deputy Clerk to the Board	LARSON	_____	_____	_____	_____
	HIPPLE	_____	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of November, 2023.

CA-ExcavRpl-res

MEMORANDUM

DATE: November 14, 2023

TO: The Board of Supervisors

FROM: Adam R. Kinsman, County Attorney

SUBJECT: Williamsburg Landing, Inc., Revenue Bond Issuance

Williamsburg Landing, Inc. is requesting up to \$80,000,000 in revenue bonds to finance the costs of designing, constructing, and equipping an expansion of up to 39 independent living units at its senior living community located in and around 5700 Williamsburg Landing Drive in James City County. The expansion will be in the form of triplexes and apartment buildings along with the designing, construction, and equipping of a community center that is expected to include an art studio, theater, dining space, and multipurpose rooms. The project will also finance other capital projects at Williamsburg Landing, all within the existing structures or existing parking facilities, with amounts required for reserves, working capital, capitalized interest, costs of issuance, and other financing expenses related to the issuance of the bonds. The bonds are not deemed to constitute a debt or pledge of faith and credit or taxing power of the Economic Development Authority (EDA) or James City County. The EDA's bond counsel, Mr. Christopher Kulp of Hunton Andrews Kurth, LLP, has reviewed the request and has indicated no legal issues result that are inconsistent with the EDA's role as a conduit issuer.

Supporting materials are attached. Should the Board desire to approve this request, I recommend adoption of the attached resolution.

ARK/md
WburgLndgRevBd-mem

Attachment

RESOLUTION

WILLIAMSBURG LANDING, INC., REVENUE BOND ISSUANCE

WHEREAS, the Economic Development Authority of James City County, Virginia (the “Authority”) has approved the application of Williamsburg Landing, Inc. (the “Borrower”), a Virginia nonstock corporation, requesting that the Authority issue up to \$80,000,000 of its revenue bonds in one or more series at one time or from time to time (the “Bonds”) to provide funds to make a loan to the Borrower:

- (1) to finance the costs of designing, constructing, and equipping an expansion of the Borrower’s independent living units at its senior living community (the “Community”) located in and around 5700 Williamsburg Landing Drive, Williamsburg, Virginia 23185, which expansion will consist of the designing, constructing, equipping, and improving up to 39 units in the form of triplexes and apartment buildings along with the designing, construction, and equipping of a community center that is expected to include an art studio, theater, dining space, and multipurpose rooms; and
- (2) to finance other capital projects at the Community all within the existing structures or existing parking facilities located at the Community and amounts required for reserves, working capital, capitalized interest, costs of issuance, and other financing expenses related to the issuance of the Bonds.

Items (1) and (2) above are collectively referred to as the “Project”.

WHEREAS, on October 17, 2023, the Authority held a public hearing regarding the Project; and

WHEREAS, Section 147(f) of the Internal Revenue Code of 1986, as amended (the “Code”), provides that the governmental unit having jurisdiction over the issuer of private activity bonds and over the area in which any facility financed with the proceeds of private activity bonds is located must approve the issuance of the bonds and Section 15.2-4906 of the Industrial Development and Revenue Bond Act, Chapter 49, Title 15.2, Code of Virginia of 1950, as amended (“Act”) sets forth the procedure for such approval; and

WHEREAS, the Authority issues its bonds on behalf of James City County, Virginia (the “County”), the facilities to be financed and refinanced with the proceeds of the Bonds are located in the County and the Board of Supervisors of James City County, Virginia (the “Board”), constitutes the highest elected governmental unit of the County; and

WHEREAS, the Authority has recommended that the County approve the Project and the issuance of the Bonds; and

WHEREAS, a copy of the Authority’s resolution providing initial approval of the issuance of the Bonds, a certificate of the public hearing, and a Fiscal Impact Statement have been filed with the Board.

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

1. The Board approves the issuance of the Bonds, in an aggregate principal amount up to \$80,000,000 (or, if requested by the Borrower, such higher amount as may constitute an “insubstantial deviation” under applicable federal tax law), by the Authority for the benefit of the Borrower, solely to the extent required by Section 147(f) of the Code and Section 15.2-4906 of the Act, to permit the Authority to assist in accomplishing the Project. The Borrower may deviate from the amount listed in the preceding sentence in accordance with applicable law.
2. The approval of the issuance of the Bonds does not constitute an endorsement to a prospective purchaser of the Bonds of the creditworthiness of the Project or the Borrower. In accordance with Section 15.2-4909 of the Act, the Bonds shall not be deemed to constitute a debt or a pledge of the faith and credit or taxing power of the Commonwealth or any political subdivision thereof, including the Authority and the County.
3. This resolution shall take effect immediately upon its adoption.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Teresa J. Saeed
Deputy Clerk to the Board

SADLER
ICENHOUR
MCGLENNON
LARSON
HIPPLE

VOTES			
<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of November, 2023.

WburgLndgRevBd-res

October 17, 2023

Board of Supervisors
of James City County, Virginia
101 Mounts Bay Road
Williamsburg, Virginia 23185

**Economic Development Authority of James City County, Virginia
Proposed Financing for Williamsburg Landing, Inc.**

Williamsburg Landing, Inc. (the "Borrower"), a Virginia nonstock corporation, whose principal place of business is 5700 Williamsburg Landing Drive, Williamsburg, Virginia 23185, has requested that the Economic Development Authority of James City County, Virginia (the "Authority"), issue up to \$80,000,000 of its revenue bonds, in one or more series at one time or from time to time (the "Bonds"), the proceeds of which will be loaned to the Borrower:

(1) to finance the costs of designing, constructing and equipping an expansion of the Borrower's independent living units at its senior living community (the "Community") located in and around 5700 Williamsburg Landing Drive, Williamsburg, Virginia 23185, which expansion will consist of the designing, constructing, equipping, and improving up to 39 units in the form of triplexes and apartment buildings along with the designing, construction and equipping of a community center that is expected to include an art studio, theater, dining space and multi-purpose rooms; and

(2) to finance other capital projects at the Community all within the existing structures or existing parking facilities located at the Community and amounts required for reserves, working capital, capitalized interest, costs of issuance and other financing expenses related to the issuance of the Bonds.

Items (1) and (2) above are collectively referred to as the "Project".

As set forth in the inducement resolution of the Authority attached hereto, the Authority has authorized the issuance of the Bonds to accomplish the Project. The Authority has conducted a public hearing on the Project and has recommended that you approve the Project and the issuance of the Bonds by the Authority as required by Section 147(f) of the Internal Revenue Code of 1986, as amended, and Section 15.2-4906 of the Code of Virginia of 1950, as amended (the "Virginia Code").

Attached hereto is (1) a certificate evidencing (A) the conduct of the public hearing and (B) the adoption of the inducement resolution regarding the Project by the Authority, (2) the Fiscal Impact Statement referenced in Section 15.2-4907 of the Virginia Code and (3) the form of resolution suggested by bond counsel to evidence your approval.

Secretary
Economic Development Authority of James City
County, Virginia

CERTIFICATE

The undersigned Secretary of the Economic Development Authority of James City County, Virginia (the "Authority") hereby certifies as follows:

1. A meeting of the Authority was duly called and held on Tuesday, October 17, 2023, at 4:00 p.m., before the Authority, in the Main Conference Room of 101-D, James City County Government Center, 101 Mounts Bay Road, Williamsburg, Virginia 23185, pursuant to proper notice given to each Director of the Authority before such meeting. The meeting was open to the public. The time of the meeting and the place at which the meeting was held provided a reasonable opportunity for persons of differing views to appear and be heard.

2. The Chair announced the commencement of a public hearing on the application of Williamsburg Landing, Inc., a Virginia nonstock corporation, and that a notice of the hearing was published once a week for two successive weeks in a newspaper having general circulation in James City County, Virginia (the "Notice"), with the second publication appearing not less than seven days prior to the hearing date. A copy of the Notice is attached and has been filed with the minutes of the Authority and is attached as Exhibit A.

3. A summary of the statements made at the public hearing is attached as Exhibit B.

4. Attached as Exhibit C is a true, correct and complete copy of the inducement resolution (the "Resolution") adopted at such meeting of the Authority by a majority of the Directors present at such meeting. The Resolution constitutes all formal action taken by the Authority at such meeting relating to matters referred to in the Resolution. The Resolution has not been repealed, revoked, rescinded or amended and is in full force and effect on this date.

WITNESS my hand and the seal of the Authority, as of October 17, 2023.

Secretary, Economic Development Authority of
James City County, Virginia

[SEAL]

Exhibits:

A - Copy of Certified Notice

B - Summary of Statements

C - Approving Resolutions

EXHIBIT A

NOTICE OF PUBLIC HEARING

(See Attached)

EXHIBIT B

SUMMARY OF STATEMENTS

Representatives of Williamsburg Landing, Inc. appeared before the Authority to describe the project and the proposed bond issue. [[[No one appeared in opposition to the proposed bond issue.]]]

EXHIBIT C

APPROVING RESOLUTION

(See Attached)

**FISCAL IMPACT STATEMENT
FOR PROPOSED BOND FINANCING**

Date: October 17, 2023

To the Board of Supervisors of James City County, Virginia

Applicant: Williamsburg Landing, Inc. (the "Borrower")
Facility/ Financing of expansion project for a Life Plan Community.
Project:

1.	Maximum amount of financing sought	\$80,000,000
2.	Estimated taxable value of the facility's real property to be constructed in the locality. ⁽¹⁾	\$30,813,274
3.	Estimated real property tax per year using present tax rates. ⁽¹⁾	\$255,750
4.	Estimated personal property tax per year using present tax rates. ⁽¹⁾	\$25,000
5.	Estimated merchants' capital tax per year using present tax rates. ⁽¹⁾	\$0
6.	(a) Estimated dollar value per year of goods that will be purchased from Virginia companies within the locality	\$240,340
	(b) Estimated dollar value per year of goods that will be purchased from non Virginia companies within the locality	\$0
	(c) Estimated dollar value per year of services that will be purchased from Virginia companies within the locality	\$235,000
	(d) Estimated dollar value per year of services that will be purchased from non-Virginia companies within the locality	\$0
7.	Estimated number of regular employees on year round basis.	17
8.	Average annual salary per employee.	\$45,350

Chair
Economic Development Authority of James City
County, Virginia

At a regular meeting of the Board of Supervisors of James City County, Virginia, held on _____, 2023, the following Board members were recorded as present:

PRESENT:

On motion by _____, seconded by _____, the attached Resolution was adopted by a majority of the members of the Board of Supervisors by a roll call vote, the votes being recorded as follows:

MEMBER

VOTE

[Proposed Form of Board of Supervisors Resolution]

**RESOLUTION
OF THE BOARD OF SUPERVISORS OF
JAMES CITY COUNTY, VIRGINIA**

WHEREAS, the Economic Development Authority of James City County, Virginia (the "Authority") has approved the application of Williamsburg Landing, Inc. (the "Borrower"), a Virginia nonstock corporation, requesting that the Authority issue up to \$80,000,000 of its revenue bonds in one or more series at one time or from time to time (the "Bonds") to provide funds to make a loan to the Borrower:

(1) to finance the costs of designing, constructing and equipping an expansion of the Borrower's independent living units at its senior living community (the "Community") located in and around 5700 Williamsburg Landing Drive, Williamsburg, Virginia 23185, which expansion will consist of the designing, constructing, equipping, and improving up to 39 units in the form of triplexes and apartment buildings along with the designing, construction and equipping of a community center that is expected to include an art studio, theater, dining space and multi-purpose rooms; and

(2) to finance other capital projects at the Community all within the existing structures or existing parking facilities located at the Community and amounts required for reserves, working capital, capitalized interest, costs of issuance and other financing expenses related to the issuance of the Bonds.

Items (1) and (2) above are collectively referred to as the "Project".

WHEREAS, on October 17, 2023, the Authority held a public hearing regarding the Project;

WHEREAS, Section 147(f) of the Internal Revenue Code of 1986, as amended (the "Code"), provides that the governmental unit having jurisdiction over the issuer of private activity bonds and over the area in which any facility financed with the proceeds of private activity bonds is located must approve the issuance of the bonds and Section 15.2-4906 of the Industrial Development and Revenue Bond Act, Chapter 49, Title 15.2, Code of Virginia of 1950, as amended ("Act") sets forth the procedure for such approval;

WHEREAS, the Authority issues its bonds on behalf of James City County, Virginia (the "County"), the facilities to be financed and refinanced with the proceeds of the Bonds are located in the County and the Board of Supervisors of James City County, Virginia (the "Board"), constitutes the highest elected governmental unit of the County;

WHEREAS, the Authority has recommended that the County approve the Project and the issuance of the Bonds; and

WHEREAS, a copy of the Authority's resolution providing initial approval of the issuance of the Bonds, a certificate of the public hearing and a Fiscal Impact Statement have been filed with the Board.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF JAMES CITY COUNTY, VIRGINIA:

1. The Board approves the issuance of the Bonds, in an aggregate principal amount up to \$80,000,000 (or, if requested by the Borrower, such higher amount as may constitute an "insubstantial deviation" under applicable federal tax law), by the Authority for the benefit of the Borrower, solely to the extent required by Section 147(f) of the Code and Section 15.2-4906 of the Act, to permit the Authority to assist in accomplishing the Project. The Borrower may deviate from the amount listed in the preceding sentence in accordance with applicable law.

2. The approval of the issuance of the Bonds does not constitute an endorsement to a prospective purchaser of the Bonds of the creditworthiness of the Project or the Borrower. In accordance with Section 15.2-4909 of the Act, the Bonds shall not be deemed to constitute a debt or a pledge of the faith and credit or taxing power of the Commonwealth or any political subdivision thereof, including the Authority and the County.

3. This resolution shall take effect immediately upon its adoption.

Adopted by the Board of Supervisors of James City County, Virginia, on _____, 2023.

Clerk
Board of Supervisors of James City County,
Virginia

[SEAL]

SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self-Storage Facility
Staff Report for the November 14, 2023, Board of Supervisors Public Hearing

SUMMARY FACTS

Applicant: Mr. Greg Davis, Kaufman & Canoles, P.C.

Landowner: Five Forks 2, LLC and Five Forks 3, LLC

Proposal: A Special Use Permit (SUP) to allow for a self-storage facility at 4399 John Tyler Highway and a proposed rezoning to amend the existing proffers and Master Plan for Governor’s Grove at Five Forks to include the proposed use and facilitate its implementation.

Locations: 4399 John Tyler Highway
4365 John Tyler Highway

Tax Map/Parcel Nos.: 4710100115
4620100014A

Property Acreage: ± 4.93 acres

Current Zoning: MU, Mixed Use with Proffers

Proposed Zoning: MU, Mixed Use with Amended Proffers

Comprehensive Plan: Mixed Use-Five Forks and Moderate Density Residential

Primary Service Area: Inside

Staff Contact: Paxton Condon, Deputy Zoning Administrator/Senior Planner

PUBLIC HEARING DATES

Planning Commission: October 4, 2023, 6:00 p.m.

Board of Supervisors: November 14, 2023, 5:00 p.m.

FACTORS FAVORABLE

1. The proposal would permit a commercial use within a mixed use development that currently consists of only residential use. As such, this proposal aligns with the intent of the Mixed Use District to have multiple uses, as well as the intent of the Mixed Use Construction Phasing Policy.
2. No new dwelling units are proposed.
3. The applicant has submitted design guidelines and elevations that will ensure the proposed self-storage facility is of a character consistent with the 2045 Comprehensive Plan and the Primary Principles for the Five Forks Area.
4. Staff finds the proposed conditions mitigate potential impacts.
5. Impacts: See Impact Analysis on Pages 7-8.

FACTORS UNFAVORABLE

1. Impacts: See Impact Analysis on Pages 7-8.
2. The proposed amendment is inconsistent with the specific guidance for these parcels within the 2045 Comprehensive Plan, which recommends against increasing the intensity of commercial uses within these parcels.

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

SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self-Storage Facility
Staff Report for the November 14, 2023, Board of Supervisors Public Hearing

SUMMARY STAFF RECOMMENDATION

Staff recommends that the Board of Supervisors approve these applications, subject to the proposed proffers and conditions.

PLANNING COMMISSION RECOMMENDATION

At its October 4, 2023, meeting, the Planning Commission voted to recommend approval of this application by a vote of 6-1.

PROPOSED CHANGES MADE SINCE THE PLANNING COMMISSION MEETING

Proposed Condition Nos. 3 and 10 of the SUP have been revised since the Planning Commission meeting. Per the recommendation of the Planning Commission the requirement for “a minimum of 50% of the additional plantings shall be species native to eastern Virginia” has been added to Condition No. 3. The applicant has worked with the Stormwater and Resource Protection Division regarding their runoff reduction method and the condition has been revised accordingly for consistency. Condition No. 10 now allows for up to 1.13 acres of forested open space to be used towards the needed water quality.

The applicant also submitted revised proffers following comments from the Planning Commission at the October 4 meeting. This revision is for Proffer No. 4C clarifying the traffic improvements.

The applicant also added the location for a sign for the property to the Master Plan and an updated Traffic Impact Analysis (TIA) replacing Exhibit 2 for consistency with the proposed design of one building.

PROJECT DESCRIPTION

This proposal includes an SUP to allow for a self-storage facility (“Warehouse, storage and distribution centers with storage under cover or screened with landscaping and fencing from the adjacent property”) at 4399 John Tyler Highway.

This proposal also includes a rezoning application to amend the existing proffers and Master Plan for Governor’s Grove at Five Forks to allow for an amended entrance design from John Tyler Highway and a boundary line adjustment to include a portion of 4365 John Tyler Highway to allow for needed stormwater facilities.

The currently approved master plan permits an entrance from Ironbound Road and allows 25,000 square feet for a commercial use on 4399 John Tyler Highway. The proffers do not permit the commercial use of this property to be a convenience store, automobile service station, or fast-food restaurant. 4365 John Tyler Highway is currently designated as open space. This allowed for an entrance onto Ironbound Road and the possibility for a full entrance onto John Tyler Highway. The original proffers stated a right-in/right-out entrance onto John Tyler Highway would be permitted for conditional scenarios stated in the proffers.

This proposed amendment increases the commercial square footage to 100,000 square feet. This amendment also allows for a full entrance onto John Tyler Highway and proposes turn lane improvements that mitigate traffic impacts coming into the site. This application includes an emergency access to Ironbound Road and the proposed proffers would allow for this to be converted to a full entrance in the future with approval from the Virginia Department of Transportation (VDOT); however, with the proposed conditions an SUP amendment would also be required for the addition of an entrance to Ironbound Road.

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

SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self-Storage Facility
Staff Report for the November 14, 2023, Board of Supervisors Public Hearing

	Approved in 2005	Proposed Amendment
Commercial Square Footage	25,000 square feet	100,000 square feet
Open Space (Sections 2 and 3)	5.33 acres	6.03 acres

PLANNING AND ZONING HISTORY

- On August 9, 2005, a rezoning and master plan application was approved for Governor’s Grove at Five Forks, Z-0009-2005 and MP-0006-2005. This rezoned the subject area from R-8, Rural Residential, and B-1, General Business, to MU, Mixed Use with Proffers.
- The Governor’s Grove residential community was developed in the years following rezoning and master plan approval.
- The Construction Phasing Policy for Multiple Use Districts and Mixed Use was approved on September 11, 2012, roughly seven years after the Governor’s Grove Mixed Use rezoning. The intent of this policy is to ensure that mixed use developments are built out in a manner ensuring a final development consisting of a mix of uses.

SURROUNDING ZONING AND DEVELOPMENT

The parcel to the north and east of the subject parcels are zoned MU, Mixed Use, and B-1, General Business. To the south and west, the parcels are zoned R-8, Rural Residential, and PL, Public Lands. Clara Byrd Baker Elementary School is located to the south of the subject parcels. Governor’s Grove and Powhatan Office Park are located to

the north across Route 5 and directly adjacent is the 7-Eleven at 4455 John Tyler Highway. To the east is Governors Green Shopping Center and to the west is the James City Service Authority Desalination Treatment Plant.

2045 COMPREHENSIVE PLAN

4399 John Tyler Highway is designated as Mixed Use Five Forks and 4365 John Tyler Highway is designated as Moderate Density Residential on the 2045 Comprehensive Plan Land Use Map. The proposed self-storage facility is located within the portion of the property designated Mixed Use Five Forks.

The text for the specific Mixed Use Five Forks area from the Comprehensive Plan is provided below, with staff’s analysis in italics.

Development at the intersection of John Tyler Highway (Route 5) and Ironbound Road primarily serves nearby residential neighborhoods. The principal suggested uses are community-scale and neighborhood commercial and office uses. Moderate density residential development is encouraged as a secondary use. Development should tie into the larger Five Forks area with complementary building types and connections to surrounding commercial and residential development.

Staff finds that the proposed self-storage facility could serve as a primary commercial use for the surrounding neighborhoods and residential development.

The property on the west side of Ironbound Road and south side of John Tyler Highway (Route 5) is envisioned to be limited to community-scale and neighborhood commercial and office uses. Specifically, future development on the parcel directly to the south and west of the existing 7-Eleven should not exceed the intensity and

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

SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self-Storage Facility
Staff Report for the November 14, 2023, Board of Supervisors Public Hearing

density of development identified on the approved master plan and approved proffers for James City County Case Nos. Z-9-05/MP-6-05 (Governor’s Grove at Five Forks, approved by the Board of Supervisors on August 9, 2005).

Staff finds the proposed amendment to be consistent with the intent of the guidance for these parcels. The proposed amendment increases the amount of commercial use permitted for these parcels from 25,000 square feet to 100,000 square feet, which qualifies as an increase in intensity; however, the intent of this guidance was to limit the traffic intensity. The proposed use is not an intensive use relative to vehicular trips and the application includes proposed improvements to mitigate expected traffic impacts.

For the parcel located at 133 Powhatan Springs Road, historical uses have included a contractor’s office/warehouse. Similar small-scale, low-intensity Limited Industrial uses that are consistent in terms of scale and impact to the contractor’s office/warehouse and those that can adequately mitigate impacts to adjacent Low Density Residential areas may be appropriate. Expansion of the facilities to more intense industrial or commercial/retail uses is not recommended.

Preservation and adaptive re-use of historic buildings are encouraged, as is the redevelopment of existing residential and commercial uses in the immediate area. Future development and redevelopment should also reflect the historic and scenic qualities of the Five Forks area and should adhere to the Board adopted Primary Principles for the Five Forks Area. Overall development intensities should be closely monitored to ensure they can be accommodated within the capacities of the existing two-lane roads.

Staff finds the proposed elevations and design guidelines ensure this development is of a consistent character with the Five Forks area.

PRIMARY PRINCIPLES FOR THE FIVE FORKS AREA

The Board of Supervisors adopted as the Primary Principles for the Five Forks Area of James City County in 2004. These Principles act as a guide for future development. Staff finds this proposal to be consistent with the Principles as follows:

Transportation Principles:

- While not one of the specific recommended actions, staff finds that the roadway improvements proffered by the applicant “Capitalize on and Enhance the Existing Roadway Network” with the proposed addition of a two-way, center, left-turn lane on John Tyler Highway. This proposal includes the maximum peak trips of seven occurring in the PM peak hour.

Environmental Principles:

- This proposal sets aside approximately 6.03 acres of open space across Sections 2 and 3. This is a slight increase from what is currently approved.

Land Use Principles:

- This proposal identifies and utilizes a vacant property that is no longer utilized, this proposal includes a master plan for the facility, and only one entrance to the road. The addition of another entrance in the future would require an amendment to the SUP and TIA to include said additional entrance. Additionally, the applicant has provided architectural guidelines to be approved by the Planning Director for consistency with the guidelines laid out in the Director for consistency with the guidelines laid out in the Primary Principles for the Five Forks Area.

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

**SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self-Storage Facility
Staff Report for the November 14, 2023, Board of Supervisors Public Hearing**

Overall staff finds this application to be generally consistent with the Primary Principles for the Five Forks Area.

TRAFFIC IMPACTS

The subject parcel is located near the intersection of John Tyler Highway and Ironbound Road.

In the AM peak period, Ironbound Road south of the site currently operates with a moderate level of congestion and a low level of congestion in the PM peak period. In the AM peak period, Ironbound Road north of the site currently operates with a low level of congestion and a low level of congestion in the PM peak period. By 2045, the PM peak period on Ironbound Road is expected to have low congestion levels south of the site and moderate levels of congestion north of the site.

In both the AM and PM peak period, John Tyler Highway operates at a low level of congestion (i.e., acceptable Levels of Service (LOS) both east and west of the site. By 2045, the PM peak period on John Tyler Highway is expected to have low congestion levels west of the site and moderate levels of congestion east of the site.

In 2005, a rezoning and master plan were approved with the subject parcel being designated commercial on the 2005 master plan. Per the TIA approved at that time the John Tyler Highway and Ironbound Road intersection projected a LOS C (i.e., acceptable) at full build-out of the 2005 master plan.

In 2009, a rezoning and master plan amendment were proposed, and subsequently withdrawn, with the subject parcel being proposed as a pharmacy with entrances to both John Tyler Highway and Ironbound Road. Per the TIA provided at that time the John Tyler Highway and

Ironbound Road intersection projected an overall LOS C with some turning movements having a LOS D at full build-out including the proposed pharmacy.

This proposal provides a full entrance onto John Tyler Highway and an emergency only entrance to Ironbound Road. The improvements shown on the master plan include a center left-turn lane and a right-turn taper on John Tyler Highway at the site entrance. With these improvements, the overall LOS for John Tyler Highway and Ironbound Road is acceptable (LOS A-C) with low congestion expected. Below are the turning movements provided within the submitted TIA.

John Tyler Highway and Ironbound Road						
	Existing		2025 No-Build		2025 Build-out with Improvements	
	AM	PM	AM	PM	AM	PM
Overall	C	C	C	C	C	C
EBL	B	B	B	C	B	C
EBT/R	C	C	C	C	C	C
WBL	C	C	C	C	C	C
WBT	C	C	C	C	C	C
WBR	B	C	C	C	C	C
NBL	C	C	C	C	C	C
NBT	C	C	C	C	C	C
NBR	C	C	C	C	C	C
SBL	C	C	C	C	C	C
SBT	C	C	C	C	C	C
SBR	C	C	C	C	C	C

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

SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self-Storage Facility
Staff Report for the November 14, 2023, Board of Supervisors Public Hearing

Eastbound (EB) John Tyler Highway coming from Centerville Road travelling towards the City of Williamsburg.

Westbound (WB) John Tyler Highway traffic coming from the City of Williamsburg travelling towards Centerville Road.

Northbound (NB) Ironbound Road coming from Jamestown Road travelling towards Monticello Marketplace.

Southbound (SB) Ironbound Road coming from Monticello Marketplace travelling towards Jamestown Road.

The TIA shows the site entrance and John Tyler Highway operating at a LOS B or better at full build-out.

Below is a table of the proposed number of trips for this proposal compared to the previous two proposals. Although there is an increase in overall square footage of development, the overall total daily trips is reduced.

	Proposed SF	AM Peak Hour Trips	PM Peak Hour Trips	Total Daily Trips
2005 General Office Building	25,000	39	37	275
2009 Pharmacy w/ Drive-Thru	14,000	37	121	1234
2023 Self-Storage Facility	100,000	9	14	71

Per the Board of Supervisors adopted Traffic Impact Analysis Submittal Requirements Policy, “the TIA should identify the necessary improvements to achieve an overall LOS C on adjacent roadways/signalized intersections. The Planning Director may approve movements in certain lane groups of LOS D in urban environments.”

Overall, the intersection would operate at a LOS C or better with the improvements provided in the TIA. With these proposed improvements and the single full access onto John Tyler Highway, staff and VDOT approved, and the improvements have been proffered by the applicant.

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

SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self-Storage Facility
Staff Report for the November 14, 2023, Board of Supervisors Public Hearing

Impacts/Potentially Unfavorable Conditions	Status <i>(No Mitigation Required/Mitigated/Not Fully Mitigated)</i>	Considerations/Proposed Mitigation of Potentially Unfavorable Conditions
<u>Public Transportation: Vehicular</u>	<u>Mitigated</u>	<ul style="list-style-type: none"> - This application would include a new entrance onto John Tyler Highway and turn lane improvements that maintain acceptable levels of service for traffic on the adjacent roadways. - VDOT has recommended approval of the master plan and traffic analysis submitted with this application.
<u>Public Transportation: Pedestrian/Bicycle</u>	<u>No Mitigation Required</u>	<ul style="list-style-type: none"> - Pedestrian/bicycle accommodations will be included at the site plan phase.
<u>Public Safety</u>	<u>No Mitigation Required</u>	<ul style="list-style-type: none"> - Subject property is located within a three-minute radius of Fire Station 3. - The proposal does not generate impacts that require mitigation to the County’s emergency services or facilities.
<u>Public Schools</u>	<u>No Mitigation Required</u>	<ul style="list-style-type: none"> - The proposal is not expected to generate any school children.
<u>Public Parks and Recreation</u>	<u>No Mitigation Required</u>	<ul style="list-style-type: none"> - The proposal does not generate impacts that require mitigation to public parks and recreation.
<u>Public Libraries and Cultural Centers</u>	<u>No Mitigation Required</u>	<ul style="list-style-type: none"> - The proposal does not generate impacts that require mitigation to public libraries or cultural centers.
<u>Groundwater and Drinking Water Resources</u>	<u>No Mitigation Required</u>	<ul style="list-style-type: none"> - The proposal does not generate impacts that require mitigation to groundwater or drinking water resources.
<u>Watersheds, Streams and Reservoirs</u>	<u>No Mitigation Required</u>	<ul style="list-style-type: none"> - The proposal does not generate impacts that require mitigation to watersheds, streams, and reservoirs.
<u>Cultural/Historic</u>	<u>No Mitigation Required</u>	<ul style="list-style-type: none"> - The subject property has been previously disturbed and has no known cultural resources on-site.
<u>Nearby and Surrounding Properties</u>	<u>Mitigated</u>	<ul style="list-style-type: none"> - The proposal is not expected to generate significant impacts to nearby and surrounding properties.

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

SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self-Storage Facility
Staff Report for the November 14, 2023, Board of Supervisors Public Hearing

Impacts/Potentially Unfavorable Conditions	Status <i>(No Mitigation Required/Mitigated/Not Fully Mitigated)</i>	Considerations/Proposed Mitigation of Potentially Unfavorable Conditions
<u>Community Character</u>	<u>Mitigated</u>	<ul style="list-style-type: none"> - Both John Tyler Highway and Ironbound Road are Community Character Corridors, this proposal includes a 50-foot buffer along the John Tyler Highway corridor. - The subject parcels are located within the Five Forks Community Character Area, the applicant has proffered design guidelines to be consistent with the guidance within the 2045 Comprehensive Plan, and the Primary Principles for the Five Forks Area.

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

SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self-Storage Facility
Staff Report for the November 14, 2023, Board of Supervisors Public Hearing

STAFF RECOMMENDATION

Overall, staff finds this proposal to be compatible with surrounding development, consistent with the intent of the recommendations for these specific parcels within the adopted Comprehensive Plan and finds that the applicant has provided a high-quality design that ensures compliance with the character of the Five Forks area.

Staff recommends the Board of Supervisors approve these applications, subject to the proposed conditions and proffers.

PC/ap
SUP22-17_FFSelfStrg

Attachments:

1. SUP Resolution
2. Proposed Proffers
3. Proffer Ordinance
4. Amended Master Plan
5. Conceptual Building Renderings
6. Location Map
7. Rendered Conceptual Layout
8. Section 2 - Open Space Exhibit
9. Section 3 - Open Space Exhibit
10. Community Impact Assessment – Governor’s Grove
11. Traffic Impact Analysis
12. 2005 Master Plan
13. 2005 Proffers
14. 2005 Staff Report
15. Primary Principles for the Five Forks Area
16. Unapproved Minutes of the October 4, 2023, Planning Commission Meeting

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

RESOLUTION

CASE NO. SUP-22-0017. 4399 AND 4365 JOHN TYLER HIGHWAY

FIVE FORKS SELF-STORAGE FACILITY

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. Gregory R. Davis of Kaufman & Canoles, P.C. on behalf of Five Forks 2, LLC, and Five Forks 3, LLC, the owners of the properties located at 4399 and 4365 John Tyler Highway and further identified as James City County Real Estate Tax Map Parcel Nos. 4710100115 and 4620100014A (collectively the “Property”), and Stein Investment Group, has applied for an SUP to allow for the construction of a “warehouse, storage and distribution centers with storage under cover or screened with landscaping and fencing from adjacent property” on the Property as shown on the Master Plan titled “Governor’s Grove - Section 3 - Self Storage” dated August 24, 2022, and revised October 16, 2023; and

WHEREAS, the Planning Commission, following its public hearing on October 4, 2023, recommended approval of Case No. SUP-22-0017 by a vote of 6-1; and

WHEREAS, a public hearing was advertised, adjoining property owners notified, and a hearing conducted on Case No. SUP-22-0017; 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-22-0017 as described herein with the following conditions:

1. *Master Plan.* This SUP shall be valid for approximately 4.93 acres of property located at 4399 John Tyler Highway and 4365 John Tyler Highway and further identified as James City County Real Estate Tax Map Parcel Nos. 4710100115 and 4620100014A (collectively the “Property”). Development of the Property shall be generally in accordance with the plan entitled “Governor’s Grove - Section 3 - Self Storage” prepared by AES Consulting Engineers and dated August 24, 2022, and revised October 16, 2023, (the “Master Plan”) and the design guidelines entitled “TSS 5 Forks” prepared by Place Maker Design dated November 5, 2021, (the “Design Guidelines”), with any deviations considered per Section 24-23(a)(2) of the Zoning Ordinance, as amended.
2. *Water Conservation.* Water Conservation Standards shall be submitted to and approved by the James City Service Authority prior to final site plan approval. The standards shall address such water conservation measures as limitations on the installation and use of approved landscaping design and materials to promote water conservation and minimize the use of public water resources.

3. *Vegetated Buffers.* Prior to final approval of any site plan, the Planning Director or designee shall review and approve a landscape plan for the entirety of the Property. The landscape plan shall provide a 50-foot vegetated buffer along the rights-of-way(s) for Ironbound Road and John Tyler Highway 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 Planning Director or designee. A minimum of 50% of the additional plantings shall be species native to eastern Virginia.
4. *Vehicular Access Restriction.* The gated emergency access entrance to the Property shall be located in the general location shown on the Master Plan and shall only be utilized as an emergency access. Emergency access provisions shall be shown on the final site plan and shall be as approved by the Fire Chief or designee.
5. *Lighting.* All new light poles shall not exceed 20 feet in height from finished grade. There shall be no light trespass, defined as light intensity measured 0.1-foot candle or higher extending beyond the boundaries of the Property. A lighting plan consistent with the requirements of this condition shall be submitted to, and approved by, the Planning Director or designee prior to final site plan approval.
6. *Freestanding Signage.* All freestanding signage shall be externally illuminated monument-style signs, not to exceed eight 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 Planning Director prior to final site plan approval for consistency with this condition.
7. *Screening of Site Features.* All dumpsters, ground-mounted heating, ventilation, and air conditioning units (HVAC), or mechanical units shall be screened by an enclosure composed of masonry, closed cell polyvinyl chloride (PVC), prefinished metal, or cementitious panels, and shall be in detail and colors matching what is shown in the Design Guidelines. Where present, such features shall be shown on the final site plan and such screening shall be reviewed and approved by the Planning Director for consistency with this condition.
8. *Outside Storage of Materials.* No outside display, sale, or storage of materials shall be permitted on the Property.
9. *Fencing.* Fencing on the Property shall be of a material and color complementary to the building standards in the Primary Principles for the Five Forks Area, adopted by the Board of Supervisors on September 28, 2004. Fencing shall not exceed a height of eight feet above finished grade and shall not include barbed wire. Chain-link fencing shall be prohibited. Prior to final approval of any site plan, the Planning Director shall review and approve the design of any proposed fencing on the Properties for consistency with this condition.
10. *Virginia Runoff Reduction Method.* The purchase of offsite nutrient credits toward needed water quality associated with the development of Governor's Grove - Section 3 is not allowed. The use of forested open space toward needed water quality associated with the development of Governor's Grove - Section 3 will not exceed 1.13 acres and must be consistent with the Master Plan.

- 11. Location of Stormwater Management Facilities. The location of structural stormwater management facilities will not be permitted within landscape or corridor buffers.
- 12. Special Stormwater Criteria. The application of Special Stormwater Criteria (SSC) practices are required. The number of practices required will be per Table SSC-1 of the Stormwater Resource Protection Division’s form entitled, “Stormwater-Special Criteria in James City County, Virginia.” Practices to be used must be approved by the Director of Stormwater and Resource Protection Division. SSC measures or practices cannot be used toward stormwater management quality needs presented in the Virginia Runoff Reduction Method.
- 13. Commencement. A permanent Certificate of Occupancy shall be obtained within 48 months from the date of adoption of this resolution or this SUP shall be void.
- 14. Severance Clause. This SUP is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

 Michael J. Hipple
 Chairman, Board of Supervisors

ATTEST:

 Teresa J. Saeed
 Deputy Clerk to the Board

SADLER
 ICENHOUR
 MCGLENNON
 LARSON
 HIPPLE

VOTES			
<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of November, 2023.

SUP22-17_FFSelfStrg-res

Prepared by and Return to:
Gregory R. Davis, Esq., VSBN 26248
Kaufman & Canoles, P.C.
4801 Courthouse Street, Suite 300
Williamsburg, VA 23188

Parcel Id Nos. 4620100014A and 4710100115

AMENDED PROFFERS
GOVERNOR'S GROVE
JOHN TYLER SELF STORAGE FACILITY

These Amended Proffers are made this 21st day of October, 2023 by **FIVE FORKS 2, LLC**, a Virginia limited liability company, and **FIVE FORKS 3, LLC**, a Virginia limited liability company (collectively, "Owner"), and provides as follows:

RECITALS

R-1. Owner is the owner of certain real property located in James City County, Virginia ("County") containing approximately 2.97 acres more or less, with a street address of 4399 John Tyler Highway, Williamsburg Virginia and being James City County Tax Parcels 4710100115 and 4620100014A (the "Property").

R-2. The Property is zoned MU and subject to a master plan (the "Master Plan") and proffers dated May 16, 2005 of record in the Office of the Clerk of the Circuit Court for the City of Williamsburg and County of James City as instrument no. 050019045 (the "Proffers") approved as a part of County case nos. Z-0009-2005 and MP-0006-2005.

R-3. The Property is shown on the Master Plan as Section 3 and is more particularly described on **Exhibit A** attached hereto and incorporated by this reference.

R-4. Owner has applied to amend the Master Plan and the Proffers as applicable to the Property and for a Special Use Permit in order to allow establishment of a self-storage facility, which falls within the use category of warehouse and storage use under the County zoning ordinance. The applications have been assigned County case nos. Z-22-0002, SUP-22-0017 and MP-22-0002.

R-5. Owner desires to proffer to the County in this document (the "Amended Proffers") certain conditions on development of the Property and to amend the Master Plan established by the Proffers by that amended master plan (the "Amended Master Plan") entitled "Master Plan and Rezoning Amendment for Governor's Grove (Section 3)", dated 07/14/2023 and prepared by AES Consulting Engineers.

R-6. Terms defined in the Proffers but not specifically defined in these Amended Proffers shall have the same meaning when used in these Amended Proffers.

Now, therefore, for and in consideration of the approval of the Master Plan and Proffers amendment and pursuant to section 15.2-2303 of the Code of Virginia (1950) as amended, Owner agrees that the Property shall be developed in compliance with all of the following

conditions in development and use of the Property. These Amended Proffers and the Amended Master Plan amend and supersede the Proffers and Master Plan as to Section 3 only.

PROVISIONS

1. Master Plan amended as to the Property (Section 3) Only. The Property shall be developed generally as shown on the Amended Master Plan. Deviations from the Amended Master Plan may be approved by the County Development Review Committee if that committee determines that the change (i) is minor and (ii) does not change the basic concept or character of the approved development of the Property. The provisions of the Amended Master Plan shall supersede any and all content of the Master Plan relative to the Property and Section 3 depicted on the Master Plan.

2. Density/Use. The Property shall be developed as a self storage warehouse, storage and distribution center with storage under cover and screened with landscaping and fencing from adjacent property with accessory and related uses containing not more than 100,000 square feet of interior floor area. No other use of the Property shall be permitted.

3. Architectural Review. Prior to the County being obligated to grant final development plan approval for any building shown on any development or site plan for the Property, there shall be prepared and submitted to the Director of Planning for approval architectural and landscaping plans, including architectural elevations. The Director of Planning review shall extend only to consistency with (i) the guidelines from Article III, Section 5 of the Primary Principles for the Five Forks Area of James City County adopted by the County Board of Supervisors on September 28, 2004, (ii) the Five Forks Mixed Use Area standards within the County's 2045 Comprehensive Plan, and (iii) conceptual elevations submitted with the application for this case no. Z-22-0002/MP-22-2002. The Director of Planning shall review and either approve or provide written comments setting forth specific changes necessary to obtain approval within 30 days of the date of submission of any plan, or such plan submission shall be deemed approved. Decisions of the Director of Planning may be appealed by the Owner to the County Development Review Committee, the decision of which shall be final. Completed buildings and landscaping shall be consistent with the plans so approved.

4. Entrances/Access.

A. There shall be one (1) full access (left turns and right turns in and out) entrance to the Property from Route 5 (John Tyler Highway) in the location generally shown on the Master Plan.

B. There shall be one (1) emergency only access entrance into the Property from Ironbound Road in the location generally shown on the Master Plan. With prior approval of VDOT, the emergency entrance into Section 3 of the Property on Ironbound Road may be modified/reconstructed into an open right turn in and right out only access. The emergency entrance into the Property on Ironbound Road shall be designed to accommodate construction of a future shoulder bike lane (not an obligation of Owner) along Ironbound Road.

C. The existing center left turn lane of Route 5 shall be extended and the eastbound travel lane widened as shown on the Amended Master Plan so as to provide for full access to the Property from Route 5. The turn lane and lane modifications proffered hereby

shall be constructed in accordance with Virginia Department of Transportation ("VDOT") standards and shall be completed prior to the issuance of a certificate of occupancy.

D. The provisions of this Proffer No. 4 shall supersede provisions of paragraph 6 in the Proffers and content of the Master Plan only as both are relative to the Property and Section 3 as shown on the Master Plan.

5. Turf Management. Turf management shall not be managed by the Association, as is required for other properties subject to the Proffers and existing Master Plan. A turf management plan for the Property (the "Section 3 Turf Management Plan") shall be developed and implemented by the Owner for lawns and landscaped area on the Property. This plan shall include measures necessary to manage yearly nutrient application rates to turf and landscaped areas so that the application of total nitrogen does not exceed 75 pounds per year per acre. The Section 3 Turf Management Plan shall be prepared by a landscape architect licensed to practice in Virginia and submitted for review and approval by the County Stormwater and Resource Protection Division prior to approval of a site plan for conformity with this proffer prior to final site plan approval for the Property. Terms of the plan shall include provisions permitting enforcement by the County.

6. Association. The requirement for Association membership, governance and/or maintenance of property and amenities and the payment of assessments shall be inapplicable to the Property.

7. Incorporation of Recitals. The Recitals set forth above are incorporated into the Provisions of these Amended Proffers.

8. Amended and Restated Proffers. These Amended Proffers and the Amended Master Plan amend and supersede the Proffers and the Master Plan for Section 3 only as the Proffers and Master Plan are applicable to the Property.

9. Building Height. No building on the Property shall exceed sixty (60) feet in height.

(Remainder of Page Intentionally Left Blank; Signatures on Following Page)

[Signature Page to
AMENDED PROFFERS - GOVERNOR'S GROVE - JOHN TYLER SELF STORAGE FACILITY]

WITNESS the following signatures, thereunto duly authorized:

FIVE FORKS 2, LLC,
a Virginia limited liability company

By: [Signature]
Robert Josephberg, Manager

STATE OF CALIFORNIA
CITY/COUNTY OF VENTURA, to wit:

The foregoing instrument was acknowledged before me this 21 day of October, 2023 by Robert Josephberg as Manager of FIVE FORKS 2, LLC, a Virginia limited liability company.

[Signature]
Notary Public [Affix Notarial Stamp]

My Commission Expires: 12-17-2025
Notary Registration No.: #2387287



FIVE FORKS 3, LLC,
a Virginia limited liability company

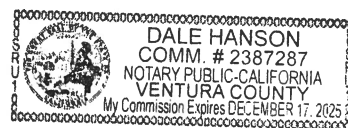
By: [Signature]
Robert Josephberg, Manager

STATE OF CALIFORNIA
CITY/COUNTY OF VENTURA, to wit:

The foregoing instrument was acknowledged before me this 21 day of October, 2023 by Robert Josephberg as Manager of FIVE FORKS 3, LLC, a Virginia limited liability company.

[Signature]
Notary Public [Affix Notarial Stamp]

My Commission Expires: 12-17-2025
Notary Registration No.: #2387287



**EXHIBIT A
LEGAL DESCRIPTION**

All that certain parcel of land lying and being in Berkeley District, James City County, Virginia, more particularly shown as "NEW PARCEL 'A'" and "NEW PARCEL 'B'" on that certain plat entitled, "PLAT SHOWING BOUNDARY LINE ADJUSTMENT & PROPERTY LINE EXTINGUISHMENT ON THE PROPERTIES OWNED BY FIVE FORKS, VIRGINIA, IN C. & E.H. SAUNDERS, TRUSTEE E.H. SAUNDERS REVOCABLE TRUST", made by Ronald W. Eads, Land Surveyor, AES Consulting Engineers, Williamsburg, Virginia, dated August 29, 2005, which plat is recorded in the Clerk's Office of the Circuit Court of James City County, Virginia, as Instrument No. 050025743 and to which plat reference is hereby made for a more particular description of the subject property.

ORDINANCE NO. _____

AN ORDINANCE TO AMEND EXISTING PROFFERS TO ALLOW FOR AN ENTRANCE TO SECTION 3 AS DESCRIBED IN CASE NO. Z-22-0002. 4399 JOHN TYLER HIGHWAY PROFFER AMEND FIVE FORK SELF-STORAGE FACILITY.

WHEREAS, on May 16, 2005, the Board of Supervisors approved Case No. Z-0009-2005/MP-0006-2005, which rezoned approximately 23.26 acres located at 4310 John Tyler Highway, 4360 John Tyler Highway, 3181 Ironbound Road, and 3191 Ironbound Road, further identified as Parcel Nos. (1-14), (1-37), (1-35), and (1-36), on James City County Real Estate Tax Map Nos. (46-2), (46-2), (47-1), and (47-1), together (collectively, the “Property”), from R-8, Rural Residential, and B-1, General Business, to MU, Mixed Use, with Proffers (the “Existing Proffers”); and

WHEREAS, Mr. Gregory Davis of Kaufman & Canoles, P.C., on behalf of Five Forks 2, LLC, Five Forks 3, LLC, and Stein Investment Group, (collectively, “the Applicant”), has applied to amend the Existing Proffers; and

WHEREAS, the Existing Proffers require any entrance to Section 3 be from Ironbound Road and would only allow for an entrance from John Tyler Highway with prior approval from the Virginia Department of Transportation, Board of Supervisors, and Director of Planning, after demonstrating that the entrance would alleviate off-site congestion, delay, or safety problems at the Ironbound Road entrance and that the entrance would not increase congestion or delay to John Tyler Highway; and

WHEREAS, the Applicant desires to amend the Existing Proffers to allow for an entrance to John Tyler Highway and include the extension of the existing left-turn lane on John Tyler Highway and the expansion of the eastbound travel lane; and

WHEREAS, the Board of Supervisors finds the amended proffers proposed as part of Case No. Z-22-0002 to be required by public necessity, convenience, general welfare, and good zoning practice.

NOW, THEREFORE, BE IT ORDAINED by the Board of Supervisors of James City County, Virginia, does hereby approve Case No. Z-22-0003 as described therein and the voluntary proffers are accepted.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Teresa J. Saeed
Deputy Clerk to the Board

	VOTES			
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
SADLER	_____	_____	_____	_____
ICENHOUR	_____	_____	_____	_____
MCGLENNON	_____	_____	_____	_____
LARSON	_____	_____	_____	_____
HIPPLE	_____	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of November, 2023.

Z22-2_FFSelfStrg-ord

Special Use Permit

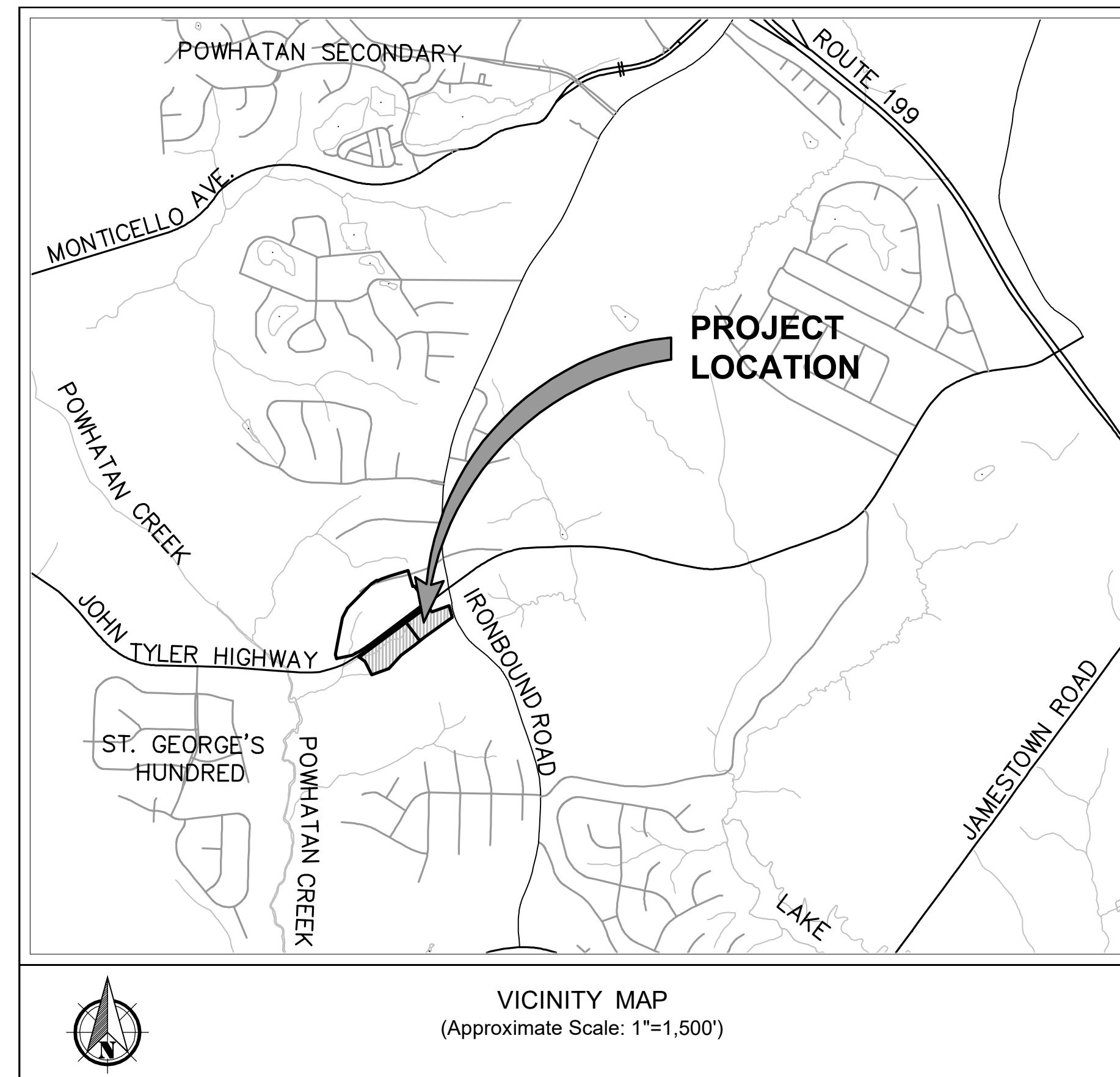
For

GOVERNOR'S GROVE (SECTION 3)

Berkeley District James City County Virginia

SITE DATA:

PARCEL ID (PIN): 4710100115
 SITE ADDRESS: 4399 JOHN TYLER HIGHWAY, WILLIAMSBURG, VA 23185
 ZONING: MU (MIXED USE)
 SITE AREA (SECTION 3): 4.93± AC
 PROPOSED LAND USE: SELF-STORAGE BUILDINGS w/ OFFICE



INDEX OF SHEETS

SHEET NO.	SHEET DESCRIPTION
MP01	COVER SHEET
MP02	ENVIRONMENTAL INVENTORY
MP03	CONCEPTUAL LAYOUT AND SWM/UTILITY PLAN
MP04	ROAD IMPROVEMENTS PLAN

OWNER/DEVELOPER INFORMATION:

STEIN INVESTMENT GROUP
 CONTACT: MR. DANIEL GINBURG
 5607 GLENRIDGE DRIVE, SUITE 200
 ATLANTA, GEORGIA 30342
 PHONE NO.: (678) 904-9611
 EMAIL: dginburg@steininvest.com

County Project No.: C-22-0027
 Original Submittal Date: 08/24/2022
 Revised: 10/16/2023

Rev.	Date	Description	Revised By
1	7/14/23	REVISED PER COUNTY COMMENTS	
2	10/16/23	REVISED PER COUNTY COMMENTS (SIGN LOCATION ADDED)	

5248 Old Towne Road, Suite 1
 Williamsburg, Virginia 23188
 Phone: (757) 253-0040
 Fax: (757) 220-8994
 www.aesva.com

Hampton Roads | Central Virginia | Middle Peninsula

GOVERNOR'S GROVE
 SECTION 3 - SELF STORAGE
 BERKELEY DISTRICT JAMES CITY COUNTY VIRGINIA

Project Contacts:	HWP / GRR
Project Number:	W09263-09
Scale:	AS SHOWN
Date:	08/24/2022

Sheet Title:
COVER SHEET

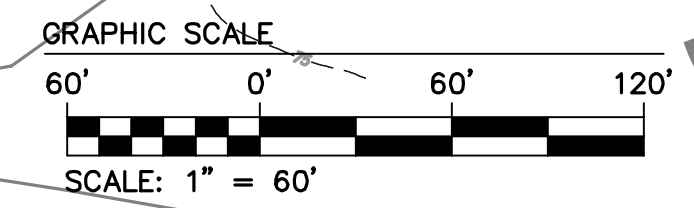
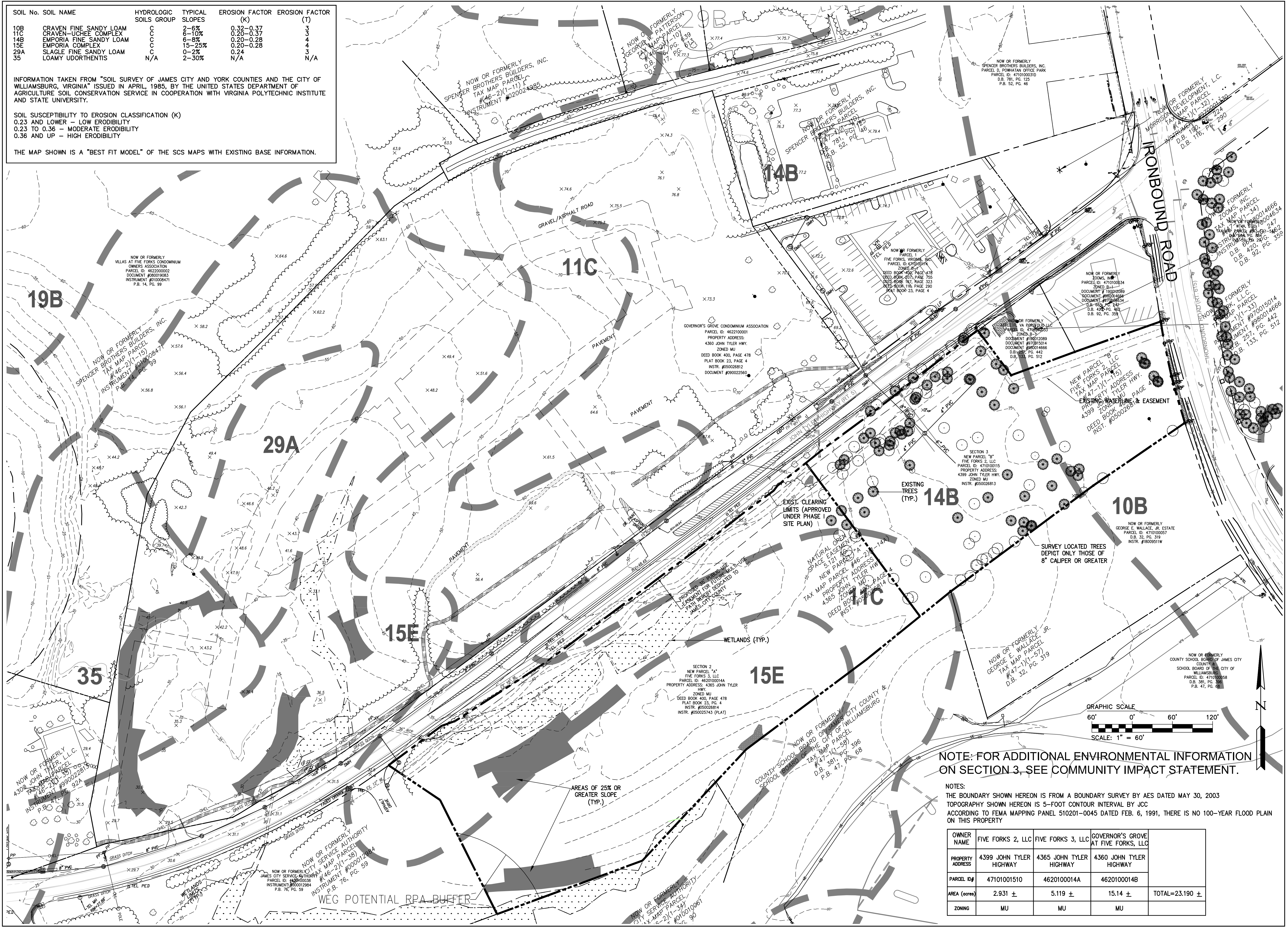
Sheet Number
MP01

SOIL No.	SOIL NAME	HYDROLOGIC SOILS GROUP	TYPICAL SLOPES	EROSION FACTOR (K)	EROSION FACTOR (T)
10B	GRAVEN FINE SANDY LOAM	C	2-6%	0.32-0.37	3
11C	GRAVEN-UCHEE COMPLEX	C	6-10%	0.20-0.37	3
14B	EMPORIA FINE SANDY LOAM	C	6-8%	0.20-0.28	4
15E	EMPORIA COMPLEX	C	15-25%	0.20-0.28	4
29A	SLAGLE FINE SANDY LOAM	C	0-2%	0.24	3
35	LOAMY UDORTHENTS	N/A	2-30%	N/A	N/A

INFORMATION TAKEN FROM "SOIL SURVEY OF JAMES CITY AND YORK COUNTIES AND THE CITY OF WILLIAMSBURG, VIRGINIA" ISSUED IN APRIL, 1985, BY THE UNITED STATES DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE IN COOPERATION WITH VIRGINIA POLYTECHNIC INSTITUTE AND STATE UNIVERSITY.

SOIL SUSCEPTIBILITY TO EROSION CLASSIFICATION (K)
 0.23 AND LOWER - LOW ERODIBILITY
 0.23 TO 0.36 - MODERATE ERODIBILITY
 0.36 AND UP - HIGH ERODIBILITY

THE MAP SHOWN IS A "BEST FIT MODEL" OF THE SCS MAPS WITH EXISTING BASE INFORMATION.



NOTE: FOR ADDITIONAL ENVIRONMENTAL INFORMATION ON SECTION 3, SEE COMMUNITY IMPACT STATEMENT.

NOTES:
 THE BOUNDARY SHOWN HEREON IS FROM A BOUNDARY SURVEY BY AES DATED MAY 30, 2003
 TOPOGRAPHY SHOWN HEREON IS 5-FOOT CONTOUR INTERVAL BY JCC
 ACCORDING TO FEMA MAPPING PANEL 510201-0045 DATED FEB. 6, 1991, THERE IS NO 100-YEAR FLOOD PLAIN ON THIS PROPERTY

OWNER NAME	FIVE FORKS 2, LLC	FIVE FORKS 3, LLC	GOVERNOR'S GROVE AT FIVE FORKS, LLC	
PROPERTY ADDRESS	4399 JOHN TYLER HIGHWAY	4365 JOHN TYLER HIGHWAY	4360 JOHN TYLER HIGHWAY	
PARCEL ID#	47101001510	4620100014A	4620100014B	
AREA (acres)	2.931 ±	5.119 ±	15.14 ±	TOTAL=23.190 ±
ZONING	MU	MU	MU	

Rev.	Date	Description
2	10/16/23	REVISED PER COUNTY COMMENTS (SIGN LOCATION ADDED)
1	7/14/23	REVISED PER COUNTY COMMENTS

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GOVERNOR'S GROVE
 SECTION 3 - SELF STORAGE

BERKELEY DISTRICT | JAMES CITY COUNTY | VIRGINIA

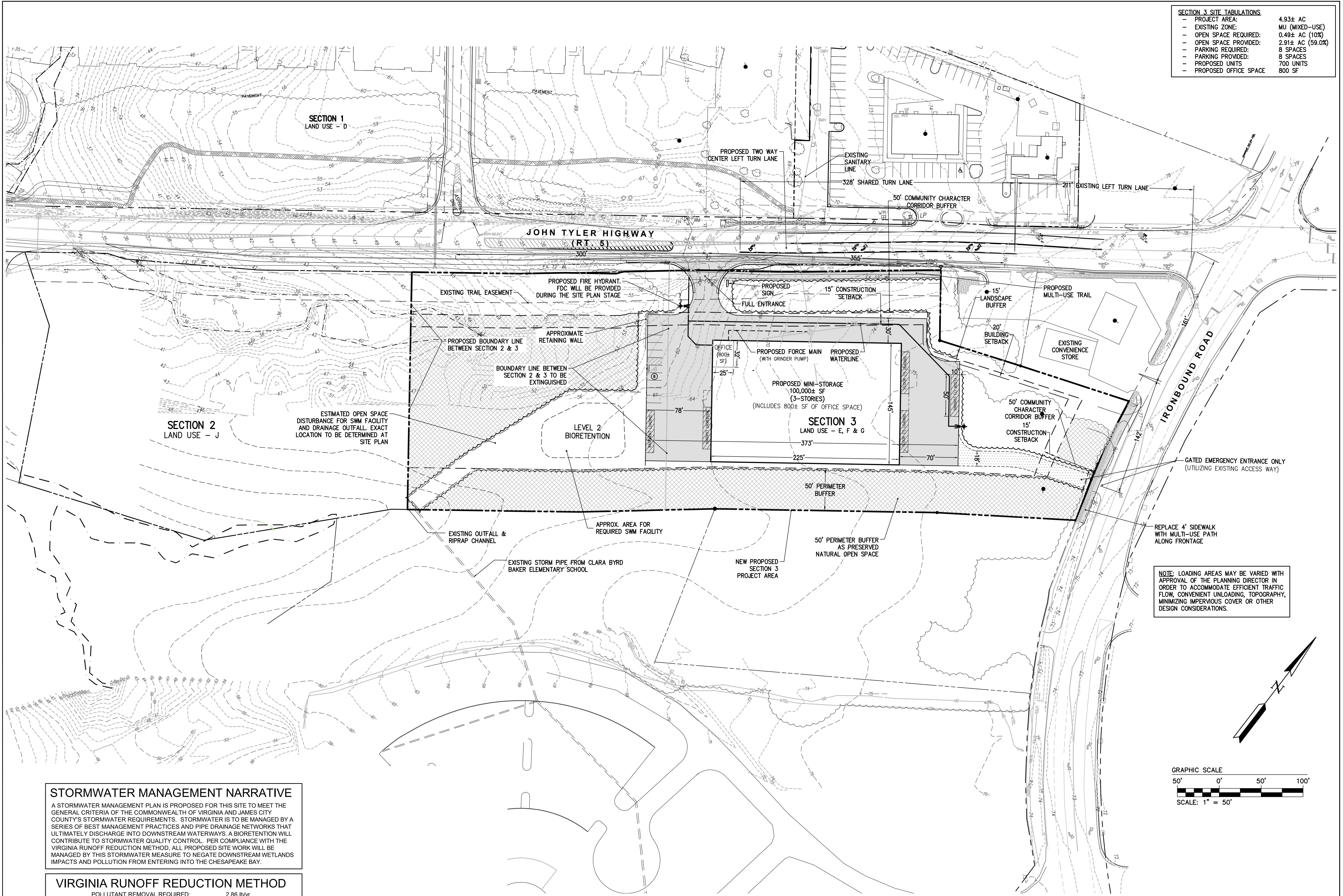
Project Contacts: HWP / GRR
 Project Number: W09263-09
 Scale: AS SHOWN
 Date: 08/24/2022

Sheet Title:
ENVIRONMENTAL INVENTORY

Sheet Number
MP02

SECTION 3 SITE TABULATIONS	
- PROJECT AREA:	4.93± AC
- EXISTING ZONE:	MU (MIXED-USE)
- OPEN SPACE REQUIRED:	0.49± AC (10%)
- OPEN SPACE PROVIDED:	2.91± AC (59.0%)
- PARKING REQUIRED:	8 SPACES
- PARKING PROVIDED:	8 SPACES
- PROPOSED UNITS:	700 UNITS
- PROPOSED OFFICE SPACE:	800 SF

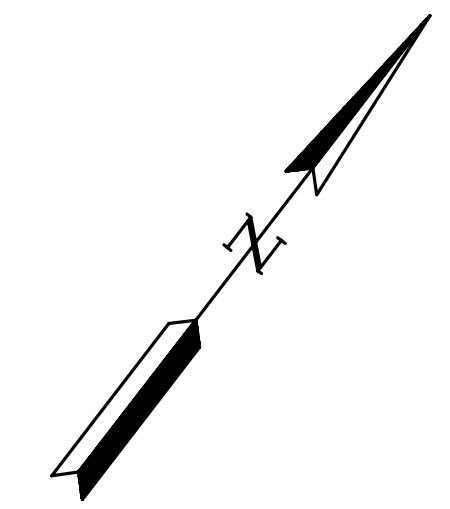
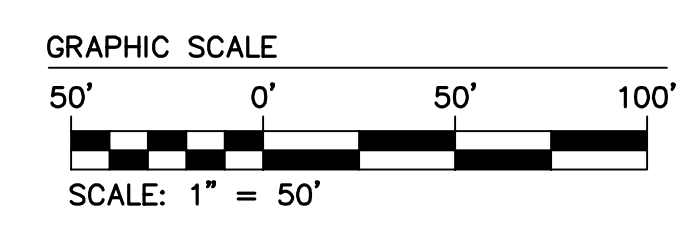
Rev.	Date	By	Description
2	10/16/23	GRR	REVISED PER COUNTY COMMENTS (SIGN LOCATION ADDED)
1	7/14/23	JMB	REVISED PER COUNTY COMMENTS



STORMWATER MANAGEMENT NARRATIVE
 A STORMWATER MANAGEMENT PLAN IS PROPOSED FOR THIS SITE TO MEET THE GENERAL CRITERIA OF THE COMMONWEALTH OF VIRGINIA AND JAMES CITY COUNTY'S STORMWATER REQUIREMENTS. STORMWATER IS TO BE MANAGED BY A SERIES OF BEST MANAGEMENT PRACTICES AND PIPE DRAINAGE NETWORKS THAT ULTIMATELY DISCHARGE INTO DOWNSTREAM WATERWAYS. A BIORETENTION WILL CONTRIBUTE TO STORMWATER QUALITY CONTROL. PER COMPLIANCE WITH THE VIRGINIA RUNOFF REDUCTION METHOD, ALL PROPOSED SITE WORK WILL BE MANAGED BY THIS STORMWATER MEASURE TO NEGATE DOWNSTREAM WETLANDS IMPACTS AND POLLUTION FROM ENTERING INTO THE CHESAPEAKE BAY.

VIRGINIA RUNOFF REDUCTION METHOD	
POLLUTANT REMOVAL REQUIRED:	2.86 lb/yr
POLLUTANT REMOVAL PROVIDED:	3.18 LB/YR
PROPOSED IMPERVIOUS AREA:	1.6± ACRES

NOTE: LOADING AREAS MAY BE VARIED WITH APPROVAL OF THE PLANNING DIRECTOR IN ORDER TO ACCOMMODATE EFFICIENT TRAFFIC FLOW, CONVENIENT UNLOADING, TOPOGRAPHY, MINIMIZING IMPERVIOUS COVER OR OTHER DESIGN CONSIDERATIONS.



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AHS
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GOVERNOR'S GROVE
 SECTION 3 - SELF STORAGE

BERKELEY DISTRICT | JAMES CITY COUNTY | VIRGINIA

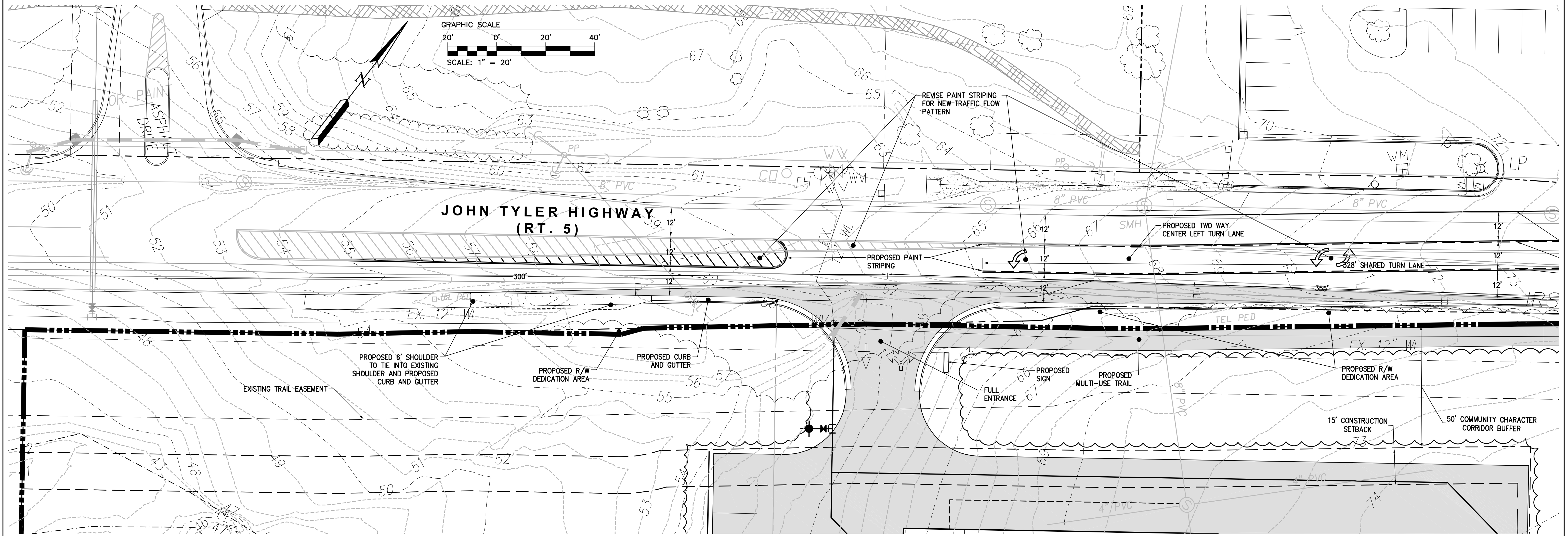
Project Contacts: HWP / GRR
 Project Number: W09263-09
 Scale: 1"=50' Date: 08/24/2022

Sheet Title:
CONCEPTUAL LAYOUT AND SWM/UTILITY PLAN

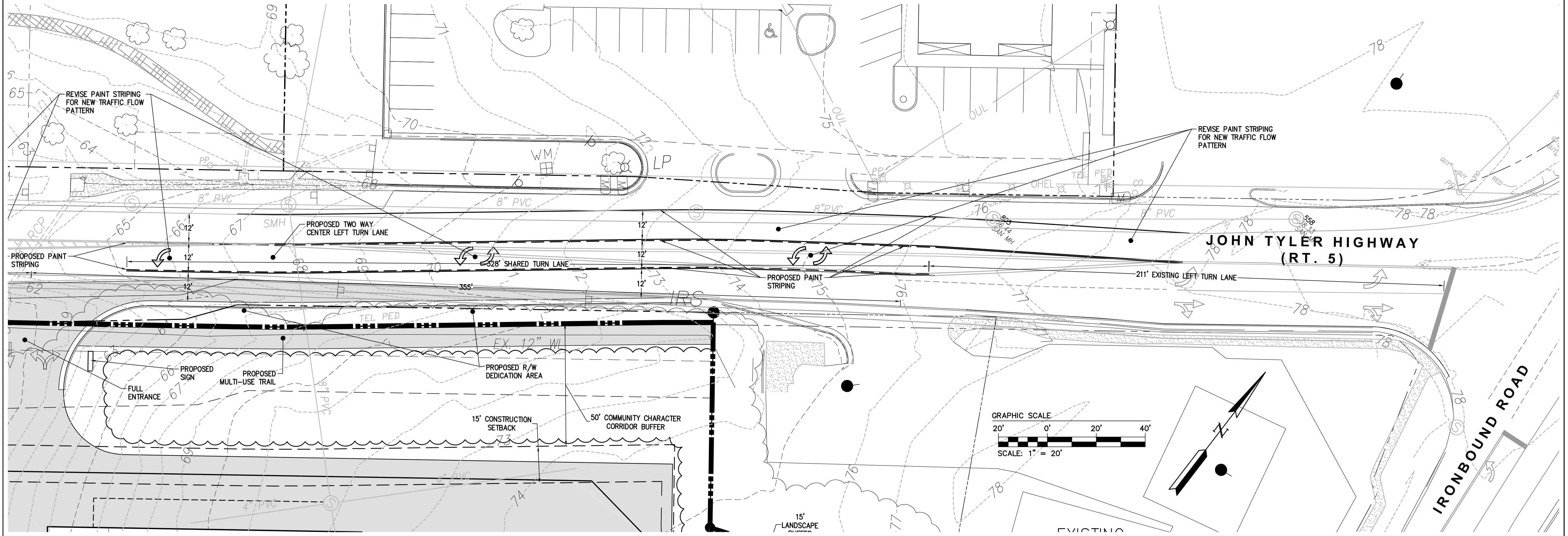
Sheet Number
MP03

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JOHN TYLER ROAD IMPROVEMENTS (SOUTH WEST)



JOHN TYLER ROAD IMPROVEMENTS (NORTH EAST)



Rev.	Date	Description
2	10/16/23	REVISED PER COUNTY COMMENTS (SIGN LOCATION ADDED)
1	7/14/23	REVISED PER COUNTY COMMENTS

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GOVERNOR'S GROVE
SECTION 3 - SELF STORAGE

BERKELEY DISTRICT | JAMES CITY COUNTY | VIRGINIA

Project Contacts: HWP / GRR
Project Number: W09263-09
Scale: 1"=20' Date: 08/24/2022

Sheet Title:
ROAD IMPROVEMENTS PLAN

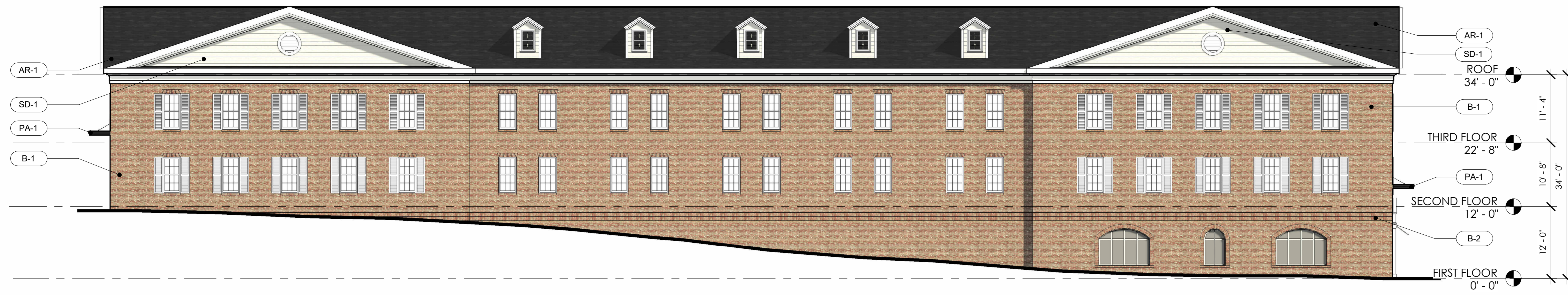
Sheet Number
MP04

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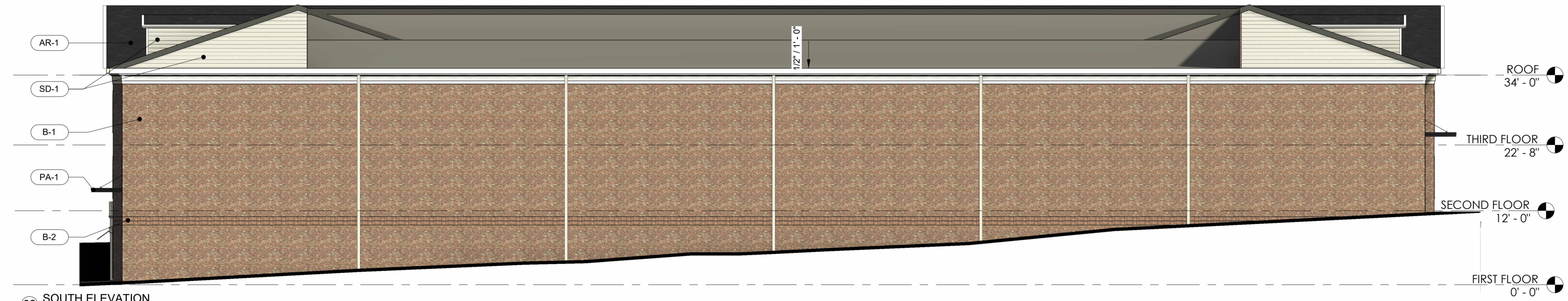




04 NORTH ELEVATION (STREET FACING)
3/32" = 1'-0"



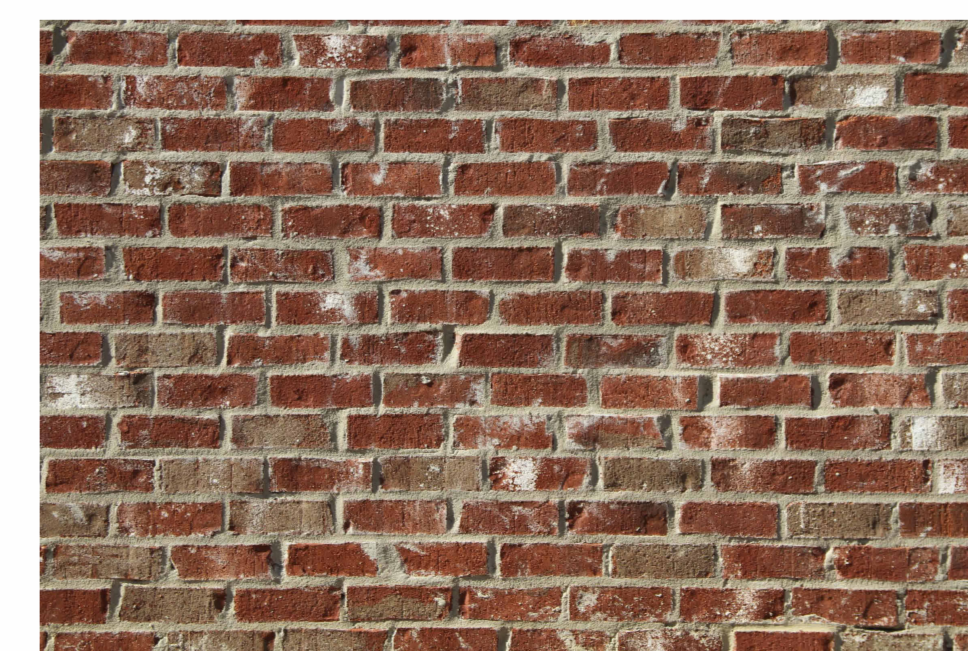
03 WEST ELEVATION
3/32" = 1'-0"



02 SOUTH ELEVATION
3/32" = 1'-0"



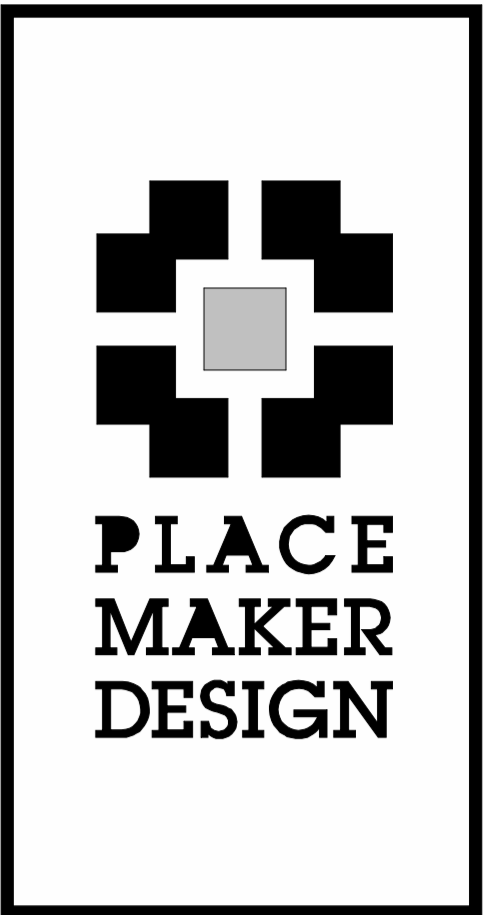
01 EAST ELEVATION
3/32" = 1'-0"



CHARLESTON BRICK PATTERN

MATERIAL SCHEDULE

B-1	BRICK VENEER
B-2	BRICK SOLDIER COURSE
SD-1	FIBER CEMENT SIDING
PA-1	PREFINISHED ALUM. AWNING (CLEAR ANODIZED ALUMINUM)
AR-1	ASPHALT SHINGLE ROOFING
E-1	EIFS



REV #	DATE	DESCRIPTION

ISS 5 Forks
3191 Ironbound Rd
Williamsburg, VA 23185

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NOT ISSUED FOR CONSTRUCTION

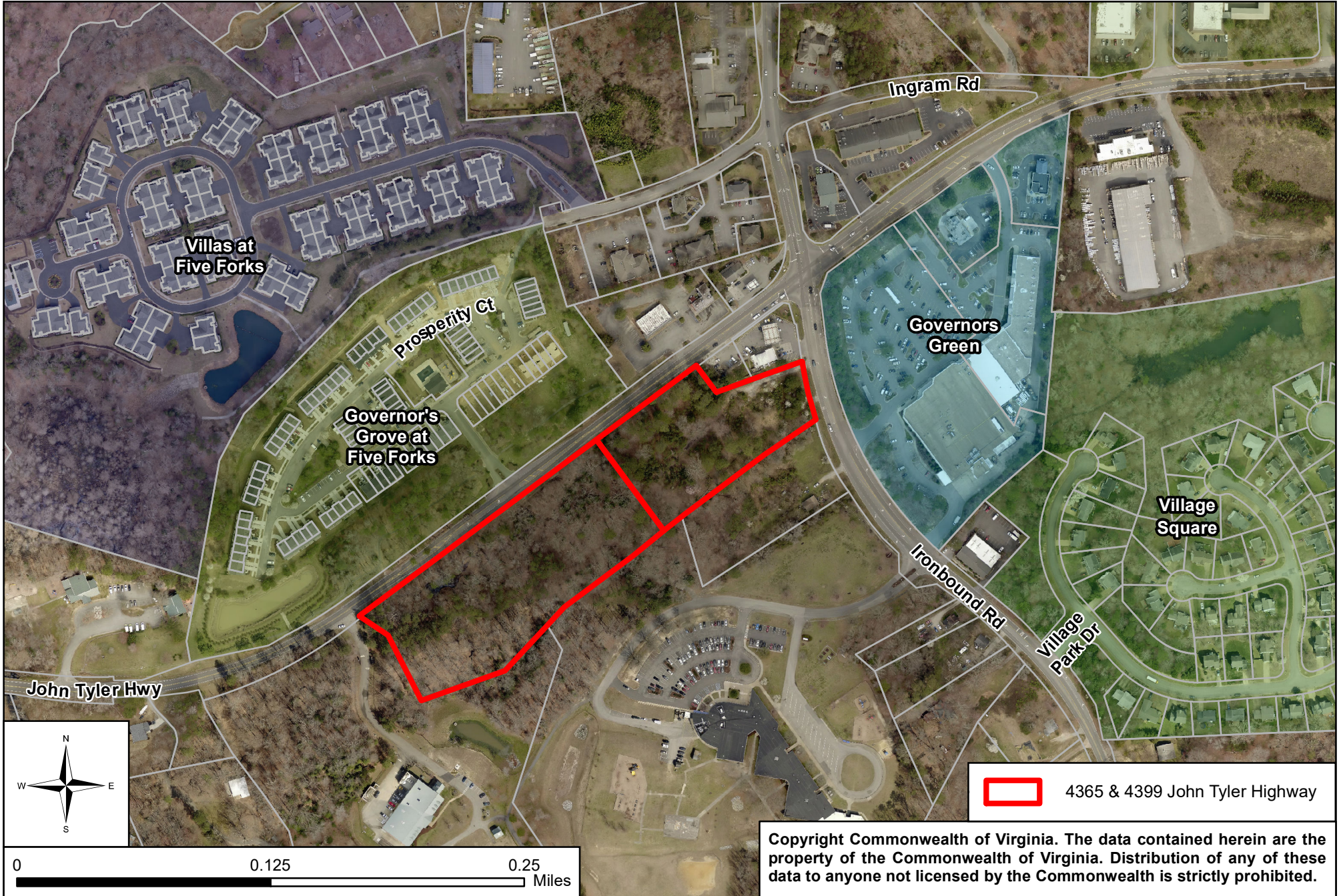
PLACE MAKER DESIGN
1000 CIRCLE 75 PARKWAY
SUITE 400
ATLANTA, GEORGIA 30339
404.549.4499


ISSUE DATE 11/05/2021
DRAWN BY RH
CHECKED BY Checker
PMD PROJ # 21098

SHEET #
EXTERIOR ELEVATIONS

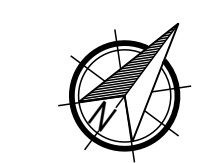
A2.0

JCC MP-22-0002, Z-22-0002, & SUP-22-0017, 4399 John Tyler Hwy Five Forks Self-Storage Facility



 4365 & 4399 John Tyler Highway

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DATE: JULY 14, 2023
SCALE: 1"=30'

SHEET 1 of 1

**RENDERED CONCEPTUAL LAYOUT
GOVERNOR'S GROVE PARCEL 3**

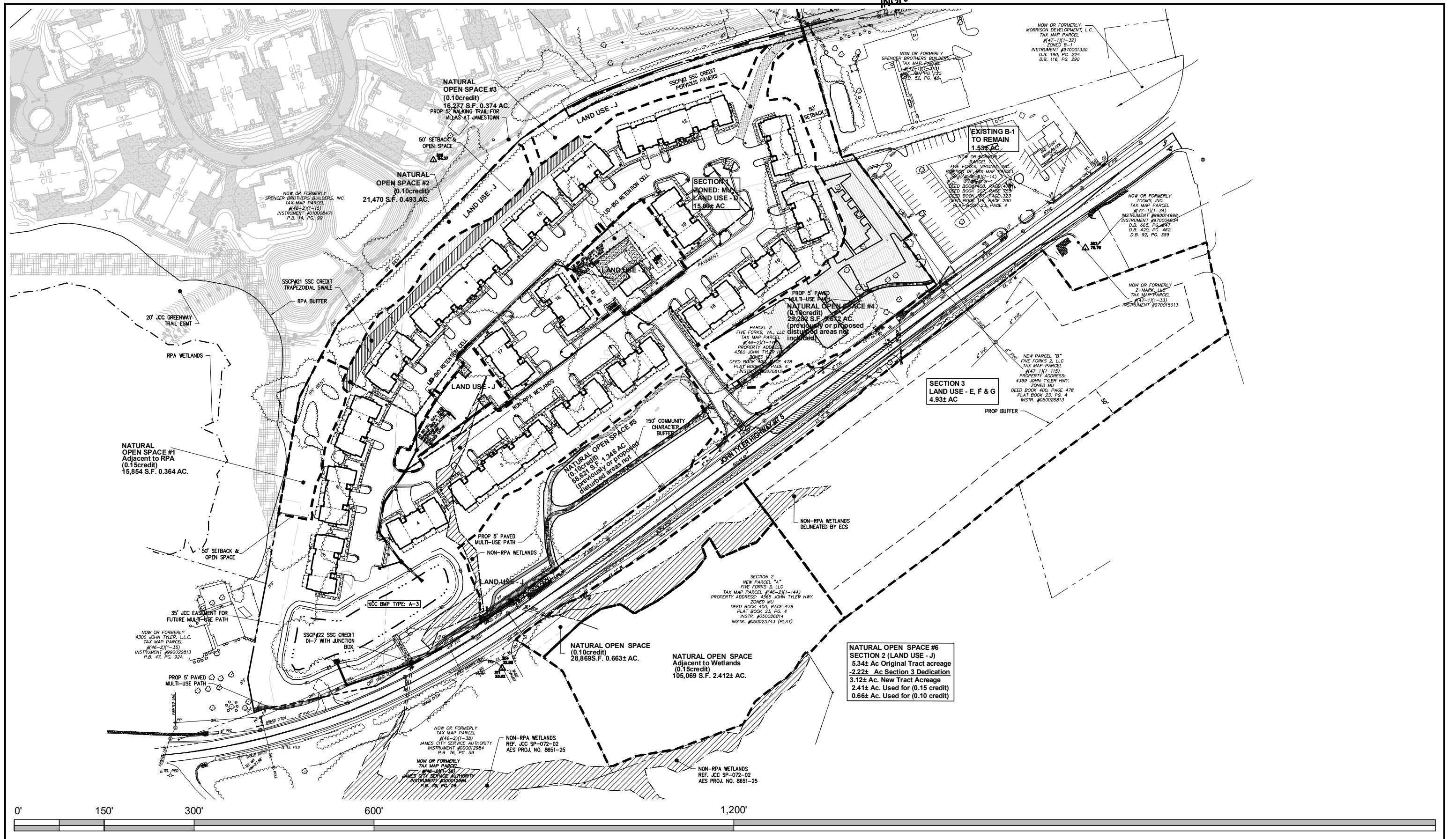
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0' 150' 300' 600' 1,200'



DATE: FEBRUARY 15, 2023 REVISED: JULY 14, 2023

SCALE: 1"=150'

SHEET 1 of 1

SECTION 2 OPEN SPACE EXHIBIT GOVERNOR'S GROVE PARCEL 3

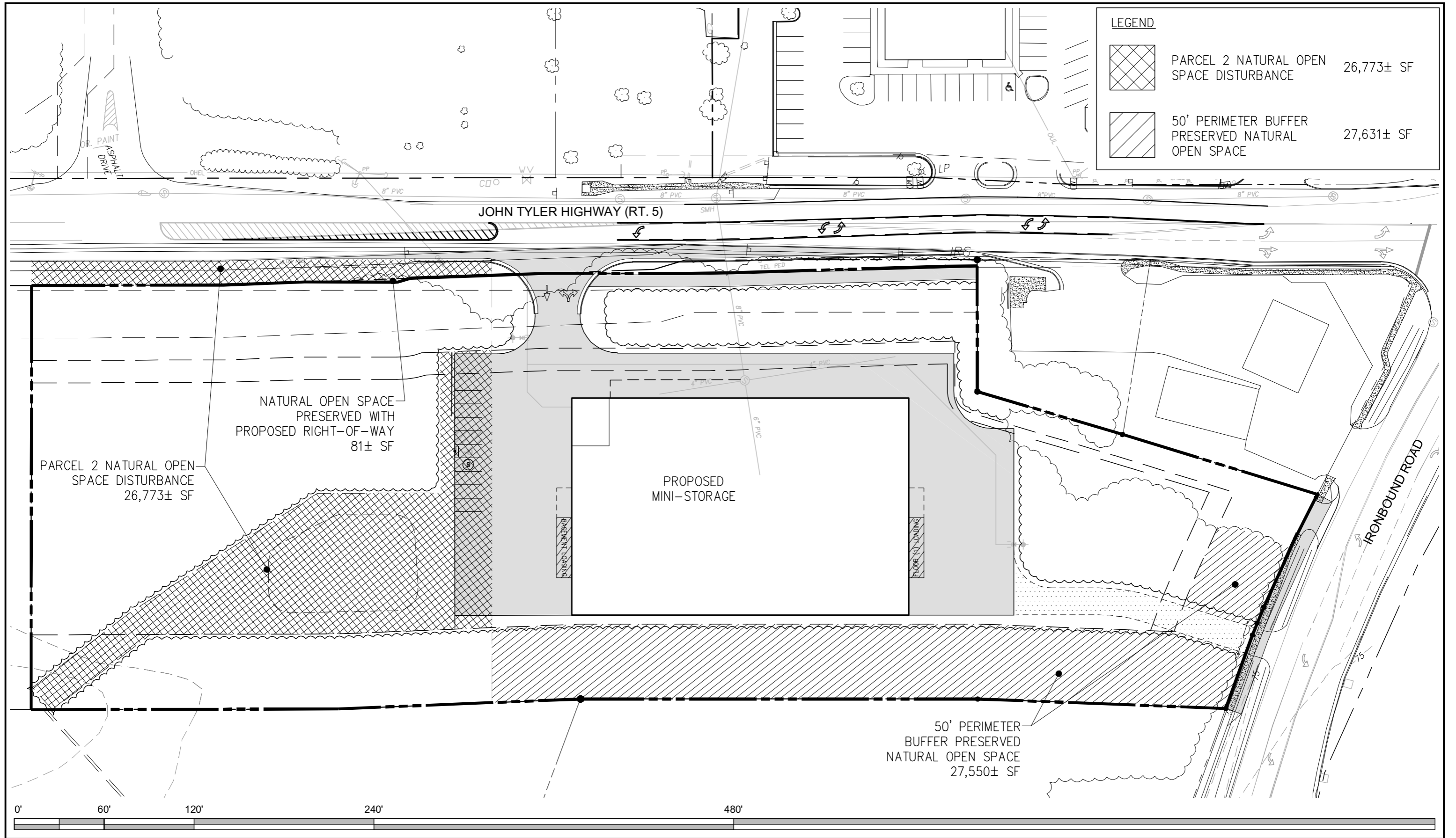
JAMES CITY COUNTY, VIRGINIA

(AES PROJECT #: 9263-09 - AES PROJECT CONTACT: HOWARD PRICE)



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DATE: FEBRUARY 15, 2023

REVISED: JULY 13, 2023

SCALE: 1"=60'

SHEET 1 of 1

NATURAL OPEN SPACE EXHIBIT GOVERNOR'S GROVE PARCEL 3

JAMES CITY COUNTY, VIRGINIA

(AES PROJECT #: 9263-09 - AES PROJECT CONTACT: HOWARD PRICE)



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GOVERNOR’S GROVE

A SELF STORAGE FACILITY IN JAMES CITY COUNTY

Stein Investment Group

COMMUNITY IMPACT ASSESSMENT Project Narrative and Executive Summary

INTRODUCTION – THE PROPERTY AND PROPOSED USE

Five Forks Two, LLC owns 2.97 +/- acres of land located in the SW quadrant of Ironbound Road and John Tyler Highway (James City County Tax Map No. 4710100115) and has joint ventured with Stein Investment Group (“SIG”) (together the “Applicant”), for the purpose of developing the property as a Class “A” multi-story climate controlled self-storage facility (“Development”). The Development will consist of three-story building totaling approximately 100,000 square feet and 700 storage units – 100% of the units will be climate controlled and interior access only. When compared to the previously approved master plan and proffers, the Development is an attractive low-traffic, high quality option, as no residential development or negative fiscal impacts will be part of the new plan.

THE PROJECT TEAM

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

- Developer - Stein Investment Group
- Civil Engineering - AES Consulting Engineers
- Legal - Kaufman & Canoles, P.C.
- Land Planning - AES Consulting Engineers

Key Components of this Community Impact Study are:

- Analysis of Impacts to Public Facilities and Services

Community Business


The quality of the self-storage facility has transformed over the last decade. Class-A, multi-story, secured, and climate-controlled facilities have become the industry standard to meet customer preferences.

Coming out of the pandemic, there has been a fundamental shift in work/life balance. With more and more people converting storage areas/rooms to home offices, the need to utilize self-storage as an extension of one's home is increasing. In addition, living quarters are continuing to decrease in size resulting in increased demand for self-storage.

Well located self-storage facilities are typically found in neighborhood traffic corridors (i.e., near grocery stores, shopping centers). Being positioned within a neighborhood traffic pattern is critical because the same customers who shop at the grocery stores are also the customers utilizing self-storage. The community makes up the customer base, therefore the Applicant makes an effort to be involved within the community – whether it's through supporting local high schools, festivals, and other community driven events.

Self-storage is an excellent transitional use stepping down from more intense commercial uses (e.g., grocery) to residential. Self-storage use is the absolute lowest intensity commercial use. It has no impact on schools, and it's a low traffic generator – generating an average of 12-15 customer trips per day. SIG is able to use actual data from its facilities to draw conclusions of a facility's trade area, customer map, daily trips, length of stay, etc. Below is a table summarizing the customer counts for similar facilities (size and market) as well as additional data on customer characteristics described above.

Average Daily Trips Table

2021 CUSTOMER COUNTS				
Market	Average Customer Trips Per Day Per Month			
<i>Building Size (SF)</i>	Summerville, SC	Charleston, SC	Atlanta, GA	
	<i>100,000</i>	<i>95,000</i>	<i>115,000</i>	
January	7	17	5	9
February	8	18	8	11
March	11	17	9	12
April	9	14	10	11
May	10	16	11	12
June	10	14	12	12
July	9	17	15	13
August	6	16	13	11
September	3	18	15	12
October	13	18	18	16
November	14	20	18	17
December	13	18	18	16
Average Customer Trips Per Day	9	16	12	12

Self-Storage Customer Trends

- Average length of stay for stabilized properties (> 90% occupancy) – 3 years
- 70% of customers make less than 10 visits per year
- 11.0% of households are using storage (up from 7.5% from 3 years ago) – more people needing self-storage

Self-Storage Market Analysis

SIG determines the feasibility of a self-storage market based on market drivers such as demographics and supply/demand analysis. Based on SIG’s analysis for this trade area, there is a lack of self-storage supply, specifically high-quality (Class “A”) self-storage, serving James City County within the Five Forks community. SIG expects the self-storage demand in this market to be 9 square feet per person. This threshold is based on SIG’s experience in similar markets and market data. Within the trade area of the Development, the supply is approximately 6.6 square feet per person, resulting in a 4-mile trade area that is

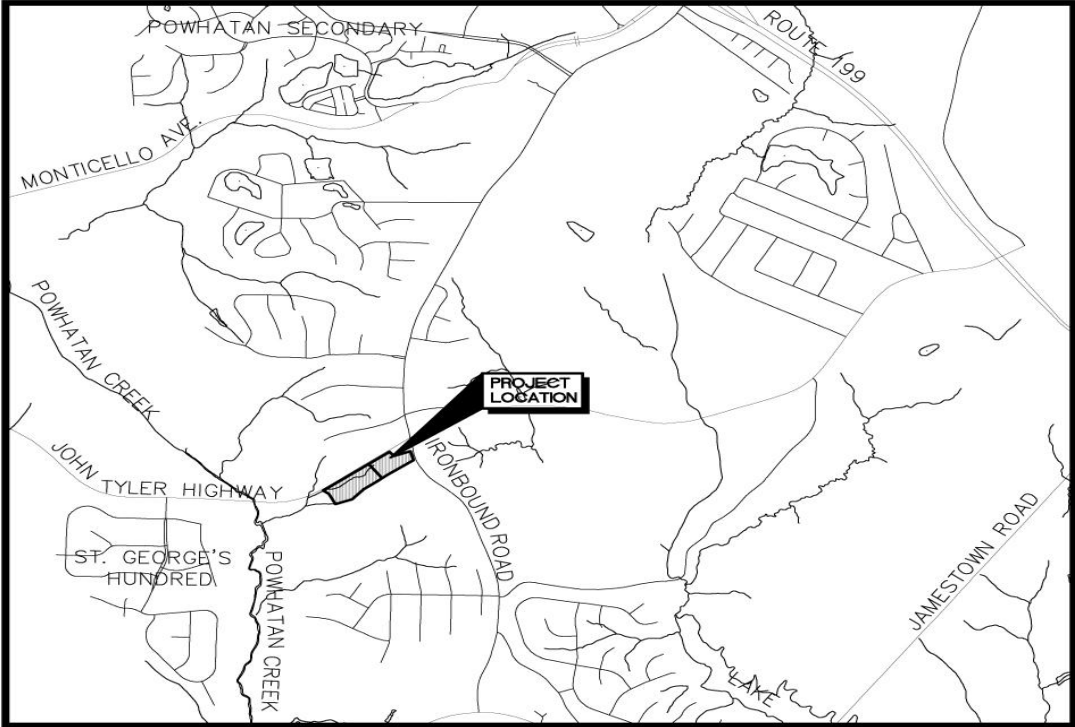
undersupplied by more than 25% (including the proposed Development). The Development will be the first and only high quality, secured self-storage facility in the trade area. Thus, the neighborhood commercial moniker fits the proposed use well.

SIG defines a market trade area based upon SIG’s experience and includes factors such as lifestyle patterns in the community, competitor locations, and boundaries that can be physical (rivers, highways) and perceived (consumer neighborhood preferences, etc.). For example, Harris Teeter and Target have very different trade areas. Harris Teeter pulls its customers from a much smaller trade area. This is the same with self-storage. Like grocery, consumers use the self-storage options most convenient. This Development will fill the need of Class-A self-storage, which is currently absent in this market.

PROJECT DESCRIPTION

The project location is shown on the following exhibit:

Exhibit 1



Planning Considerations

- The Development will maintain a **50-foot undisturbed buffer per the Community Character Corridor** and the building will be significantly screened from all public rights-of-way apart from the curb cuts. The building will set a new standard for architecture and landscaping in Five Forks.
- The Development fits within the corridor and is consistent with the commercial uses of nearby properties.
- The Development will not adversely affect the usability of adjacent and/or nearby properties.
- The Development will increase the tax assessment of the property (currently vacant land) without creating burdens on schools, County services or infrastructure.
- Self-Storage is the lowest intensity of any commercial use.
 - Lowest traffic generator, averaging 12-15 customer trips per day.
 - Minimal/no burden on existing county infrastructure.
 - No dumpsters on site.
 - The Development requires fewer parking spaces than other permitted uses of the site, resulting in additional pervious area.
- The Development will not have overnight parking nor outside storage of cars/boats/RV/trailers.
- The Development will provide a high level of security including exterior and interior cameras as well as pin pad access at all entrances and exits for customers.
- The architecture of the Development will be high quality, complementing existing structures, and designed to meet the Character Guidelines of the County's Comprehensive Plan.
- The proposed building, totaling approximately 100,000 square feet, will have 8 parking spaces while, per code, a 25,000 square foot retail building would require 100 parking spaces (*From James City County Code of Ordinances – 4 per 1k SF in Planned Shopping Centers*) and would generate 100x more traffic.

Stein Investment Group

SIG is a third-generation family owned and operated real estate investment firm with experience developing and managing over 5,000,000 SF of self-storage properties and 2,000,000 SF of retail and office. SIG operates its self-storage facilities under the brand, Space Shop, which is wholly owned by SIG. SIG's self-storage development experience extends across the Southeast, Mid-Atlantic, Midwest, and Northeast.

SIG is recognized as one of the premier self-storage development firms in the country, and is ranked nationwide as a Top 20 owner/operator per self-storage industry publications.

ANALYSIS OF IMPACTS TO PUBLIC FACILITIES AND SERVICES

The subject property is located within the Primary Service Area of James City County. Parcels and subsequent land development activities within the Primary Service Area are required to connect to public water and sanitary sewer service provided by the James City Service Authority (JCSA).

Public Water Facilities

The subject property will be served with public drinking water by the existing JCSA water distribution system in the general area. A 12-inch water main presently exists along John Tyler Highway (Route 5) and will be the primary potable water source connection for this proposed development. Two fire hydrants will be added to account for all necessary fire and safety requirements. Irrigation is not currently proposed on the site.

Public Sewer Facilities

The subject property will be served by extensions to the public sewer system of JCSA. The sanitary sewer extension will be a gravity sewer connection to the existing Powhatan Creek Collector. Our site will contain 1 public bathroom that generates around 4-6 gallons per minute, which will have no impact on the existing system.

Public Schools

The non - residential uses proposed on this site have no effect on student generation; however, the access plan including the provision for a sidewalk on Route 5 and a multiuse path on Ironbound Road should be seen as a positive for neighboring Clara Byrd Baker Elementary School.

Fire Protection and Emergency Services

There are currently six fire stations providing fire protection and Emergency Medical Services (EMS) services to James City County. The closest fire station to the subject site is Station Number 3 located at 5077 John Tyler Avenue, east of this project. From this station, an estimated response time would be less than four minutes.

The next closest fire station to the subject site would be Station Number 5 at 3201 Monticello Avenue. Although more distant than the John Tyler station, response time to the site is satisfactory if an emergency event occurs requiring additional fire and life safety support. Taken collectively, these two fire stations and the emergency medical staff available at these stations will provide more than adequate response in emergencies.

Solid Waste

The proposed development on the subject property will generate modest quantities of solid wastes that will require collection and disposal to promote a safe and healthy environment. Private contractors will be hired to handle the collection of solid waste. Both trash and recyclable materials will be removed from this site to the nearest solid waste transfer station.

Utility Service Providers

Virginia Natural Gas, Dominion Virginia Power, Cox Communications, and Verizon Communications provide, respectively, natural gas, electricity, cable TV service, and telephone service to this area. Any proposed utilities will be placed underground.

ANALYSIS OF ENVIRONMENTAL IMPACTS

The site has been evaluated several times in the past and all wetlands and RPA buffers are contained within parcel 2 of this project; therefore, no additional study has been performed.

This site falls within the Powhatan Creek Watershed, which has been an area of major development. In accordance with the Powhatan Creek Watershed Study, the development of Governor's Grove is supportive of the recommendations to maintain the quality of Powhatan Creek through the following:

1. The development incorporates stormwater management facility(s) / best management practice design(s) to honor James City County's stormwater management goals, maintain high stream quality, and address the fecal coliform issue.
2. The development will provide buffer areas at the perimeter of the development. The majority of the buffers will be left natural.
3. Section 2 and 3, as revised, shall relocate part of the current Natural open Space from section 2 to section 3 to accommodate for the new stormwater management facility that will serve section 3. The remainder of the open space shall continue to be undisturbed.
4. LID measures and required SSC measures shall be incorporated into the proposed plans if needed.

Soils

The *Soil Survey of James City and York Counties and the City of Williamsburg, Virginia* (USDA 1985) maps several soil types within the Governor's Grove property boundary. The Governor's Grove property is predominantly situated on well-drained soils of Emporia, Craven, and Slagle. The hydrologic classifications of these soil types are within Group C. The mapping can be seen on the attached Environmental Inventory Drawing.

ANALYSIS OF STORMWATER MANAGEMENT/BMP

An approved Master Storm Water Management Plan was prepared for the entire Five Forks MU area (case# Z-9-05/MP-6-05). This Master Plan has been deemed no longer valid and a new approach has been taken. The southern section of Governor's Grove will contain a SWM / BMP facility in the new area of Section 3 (our proposed development site). While the proffers make provisions for the ability to utilize some portions of the 5 Acre open space area (old Section 2) for storm water management, the design intent for our new Section 3 is to avoid encroachment into the new Section 2. Calculations and exhibits are provided to show the new area of Sections 2 and 3 that maintain the quantity and quality for the existing Governors Grove development along with our new development on Section 3. To achieve our quantity and quality goal, a subsurface storage system is envisioned for this site along with some of the existing natural open space on old Section 2 and new natural open space provided on Section 3. The conceptual layout and location are illustrated on the Conceptual Plan along with open space exhibits. Based upon current SSC criteria, the amount of disturbance for the self-storage facility is anticipated to create a requirement for three SSC measures to be applied to this site. Three of the following SSC measures will be utilized on the site due to its location within the Powhatan Creek mainstem: enhanced outlet protection, slope stabilization, pervious pavers (1000 S.F. minimum required), and bio-retention basin (650 S.F. minimum size).

The proposed subsurface system will attenuate flows from the impervious area of the site. A VRRM worksheet is attached to reflect stormwater compliance without treating any of Route 5 or the adjacent 7-11 site.

This solution to stormwater management and water quality, coupled with the approved storm water management plan for Governor's Grove, minimizes the impacts of the proposed development on the surrounding environment to acceptable stormwater management and water quality compliance. Table 2 shows the modifications to the original BMP point analysis provided with the master storm water management plan for Governors Grove. As the table shows, appropriate water quality was obtained with a BMP facility in Section 1 and Natural Open Space in Section 2. This application will provide an additional facility and open space to comply with new VRRM regulations. See attached VRRM spreadsheet and exhibits.

TABLE 2

WORKSHEET FOR BMP POINT SYSTEM
 Governor's Grove Condominiums
 Stormwater Master Plan

JCC SP-005-06 / AES Project # 9263-04

4/10/2006 (Revised: 6/27/06; 10/04/06)

A. STRUCTURAL BMP POINT ALLOCATION

Site Area for Structural BMP'S =

North of Rt. 5	15.00
South of Rt. 5	2.99
Site Area=	<u>17.99</u> ACRE(s)

<u>BMP</u>	<u>BMP Drainage Area</u>	<u>BMP Points</u>		<u>Fraction of Site Served by</u> (BMP Drainage Area/ Site Area)	=	<u>Weighted BMP Points</u>
A.3 Wet ED Pond	10.51	10	X	58.42%	=	5.84
North of Rt. 5			X		=	

TOTAL WEIGHTED STRUCTURAL BMP POINTS: 5.84

B. NATURAL OPEN SPACE CREDIT

North of Rt. 5	15.00
South of Rt. 5	8.15
TOTAL SITE AREA =	<u>23.15</u> ACRE(s)

<u>Open Space Area</u>	<u>Fraction of Total Site</u> (Open Space Area/Total Site Area)	<u>Natural Open Space Credit</u>		<u>Points for Natural Open Space</u>
North of Rt. 5				
2.89	12.48%	X (0.10 per 1%)	=	1.25
0.36	1.56%	X (0.15 per 1%)	=	0.23
South of Rt. 5				
2.22	9.59%	X (0.10 per 1%)	=	0.96
2.90	12.53%	X (0.15 per 1%)	=	1.88

Open Space Adjacent to RPA on Adjacent Tract

TOTAL OPEN SPACE POINTS: 4.32

D. TOTAL WEIGHTED POINTS

<u>5.84</u>	+	<u>4.32</u>	=	<u>10.16</u>	10.16
Structural BMP Points		Natural Open Space Points			TOTAL

THE STORMWATER MASTER PLAN WILL BE UPDATED WHEN SITE PLAN INFORMATION FOR THE 2.99 ACRE PARCEL OF SECTION 3 BECOMES AVAILABLE. STORMWATER ATTENUATION OR CHANNEL ADEQUACY DETERMINATIONS ALONG WITH SSC REQUIREMENTS WILL BE PROVIDED FOR SECTION 3, WHEN A SITE PLAN IS PREPARED.

TABLE 2

WORKSHEET FOR BMP POINT SYSTEM
Governor's Grove Condominiums
Stormwater Master Plan

JCC SUP-22-0017/ AES Project # W09263-09

Revised 02/15/2023

Section 1 and new Section 2

A. STRUCTURAL BMP POINT ALLOCATION

Site Area for Structural BMP'S =

North of Rt. 5	15.00	
South of Rt. 5		
Site Area=	<u>15.00</u>	ACRE(s)

<u>BMP</u>	<u>BMP Drainage Area</u>	<u>BMP Points</u>		<u>Fraction of Site Served by</u> (BMP Drainage Area/ Site Area)	=	<u>Weighted BMP Points</u>
A.3 Wet ED Pond North of Rt. 5	<u>10.51</u>	<u>10</u>	X	<u>70.07%</u>	=	<u>7.01</u>
			X		=	
TOTAL WEIGHTED STRUCTURAL BMP POINTS:						7.01

B. NATURAL OPEN SPACE CREDIT

North of Rt. 5	15.00	
South of Rt. 5	3.12	New Section 2
TOTAL SITE AREA =	<u>18.12</u>	ACRE(s)

<u>Open Space Area</u>	<u>Fraction of Total Site</u> (Open Space Area/Total Site Area)	<u>Natural Open Space Credit</u>		<u>Points for Natural Open Space</u>
North of Rt. 5				
2.89	<u>15.95%</u>	X (0.10 per 1%)	=	1.59
0.36	<u>1.99%</u>	X (0.15 per 1%)	=	0.30
South of Rt. 5				
0.66	<u>3.64%</u>	X (0.10 per 1%)	=	0.36
2.41	<u>13.30%</u>	X (0.15 per 1%)	=	2.00
Open Space Adjacent to RPA on Adjacent Tract				
TOTAL OPEN SPACE POINTS:				4.25

D. TOTAL WEIGHTED POINTS

<u>7.01</u>	+	<u>4.25</u>	=	<u>11.26</u>	11.26
Structural BMP Points		Natural Open Space Points			TOTAL

SINCE THE STORMWATER MASTER PLAN IS NO LONGER VALID, THE 2.98 ACRE PARCEL OF SECTION 3 HAS BEEN REMOVED FROM THE CALCULATIONS. SECTION 3 WILL NOW BE A STAND ALONE PROJECT THAT COMPLIES WITH THE CURRENT VRRM REGULATIONS.

CONCLUSION

In summary, the proposed development will not be first-time construction on a vacant property but rather the redevelopment of a former mobile-home park. Redeveloping the site under the existing MU zoning will conclude a clean-up of previous uses and the access proposed improves traffic conditions at the intersection of Ironbound Road and Route 5.

This Community Impact study concludes the following:

- Adequate public facilities (water and sewer, fire), and utility service provider services (gas, electric cable TV, telephone), are available for development.
- Land uses compatible with the Mixed-Use zoning and the Comprehensive Plan are proposed with this amendment and the revised proffers.
- Stormwater runoff from this site can be controlled and enhanced at acceptable levels.
- A proper balance, augmented with the appropriate use of LID measures, is achieved with this Rezoning to support the goals of the *Powhatan Creek Watershed Management Plan* and maintain the orderly development and enhancement of the Five Forks area.
- Existing proffers assure that the architectural character of the proposed use will compliment the Five Forks area.
- The revised access plan will improve traffic conditions on Route 5 and Ironbound Road.
- The Plan and proffers provide for a multi-use path along Ironbound Road and Route 5.
- The proffers further limit potentially objectionable land uses on the property.

Thank you for considering the Development and needed approvals. We are committed to providing a first-class climate-controlled facility serving the Five Forks neighborhood, and we look forward to opening our business in James City County.

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Traffic Analysis For Proposed Governors Grove Section 3

JAMES CITY COUNTY, VIRGINIA

For:
Stein Investment Group

By:
**DRW Consultants, LLC
Midlothian, VA**

May 10, 2023

Traffic Analysis For Proposed Governors Grove Section 3

JAMES CITY COUNTY, VIRGINIA

For:
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By:
DRW Consultants, LLC
Midlothian, VA

May 10, 2023

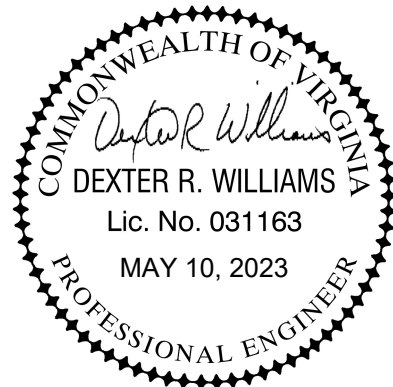


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REPORT TEXT

INTRODUCTION

Stein Investment Group proposes to develop a Class A self-storage facility on the Governors Grove Section 3 property in the Five Forks area of James City County. The existing zoning for the Governors Grove Section 3 stipulates that there be one entrance on Rt. 615 Ironbound Road, with the possibility of a second right turn in/out entrance on Rt. 5 contingent on VDOT and Board of Supervisors approval. The self-storage development requires an amendment to the zoning and master plan to allow full access to Rt. 5, John Tyler Highway.

This traffic study has been prepared to address the traffic effects of changes in access for Governors Grove Section 3. A previous study for this property dated May 25, 2009 included an entrance on Ironbound Road and a full access on Rt. 5 based on drugstore with drive through use. That study was used as part of an application to VDOT for Access Management Exceptions (AMEs) for the two proposed entrances that was approved in December 2009.

Governors Grove Section 3 is located in the southwest quadrant of the Rt. 5, John Tyler Highway and Rt. 615, Ironbound Road in James City County, as shown on Exhibit 1. Governors Grove Section 3 proposed self-storage plan is shown on Exhibit 2. Governors Grove Section 3 wraps around the 7-Eleven site. One full access entrance is proposed on Rt. 5 and a right turn in/out entrance is proposed on Ironbound Road.

The proposed access plan for the Rt. 5 entrance includes construction of a two way left turn lane on Rt. 5 west from Ironbound Road. This serves the Section 3 entrance, The Shops At Five Forks and 7-Eleven, and allows for additional storage on the left turn lane on Rt. 5 at Ironbound Road. This traffic study has been prepared to address the relative traffic effects of two entrances for Governors Grove Section 3 versus a single entrance on Rt. 5 or Ironbound Road.

EXECUTIVE SUMMARY

With the proposed self-storage facility, peak hour traffic delay at the Rt. 5/Ironbound Road intersection is lowest (traffic operations best) with both the full access entrance on Rt. 5 and a right turn in/out entrance on Ironbound Road, and is the recommended plan. With the full access entrance on Rt. 5 only, peak hour traffic delay at the Rt. 5/Ironbound Road intersection has the second lowest delay. Access with only the right turn in/out entrance on Ironbound Road has the highest peak hour delay (worst traffic operations).

These results are consistent with the 2009 traffic study and approval of two AMEs in 2009 for a drug store with drive through. While the drug store has inherently higher traffic (as do virtually all other commercial uses), the principle is the same: two entrances to serve the Governors Grove Section 3 property minimizes traffic demand at the Rt. 5/Ironbound Road intersection. In addition, the construction of the center turn lane on Rt. 5 from Ironbound Road to the Section 3 Rt. 5 entrance provides left turn lane capacity that does not exist today.

TRAFFIC COUNTS AND GROWTH TO DATE

Exhibit 3 shows VDOT daily traffic counts and the resulting linear regression trends on two sections of Rt. 5 from 2009 to 2021. The 2020 and 2021 count have been excluded from the linear regression analysis due to COVID effects. Rt. 5 from Centerville Road to Ironbound Road has a declining growth rate of -1% from 2023 to 2025. Rt. 5 from Ironbound Road to Stanley Drive has an increasing growth rate of 2% from 2023 to 2025.

Exhibit 4 shows VDOT daily traffic counts and the resulting linear regression trends on two sections of Ironbound Road from 2009 to 2021. The 2020 and 2021 count have been excluded from the linear regression analysis due to COVID effects. Ironbound Road from Sandy Bay to Rt. 5 has a declining growth rate of -2% from 2023 to 2025. Ironbound Road from Rt. 5 to News Road has a declining growth rate of -4% from 2023 to 2025.

The Traffic Group conducted AM and PM peak hour counts at the following intersections in March 2023:

- Rt. 5/Ironbound Road (Appendix Exhibit A)
- Rt. 5/7-Eleven entrance (Appendix Exhibit B)
- Ironbound Road/7-Eleven (Appendix Exhibit C)

Exhibits 5a and 5b respectively show the AM and PM peak hour counts with balance.

Exhibit 6 shows the AM and PM peak hour turning movements at the Rt. 5/Ironbound Road intersection as follows:

- Top row: DRW July 2003 counts
- Second row: KHA December 2003 counts
- Third row: DRW April/May 2009 counts
- Bottom row: DRW March 2023

The highest counts were in July 2003, with lower counts in December 2004, and lower still counts in April/May 2009 (see total in/out volumes for each count). These peak hour counts show no increasing growth trend. The 2023 counts show some increase in the AM peak hour over 2009 counts (1297 to 1328 total vehicles per hour increase, 2% increase over 14 years). The 2023 counts show some decrease in the PM peak hour (1818 to 1700 total vehicles per hour increase, 6% decrease crease over 14 years).

DESIGN YEAR BACKGROUND TRAFFIC

This study uses a 1.02 growth factor from 2023 to 2025 (anticipated project build out) based on the daily traffic trend on Rt. 5 from Ironbound Road to Stanley Drive (2% growth 2023 to

2025). Exhibits 7a and 7b respectively show the AM and PM peak hour 2025 background traffic using this growth factor.

SITE TRIP GENERATION AND DISTRIBUTION

A 98,000 square foot self-storage with 750 units is proposed. Exhibit 9 Table One shows various trip generation values using Trip Generation Manual, 11th Edition (TGM11). Trip generation based on 98,000 square feet is used in this study primarily because the PM peak hour value is the highest.

Exhibit 9 also shows trip generation for different uses on Governors Grove Section 3. Table Two on Exhibit 9 shows trip generation for 25,000 sq. ft. of office use which is permitted. Relative to office use, the proposed mini-storage warehouse has 77% less traffic in the AM (39 decrease to 9 vehicles per hour) and 62% less traffic in the PM peak hour (37 to 14 vehicles per hour).

Table Three on Exhibit 9 shows trip generation for a 14,000 sq. ft. drug store with drive through that was the subject of AME approval in 2009. Relative to drug store use, the proposed mini-storage warehouse has 76% less traffic in the AM (37 decrease to 9 vehicles per hour) and 88% less traffic in the PM peak hour (121 to 14 vehicles per hour).

Table Four on Exhibit 9 shows selected trip generation based on 98,000 square feet for the mini-storage warehouse.

2023 traffic counts at the 7-Eleven site are used to derive trip generation for Governors Grove Section 3. Exhibit 8a shows AM peak distribution for the 7-Eleven site. Exhibit 8b shows PM peak distribution for the 7-Eleven site.

Table Five on Exhibit 9 shows Governors Grove site trip distribution derived from 7-Eleven traffic counts.

2023 TRAFFIC FORECAST WITH SITE

There are three access scenarios for the proposed self-storage on the Governors Grove Section 3 included in this study as follows:

1. Full access on Ironbound Road only. Governors Grove AM and PM peak hour traffic assignments on Exhibits 10a and 10b, respectively. 2025 total traffic with full access on Ironbound Road only shown on Exhibits 11a and 11b, respectively.
2. Right turn in/out on Ironbound Road only. Governors Grove AM and PM peak hour traffic assignments on Exhibits 12a and 12b, respectively. 2025 total traffic with right turn in/out on Ironbound Road only shown on Exhibits 13a and 13b, respectively.
3. Proposed access (full access on Rt. 5 and right turns in/out and left turn in only on Ironbound Road). Governors Grove AM and PM peak hour traffic assignments on

Exhibits 14a and 14b, respectively. 2025 total traffic with two entrances as proposed shown on Exhibits 15a and 15b, respectively.

TRAFFIC ANALYSIS

Synchro 11 and SimTraffic 11 respectively are used for calculating traffic levels of service (LOS) and queuing for intersections in this study. The 7-Eleven intersections have not been included in the Synchro model to better model queuing at the Rt. 5/Ironbound Road intersection due to short distance spacing. The models for the three access scenarios include Rt. 5/Ironbound Road and the entrances for the respective scenario. Only Rt. 5/Ironbound Road is included for 2023 counts and 2025 background traffic scenarios.

Synchro Highway Capacity Manual 6th Edition (HCM6) Signalized Intersection Reports for all scenarios are shown in the Appendix Exhibit J series. Synchro HCM6 Two Way Stop Control Reports (unsignalized intersection) for three site access alternatives are shown in the Appendix Exhibit K series. SimTraffic Queuing and Blocking reports are shown for all scenarios in the Appendix Exhibit L series.

Following are software analysis protocols used in this report in general accordance with VDOT TOSAM 2 criteria:

- Peak hour factor for overall intersection applied to all movements.
- Truck percentages from traffic counts for each turning movement.
- Maximum queues for SimTraffic results.
- Storage lengths for turning lanes are length of full width storage plus one-half taper lengths in SimTraffic per VDOT TOSAM2 recommendations.
- Ten (10) SimTraffic simulation runs.
- Rt. 5/Ironbound Road signal timing is actuated and uncoordinated (see Appendix Exhibit O for signal timing).

2023 COUNTS. The following table shows traffic LOS and queuing at the Rt. 5/Ironbound Road intersection for the 2023 counts:

TABLE 1-1 RT. 5/IRONBOUND ROAD - 2023 COUNTS							
SIGNALIZED LOS And Seconds Delay					Maximum Queues		
	AM		PM		Storage Length	SimTraffic Q&B	
Overall	C	23.8	C	25.1		AM	PM
EBL	B	16.0	B	19.7	170	154	169
EBT/R	C	24.8	C	26.9		265	326
WBL	C	22.1	C	22.9	140	90	138
WBT	C	22.3	C	25.0		146	200
WBR	B	19.7	C	21.6	310	55	68
NBL	C	21.1	C	24.0	195	122	186
NBT	C	26.5	C	26.6		152	264
NBR	C	25.4	C	24.0		54	53
SBL	C	23.5	C	24.8	200	107	119
SBT	C	27.1	C	27.1		132	230
SBR	C	25.7	C	24.2	215	38	104

In the AM and PM peak hours, there is overall LOS C and LOS C or better for all movements. Maximum queues are within storage lengths, but eastbound, westbound and northbound left turn maximum queues are nearly at storage lengths in the PM peak hour.

2025 BACKGROUND TRAFFIC. The following table shows traffic LOS and queuing at the Rt. 5/Ironbound Road intersection for the 2025 background traffic forecast:

TABLE 2-1 RT. 5/IRONBOUND ROAD - 2025 BACKGROUND TRAFFIC							
SIGNALIZED LOS And Seconds Delay					Maximum Queues		
	AM		PM		Storage Length	SimTraffic Q&B	
Overall	C	24.1	C	25.5		AM	PM
EBL	B	16.4	C	20.0	170	161	161
EBT/R	C	25.0	C	27.2		286	298
WBL	C	22.7	C	23.6	140	103	136
WBT	C	22.8	C	25.7		164	228
WBR	C	20.0	C	22.1	310	52	75
NBL	C	21.4	C	24.3	195	110	180
NBT	C	26.8	C	26.9		161	275
NBR	C	25.7	C	24.4		52	63
SBL	C	23.9	C	25.3	200	105	234
SBT	C	27.4	C	27.4		136	216
SBR	C	25.9	C	24.4	215	30	161

In the AM and PM peak hours, there is overall LOS C and LOS C or better for all movements. Maximum queues are within storage lengths, but eastbound, westbound and northbound left turn maximum queues are nearly at storage lengths in the PM peak hour.

2025 FULL ACCESS ON RT. 5 ONLY. With a full access entrance on Rt. 5 only, the extension of the center turn lane from Ironbound Road to the Rt. 5 entrance allows for additional left turn storage on the eastbound left turn at Ironbound Road. Eastbound left turn storage length of 200 feet is used in the following table showing traffic LOS and queuing at the Rt. 5/Ironbound Road intersection for the 2025 full access on Rt. 5:

TABLE 3-1 RT. 5/IRONBOUND ROAD - 2025 RT.5 FULL ACCESS							
SIGNALIZED LOS And Seconds Delay					Maximum Queues		
	AM		PM		Storage Length	SimTraffic Q&B	
Overall	C	24.2	C	25.6		AM	PM
EBL	B	16.5	C	20.1	200	149	180
EBT/R	C	25.0	C	27.3		278	296
WBL	C	22.8	C	24.0	140	95	137
WBT	C	22.9	C	25.9		169	247
WBR	C	20.0	C	22.2	310	54	105
NBL	C	21.5	C	24.5	195	108	188
NBT	C	26.8	C	27.1		159	285
NBR	C	25.7	C	24.3		66	58
SBL	C	23.9	C	25.4	200	105	124
SBT	C	27.4	C	27.6		132	225
SBR	C	25.9	C	24.6	215	39	111

In the AM and PM peak hours, there is overall LOS C and LOS C or better for all movements. The eastbound left turn at Ironbound Road has a 180-foot maximum queue within the 200 feet of storage available.

The following table showing traffic LOS and queuing at the Rt. 5/site entrance intersection for the 2025 full access on Rt. 5:

TABLE 3-2 RT. 5/SITE - 2025 RT.5 FULL ACCESS							
Traffic LOS And Seconds Delay By					SimTraffic Maximum Queue		
	AM		PM		Storage Length	AM	PM
	LOS	Delay	LOS	Delay			
WBL	A	8.3	A	8.3	150	14	20
NBL/R	B	12.2	B	11.9		30	30

There is LOS A for westbound left turns and LOS B for northbound traffic exiting the site. Westbound left turn queues are well within storage.

2025 RIGHT TURN IN/OUT ONLY ON IRONBOUND ROAD. With a right turn in/out only entrance on Ironbound Road, there is no extension of the center turn lane on Rt. 5 west of Ironbound Road. The following table showing traffic LOS and queuing at the Rt. 5/Ironbound Road intersection for the 2025 right turn in/out access only on Ironbound Road:

TABLE 4-1 RT. 5/IRONBOUND ROAD - 2025 IRONBOUND RIGHT TURN IN/OUT							
SIGNALIZED LOS And Seconds Delay					Maximum Queues		
	AM		PM		Storage Length	SimTraffic Q&B	
	LOS	Delay	LOS	Delay		AM	PM
Overall	C	24.3	C	25.7			
EBL	B	16.5	C	20.1	170	152	160
EBT/R	C	25.1	C	27.4		248	273
WBL	C	23.0	C	24.1	140	98	128
WBT	C	22.9	C	26.0		188	209
WBR	C	20.4	C	22.3	310	57	69
NBL	C	21.6	C	24.6	195	108	169
NBT	C	26.9	C	27.1		158	210
NBR	C	25.7	C	24.3		56	71
SBL	C	24.0	C	25.5	200	103	139
SBT	C	27.5	C	27.6		138	224
SBR	C	25.9	C	24.5	215	43	72

In the AM and PM peak hours, there is overall LOS C and LOS C or better for all movements.

The following table showing traffic LOS and queuing at the Ironbound Road right turn in/out entrance for the 2025 right turn in/out access only on Ironbound Road:

TABLE 4-2 IRONBOUND/SITE - 2025 IRONBOUND RIGHT TURN IN/OUT							
Traffic LOS And Seconds Delay By					SimTraffic Maximum Queue		
	AM		PM		Storage Length	AM	PM
	LOS	Delay	LOS	Delay			
EBR	A	9.9	B	10.9		31	31

There are LOS A and B for the eastbound exiting right turns.

2025 FULL ACCESS ON RT. 5 & RTI/O ON IRONBOUND ROAD. With a full access entrance on Rt. 5 and the right turn in/out on Ironbound Road, the extension of the center turn lane from Ironbound Road to the Rt. 5 entrance allows for additional left turn storage on the eastbound left turn at Ironbound Road. Eastbound left turn storage length of 200 feet is used in the following table showing traffic LOS and queuing at the Rt. 5/Ironbound Road intersection for the 2025 full access on Rt. 5 and Ironbound Road right turn in/out only access:

TABLE 5-1 RT. 5/IRONBOUND ROAD - 2025 RT. 5 FULL ACCESS & IRONBOUND RIGHT TURN IN/OUT							
SIGNALIZED LOS And Seconds Delay					Maximum Queues		
	AM		PM		Storage Length	SimTraffic Q&B	
	LOS	Delay	LOS	Delay		AM	PM
Overall	C	24.1	C	25.6			
EBL	B	16.5	C	20.1	200	122	182
EBT/R	C	25.0	C	27.2		224	276
WBL	C	22.8	C	23.8	140	101	128
WBT	C	22.8	C	25.9		162	224
WBR	C	20.0	C	22.2	310	57	69
NBL	C	21.5	C	24.5	195	117	183
NBT	C	26.8	C	27.0		160	211
NBR	C	25.7	C	24.2		64	66
SBL	C	23.8	C	25.3	200	98	122
SBT	C	27.4	C	27.5		128	258
SBR	C	25.8	C	24.4	215	38	109

In the AM and PM peak hours, there is overall LOS C and LOS C or better for all movements. The eastbound left turn at Ironbound Road has a 182-foot maximum queue within the 200 feet of storage available.

With a full access entrance on Rt. 5 and the right turn in/out on Ironbound Road, The following table showing traffic LOS and queuing at the Ironbound Road right turn in/out entrance:

TABLE 5-2 IRONBOUND/SITE - 2025 RT.5 FULL ACCESS & IRONBOUND RIGHT TURN IN/OUT							
Traffic LOS And Seconds Delay By					SimTraffic Maximum Queue		
	AM		PM		Storage Length	SimTraffic Maximum Queue	
	LOS	Delay	LOS	Delay		AM	PM
EBR	A	9.8	B	10.8		21	13

There are LOS A and B for the eastbound exiting right turns.

With a full access entrance on Rt. 5 and the right turn in/out on Ironbound Road, The following table showing traffic LOS and queuing at the Rt. 5 full access entrance:

TABLE 5-3 RT. 5/SITE - 2025 RT.5 FULL ACCESS & IRONBOUND RIGHT TURN IN/OUT							
Traffic LOS And Seconds Delay By					SimTraffic Maximum Queue		
	AM		PM		Storage Length	SimTraffic Maximum Queue	
	LOS	Delay	LOS	Delay		AM	PM
WBL	A	8.3	A	8.3	150	14	11
NBL/R	B	12.6	B	12.3		27	30

There is LOS A for westbound left turns and LOS B for northbound traffic exiting the site. Westbound left turn queues are well within storage.

CONCLUSIONS

The following table summarizes overall delay results for the Rt. 5/Ironbound Road intersection:

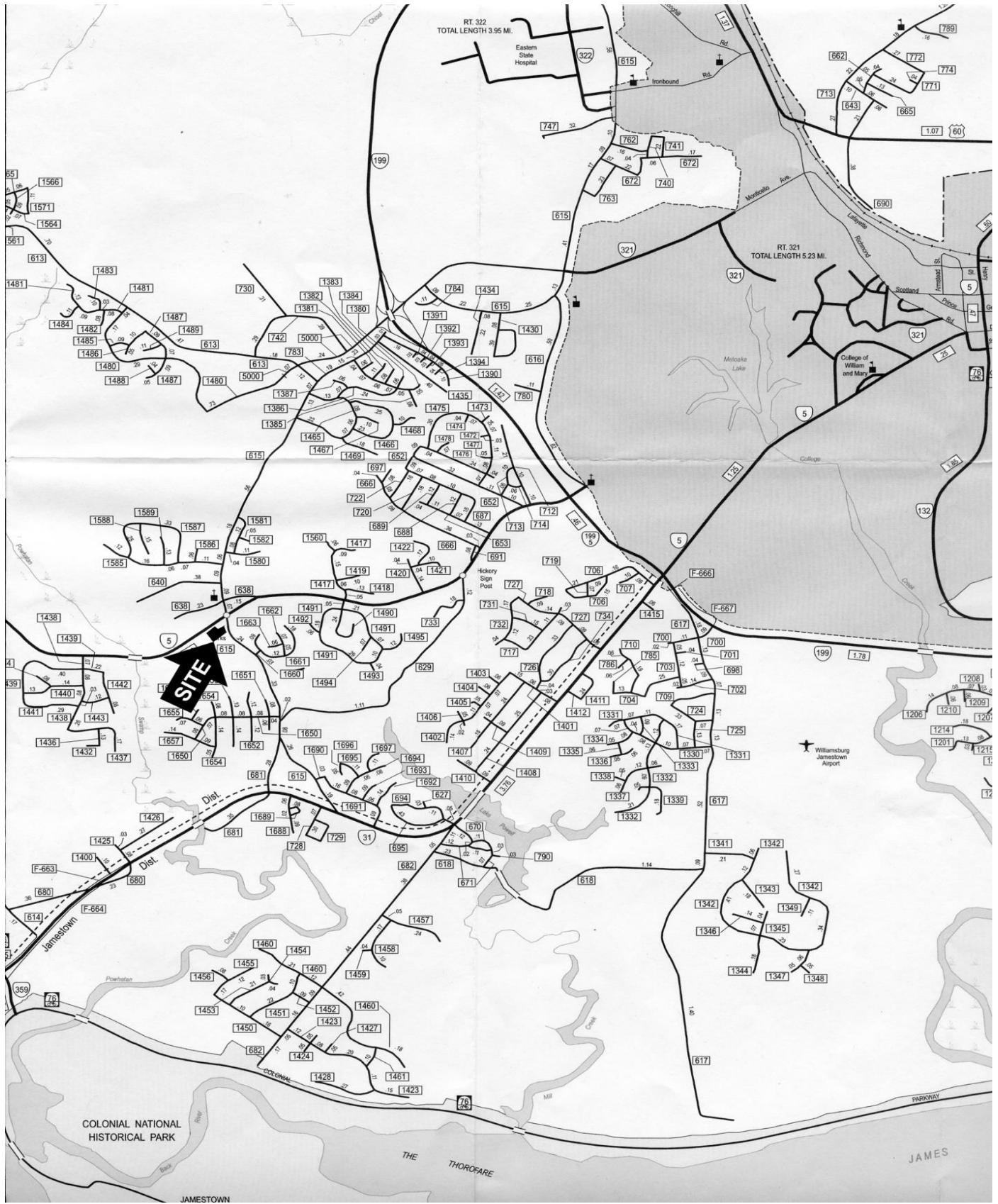
TABLE 6 RT. 5/RT. 615 INTERSECTION SECONDS DELAY		
	AM	PM
2023 Counts	23.8	25.1
2025 Background	24.1	25.5
2025 Rt. 5 Full Access Only	24.2	25.6
2025 Rt. 615 Right Turn In/Out Only	24.3	25.7
2025 Rt. 5 Full Access & Rt. 615 RTI/O	24.1	25.6

Site development with full access on Rt. 5 and right turn in/out access on Ironbound Road (Rt. 615) has the lowest delay (best results) in the AM peak hour for the three access options and has the same delay as with Rt. 5 full access. The Ironbound Road right turn in/out only has the highest delay (worst results) of the three access alternatives.

Site development with full access on Rt. 5 and right turn in/out access on Ironbound Road is recommended.

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REPORT EXHIBITS



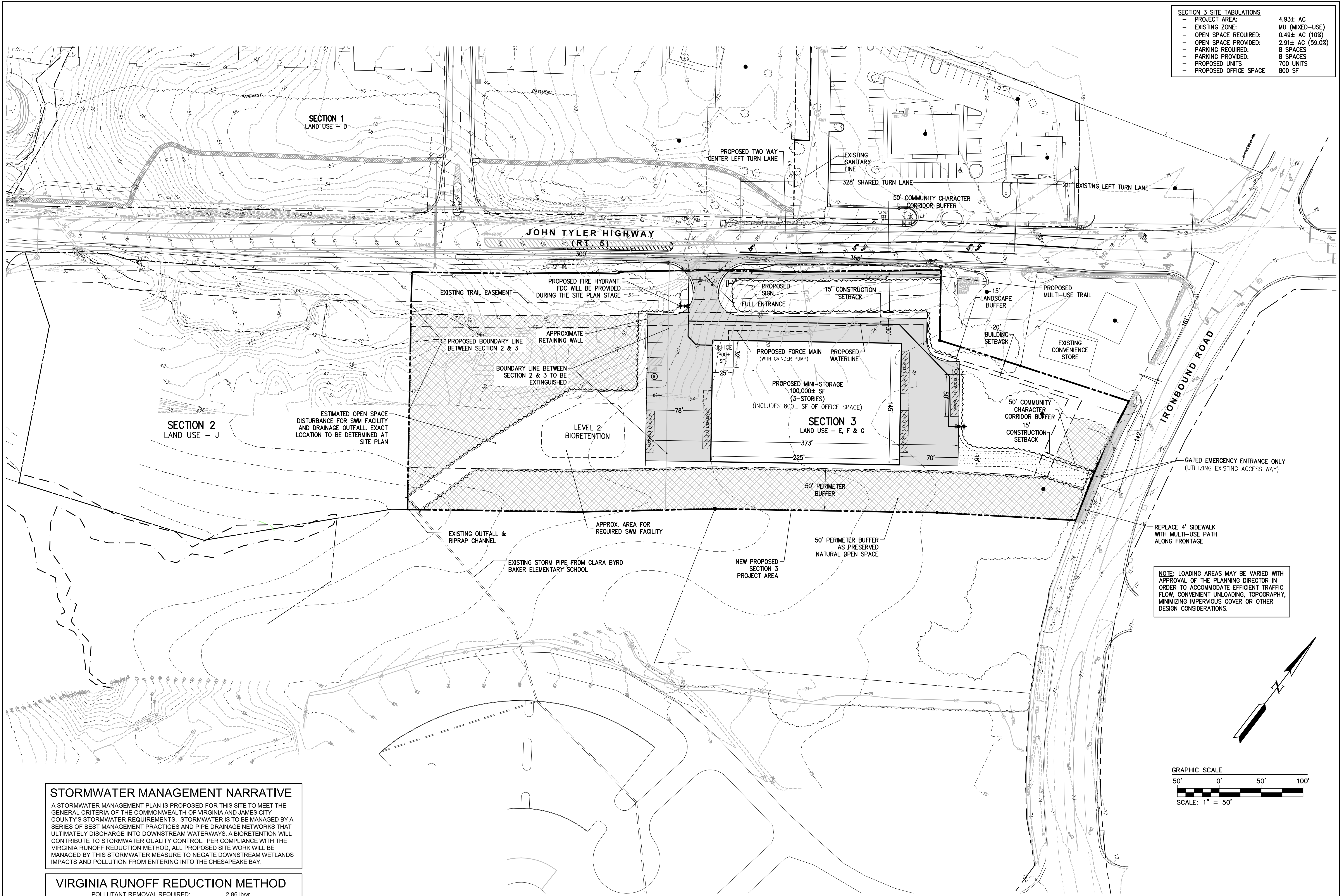
REGIONAL MAP
GOVERNORS GROVE SECTION 3

DRW Consultants, LLC
804-794-7312

Exhibit 1

SECTION 3 SITE TABULATIONS	
- PROJECT AREA:	4.93± AC
- EXISTING ZONE:	MU (MIXED-USE)
- OPEN SPACE REQUIRED:	0.49± AC (10%)
- OPEN SPACE PROVIDED:	2.91± AC (59.0%)
- PARKING REQUIRED:	8 SPACES
- PARKING PROVIDED:	8 SPACES
- PROPOSED UNITS:	700 UNITS
- PROPOSED OFFICE SPACE:	800 SF

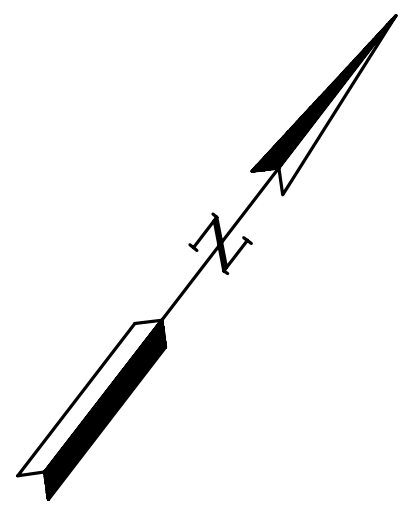
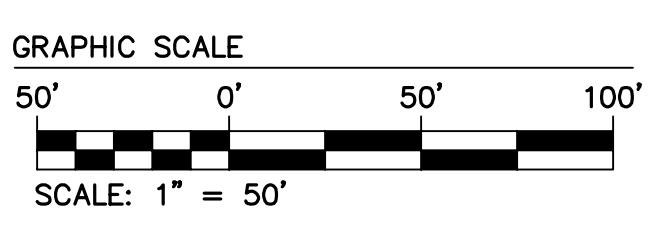
Rev.	Date	By	Description
2	10/16/23	GRR	REVISED PER COUNTY COMMENTS (SIGN LOCATION ADDED)
1	7/14/23	JMB	REVISED PER COUNTY COMMENTS



STORMWATER MANAGEMENT NARRATIVE
 A STORMWATER MANAGEMENT PLAN IS PROPOSED FOR THIS SITE TO MEET THE GENERAL CRITERIA OF THE COMMONWEALTH OF VIRGINIA AND JAMES CITY COUNTY'S STORMWATER REQUIREMENTS. STORMWATER IS TO BE MANAGED BY A SERIES OF BEST MANAGEMENT PRACTICES AND PIPE DRAINAGE NETWORKS THAT ULTIMATELY DISCHARGE INTO DOWNSTREAM WATERWAYS. A BIORETENTION WILL CONTRIBUTE TO STORMWATER QUALITY CONTROL. PER COMPLIANCE WITH THE VIRGINIA RUNOFF REDUCTION METHOD, ALL PROPOSED SITE WORK WILL BE MANAGED BY THIS STORMWATER MEASURE TO NEGATE DOWNSTREAM WETLANDS IMPACTS AND POLLUTION FROM ENTERING INTO THE CHESAPEAKE BAY.

VIRGINIA RUNOFF REDUCTION METHOD	
POLLUTANT REMOVAL REQUIRED:	2.86 lb/yr
POLLUTANT REMOVAL PROVIDED:	3.18 LB/YR
PROPOSED IMPERVIOUS AREA:	1.6± ACRES

NOTE: LOADING AREAS MAY BE VARIED WITH APPROVAL OF THE PLANNING DIRECTOR IN ORDER TO ACCOMMODATE EFFICIENT TRAFFIC FLOW, CONVENIENT UNLOADING, TOPOGRAPHY, MINIMIZING IMPERVIOUS COVER OR OTHER DESIGN CONSIDERATIONS.



5248 Old Towne Road, Suite 1
 Williamsburg, Virginia 23188
 Phone: (757) 253-0040
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 www.ahs.com

AHS
 CONSULTING ENGINEERS

Hampton Roads | Central Virginia | Middle Peninsula

GOVERNOR'S GROVE
 SECTION 3 - SELF STORAGE

BERKELEY DISTRICT | JAMES CITY COUNTY | VIRGINIA

Project Contacts: HWP / GRR
 Project Number: W09263-09
 Scale: 1"=50' Date: 08/24/2022

Sheet Title:
CONCEPTUAL LAYOUT AND SWM/UTILITY PLAN

Sheet Number
MP03

S:\2020\0826309 - Governor's Grove Parcel 3 Self Storage\Planning\Water Planning\0826309_M03_Multi-Parcel.dwg, Layout1, 10/16/2023, 10:51:13 AM, Landscape 24x36, 11

Street: Rt. 5

From: Centerville
To: Ironbound

Street: Rt. 5

From: Ironbound
To: Stanley

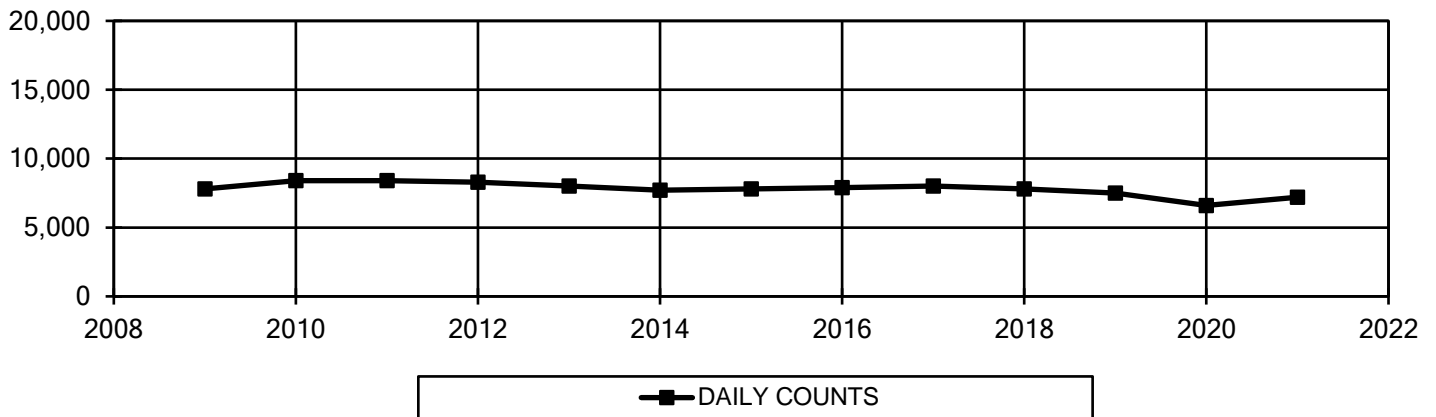
Year	DAILY COUNTS
2009	7,800
2010	8,400
2011	8,400
2012	8,300
2013	8,000
2014	7,700
2015	7,800
2016	7,900
2017	8,000
2018	7,800
2019	7,500
2020	6,600
2021	7,200

2009-2019	
DAILY TREND	
2023	7,465
2025	7,354
Δ09	-1%

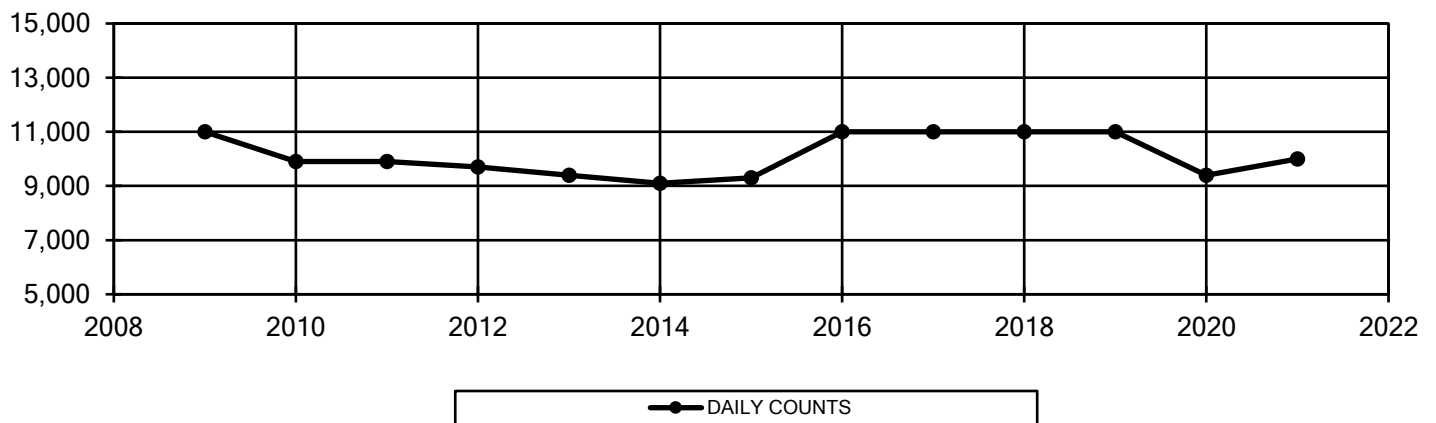
Year	DAILY COUNTS
2009	11,000
2010	9,900
2011	9,900
2012	9,700
2013	9,400
2014	9,100
2015	9,300
2016	11,000
2017	11,000
2018	11,000
2019	11,000
2020	9,400
2021	10,000

2009-2019	
DAILY TREND	
2023	11,044
2025	11,229
Δ09	2%

Centerville To Ironbound



Ironbound To Stanley



VDOT Average Annual Daily Traffic (AADT) Volume Estimates

RT. 5 DAILY TRAFFIC COUNTS
AND 2009 TO 2019 TREND

DRW Consultants, LLC
804-794-7312

Exhibit 3

Street: Ironbound Road

From: Sandy Bay
To: Rt. 5

Street: Ironbound Road

From: Rt. 5
To: News Road

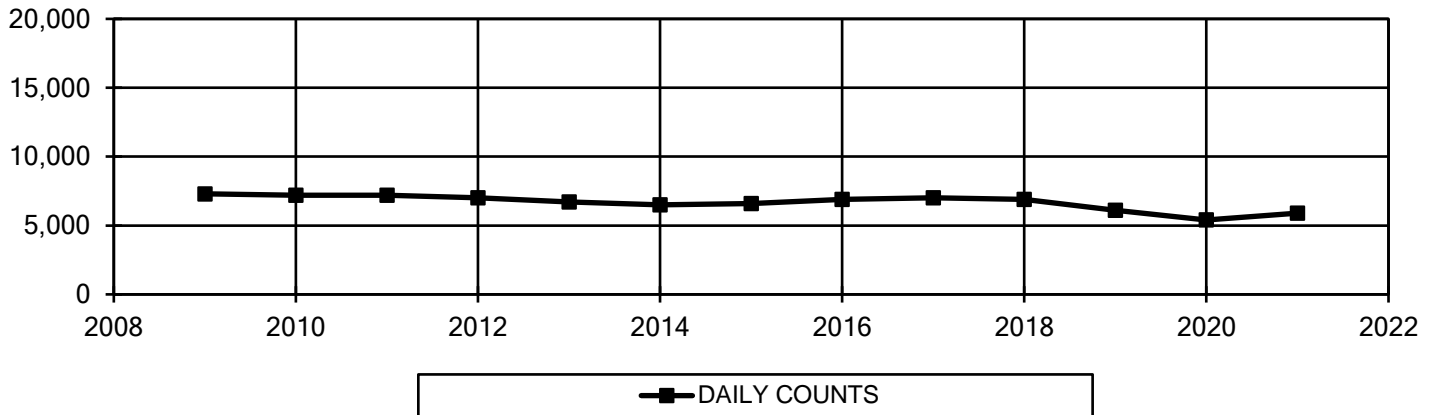
Year	DAILY COUNTS
2009	7,300
2010	7,200
2011	7,200
2012	7,000
2013	6,700
2014	6,500
2015	6,600
2016	6,900
2017	7,000
2018	6,900
2019	6,100
2020	5,400
2021	5,900

2009-2019	
DAILY TREND	
2023	6,192
2025	6,045
Δ09	-2%

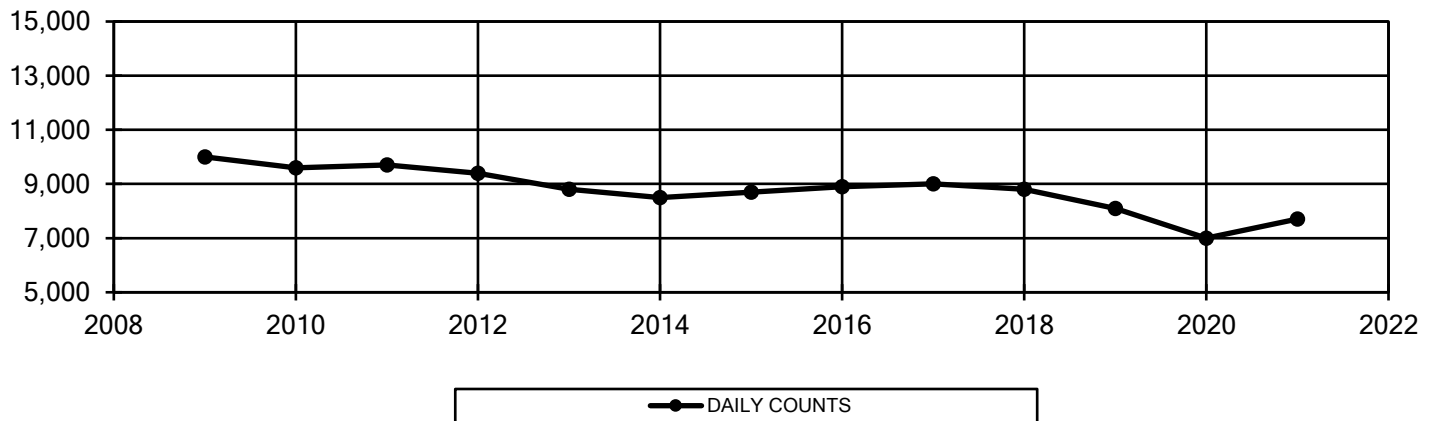
Year	DAILY COUNTS
2009	10,000
2010	9,600
2011	9,700
2012	9,400
2013	8,800
2014	8,500
2015	8,700
2016	8,900
2017	9,000
2018	8,800
2019	8,100
2020	7,000
2021	7,700

2009-2019	
DAILY TREND	
2023	7,745
2025	7,455
Δ09	-4%

Sandy Bay to Rt. 5



Rt. 5 to News Road



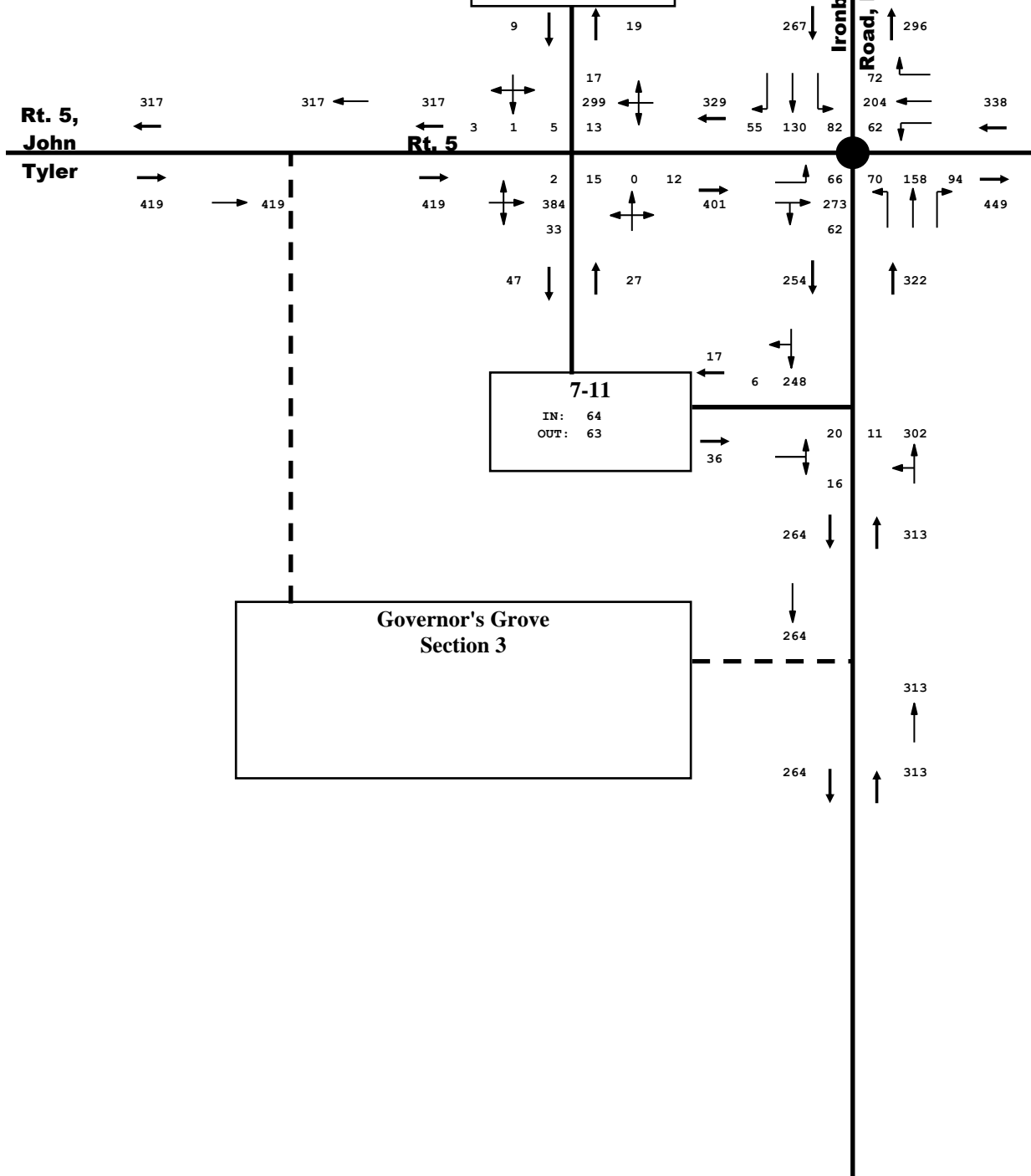
VDOT Average Annual Daily Traffic (AADT) Volume Estimates

RT. 615 DAILY TRAFFIC COUNTS
AND 2009 TO 2019 TREND

DRW Consultants, LLC
804-794-7312

Exhibit 4

The Shops
At Five Forks
East Entrance



LEGEND

Intersection Approach Lanes

Traffic Signal

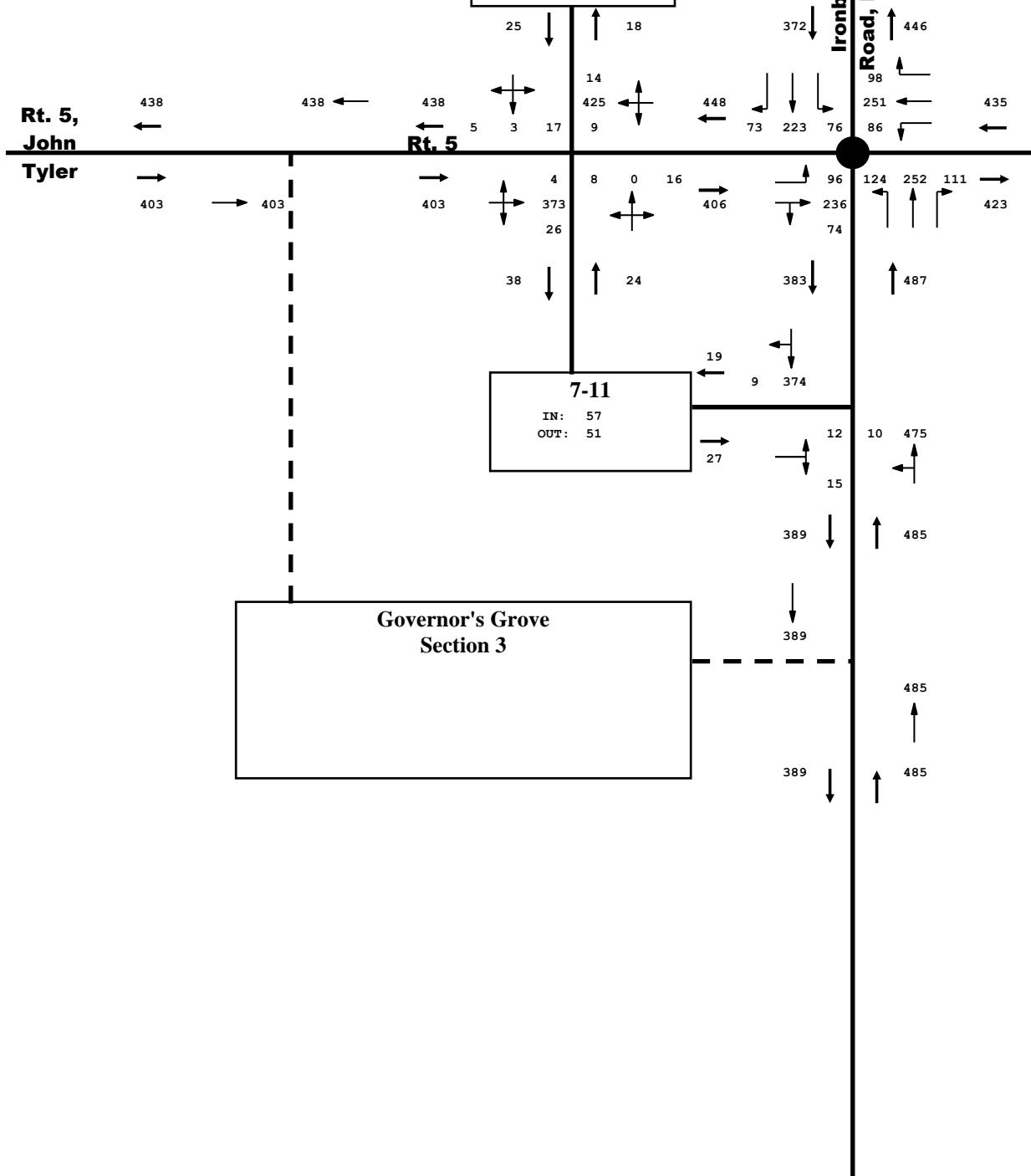
Link Volume

AM PEAK HOUR COUNTS - MARCH 2023
WITH BALANCE

DRW Consultants, LLC
804-794-7312

Exhibit 5a

The Shops
At Five Forks
East Entrance



LEGEND

Intersection Approach Lanes

Traffic Signal

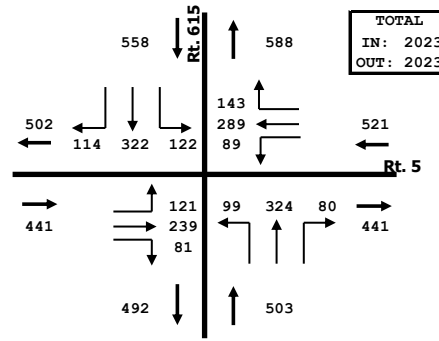
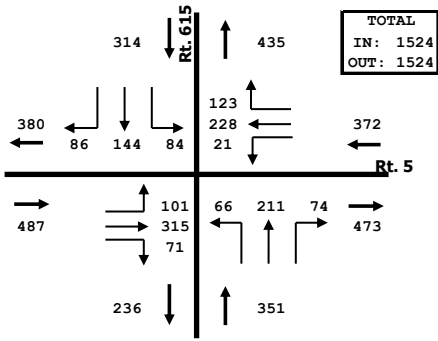
Link Volume

PM PEAK HOUR COUNTS - MARCH 2023
WITH BALANCE

DRW Consultants, LLC
804-794-7312

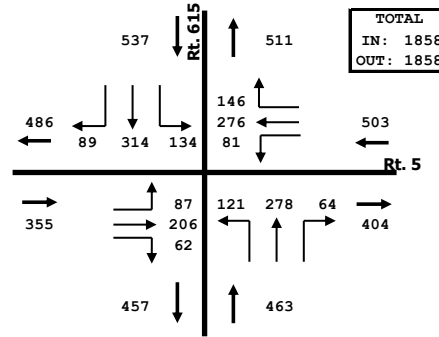
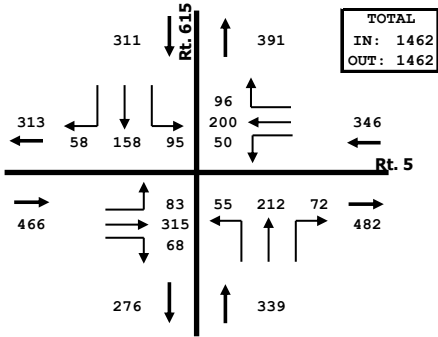
Exhibit 5b

July 2003 Counts - DRW

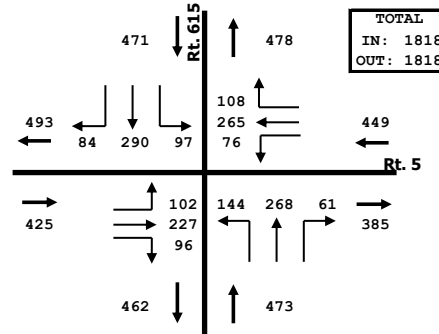
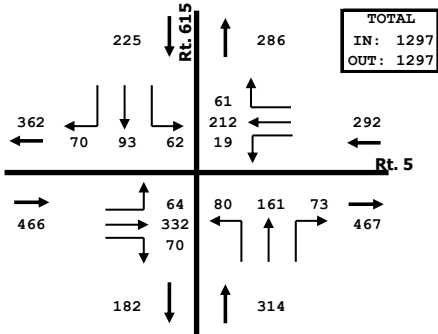


Rt. 615
Rt. 5

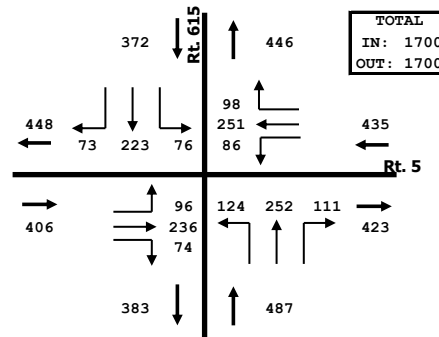
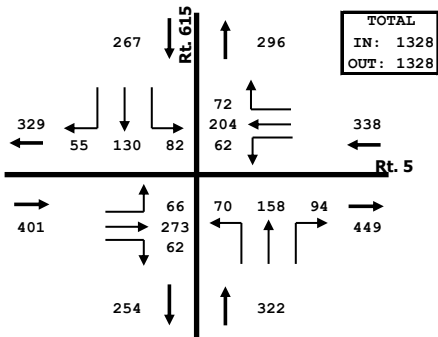
Dec. 2003 Counts - KHA



Apr./May 2009 Counts - DRW



March 2023 Counts - DRW



AM Peak Hour

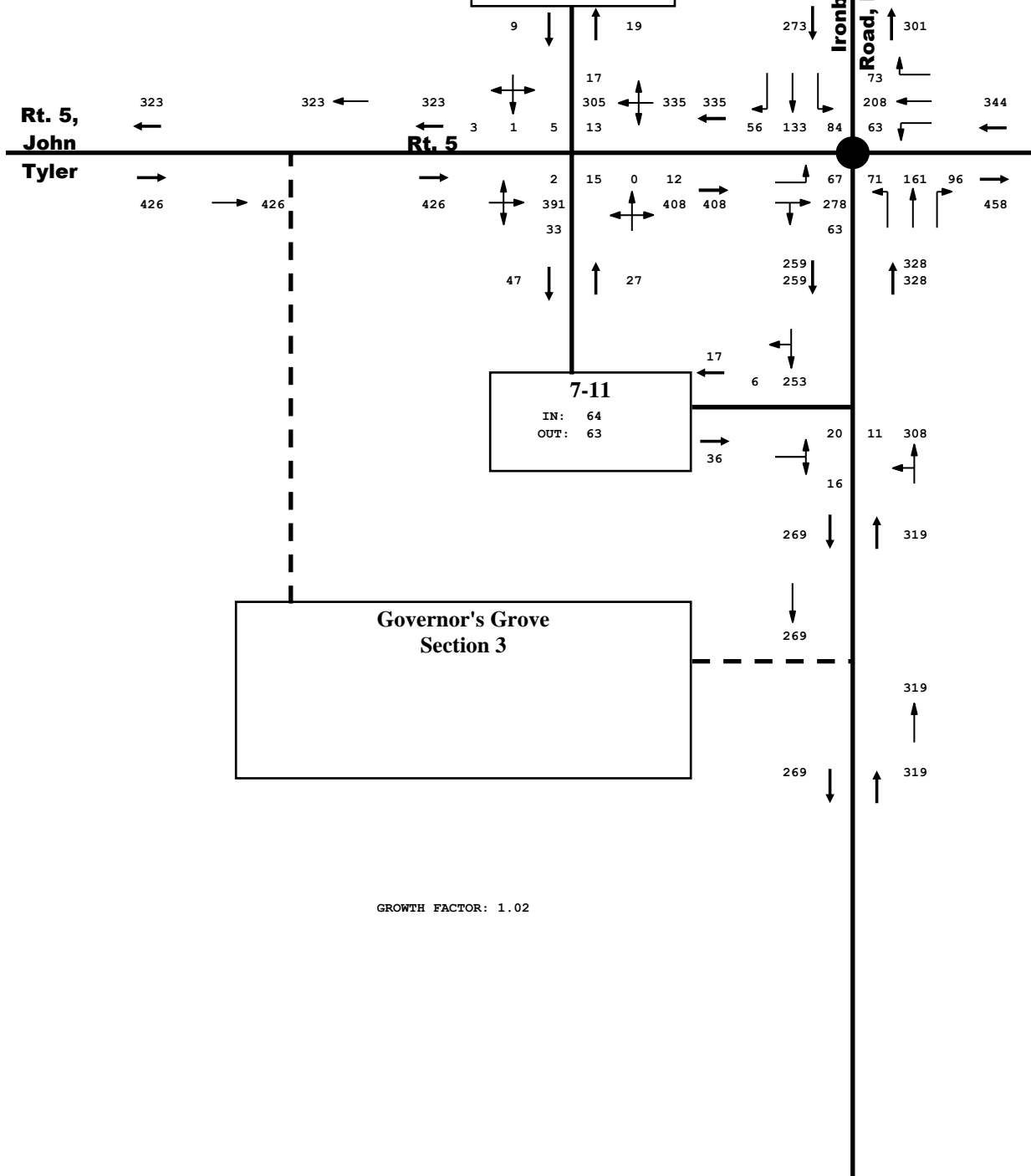
PM Peak Hour

PEAK HOUR TURNING MOVEMENTS COUNTS AT
RT. 5, JOHN TYLER HIGHWAY AND
RT. 615, IRONBOUND ROAD

DRW Consultants, LLC
804-794-7312

Exhibit 6

The Shops
At Five Forks
East Entrance



LEGEND

Intersection Approach Lanes

Traffic Signal

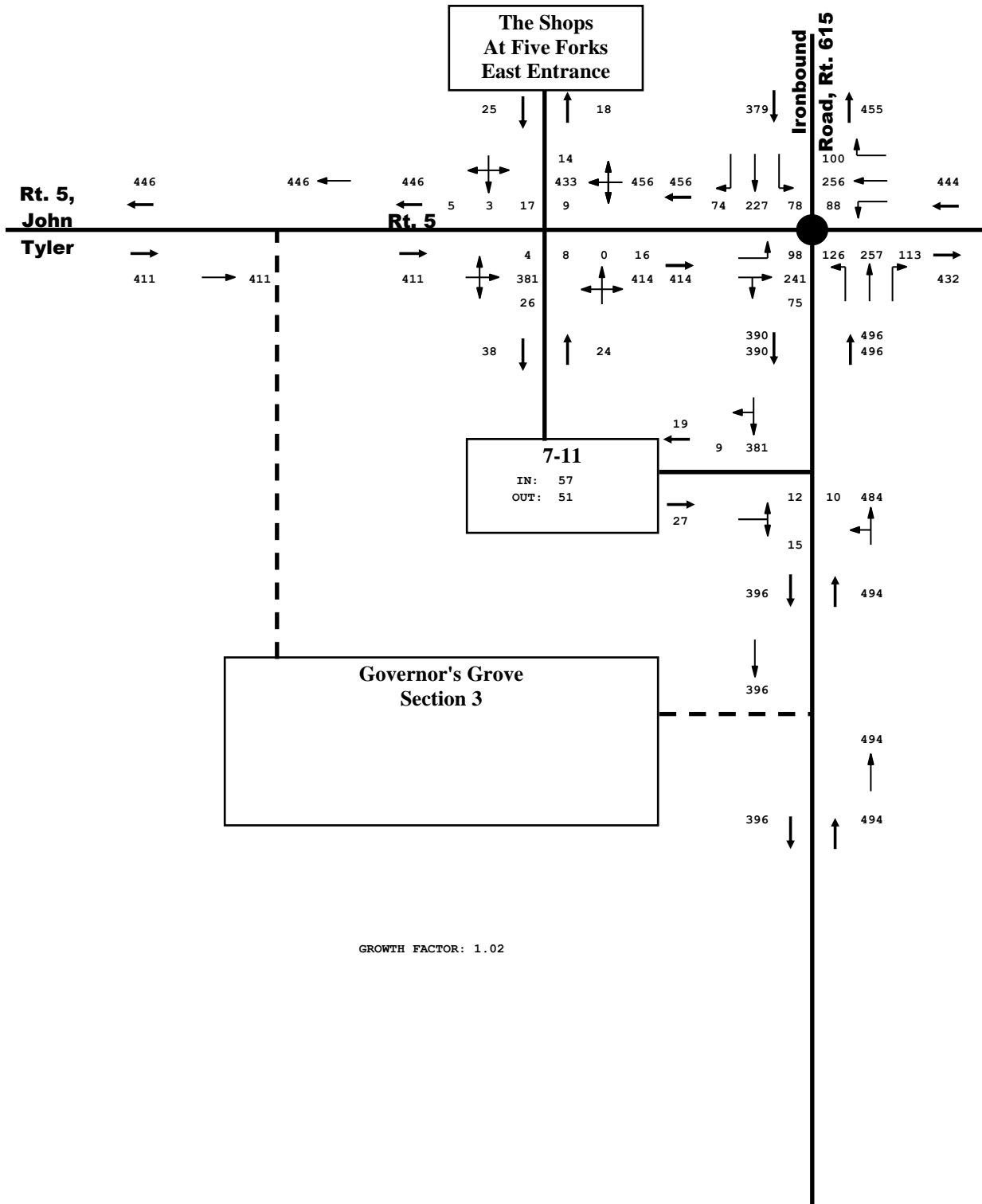
Link Volume

2025 AM PEAK HOUR BACKGROUND TRAFFIC FORECAST
GROWTH FACTOR ONLY

DRW Consultants, LLC
804-794-7312

Exhibit 7a

The Shops
At Five Forks
East Entrance



GROWTH FACTOR: 1.02

LEGEND

Intersection Approach Lanes

Traffic Signal

Link Volume

2025 PM PEAK HOUR BACKGROUND TRAFFIC FORECAST
GROWTH FACTOR ONLY

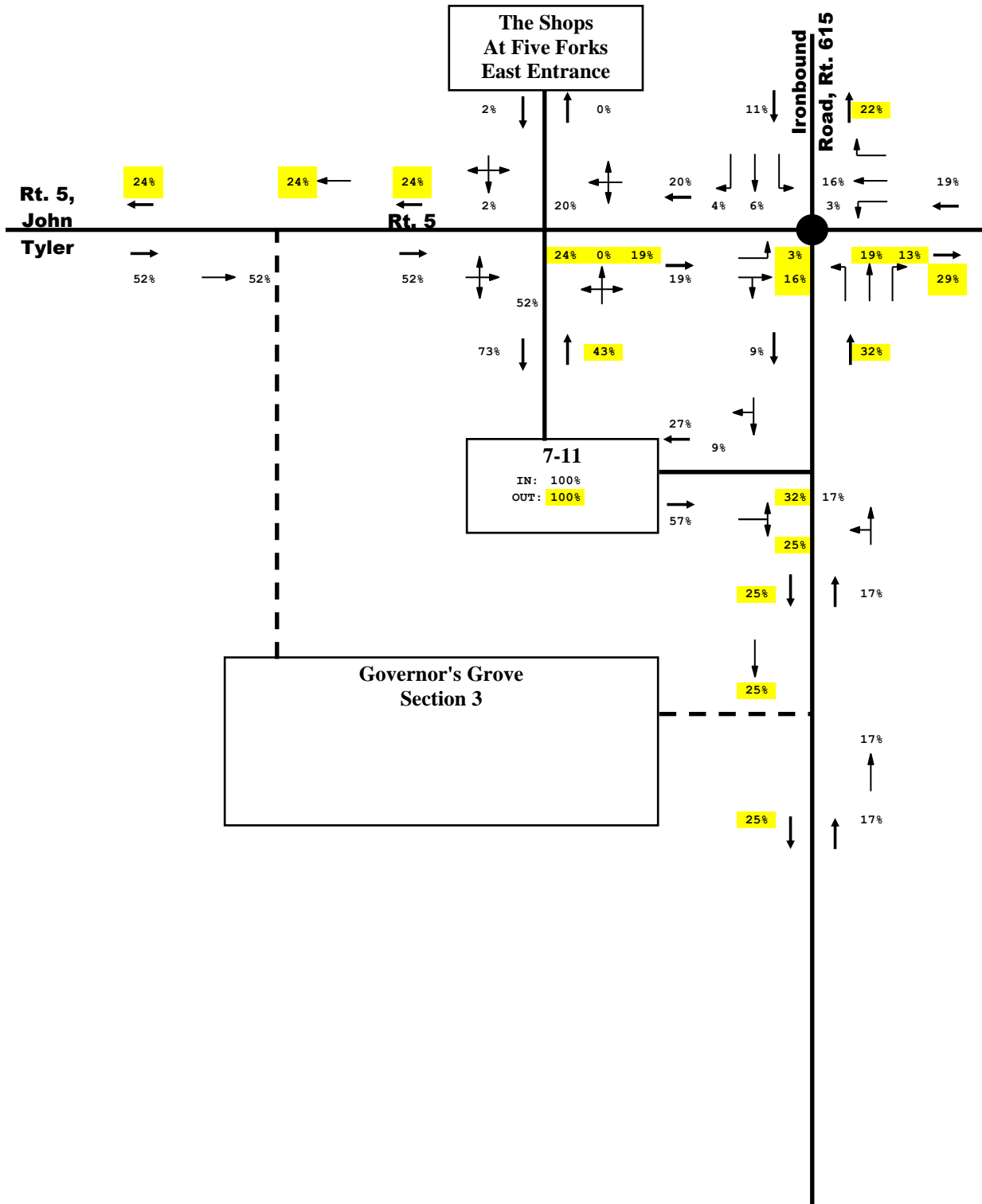
DRW Consultants, LLC
804-794-7312

Exhibit 7b

Exhibit Reference







7-ELEVEN AM PEAK HOUR TRIP DISTRIBUTION

DRW Consultants, LLC
 804-794-7312

Exhibit 8a

The Shops
At Five Forks
East Entrance

Ironbound
Road, Rt. 615

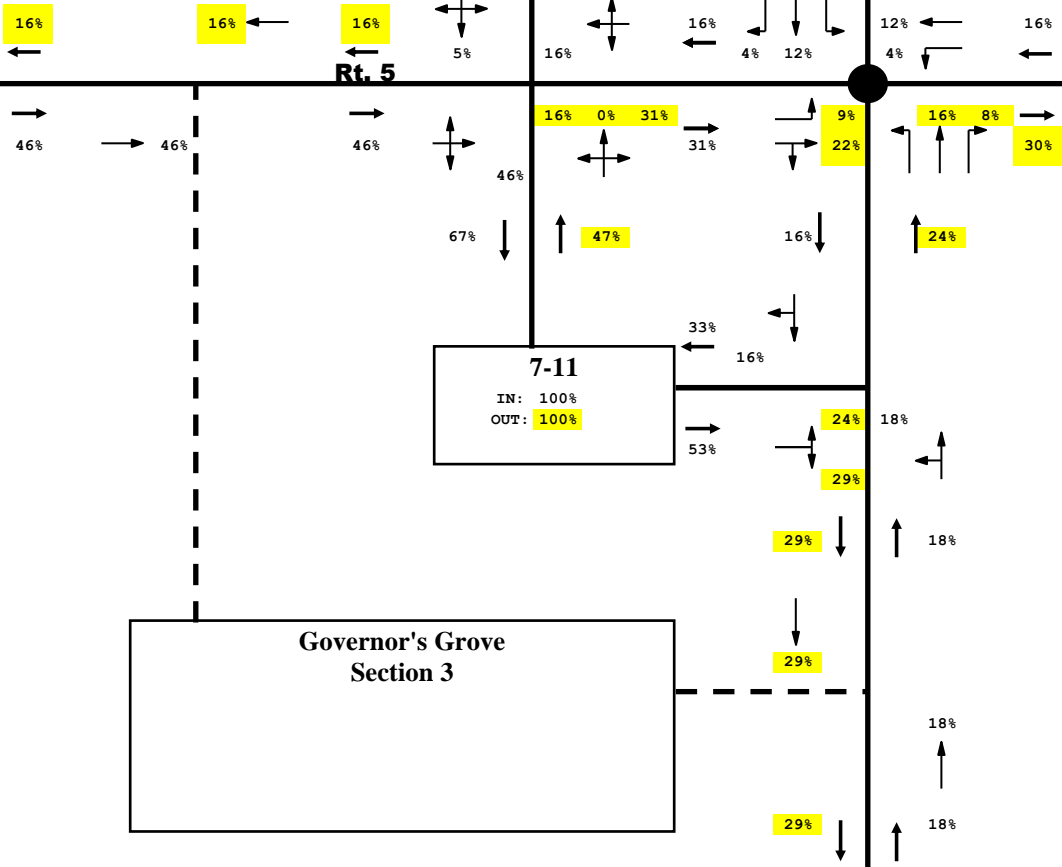


Rt. 5,
John
Tyler

Rt. 5

7-11
IN: 100%
OUT: 100%

Governor's Grove
Section 3



LEGEND

- Intersection Approach Lanes:
- Traffic Signal:
- Link Volume:

7-ELEVEN PM PEAK HOUR TRIP DISTRIBUTION

DRW Consultants, LLC
804-794-7312

Exhibit 8b

VALUE	LAND USE	LAND USE CODE	SQ.FT., OTHER UNITS	WEEKDAY TRIP GENERATION						DAILY
				AM PEAK HOUR			PM PEAK HOUR			
				Enter	Exit	Total	Enter	Exit	Total	

TABLE ONE: PROPOSED DEVELOPMENT VARIOUS VALUES

rate-adj. st.	Mini-Warehouse	151	98,000 sq. ft.	5	4	9	7	7	14	71
eq.-adj. st.	Mini-Warehouse	151	750 units	5	4	9	5	5	10	137
rate-adj. st.	Mini-Warehouse	151	750 units	5	4	9	6	6	12	135

TABLE TWO: 03-18-05 STUDY 2005 ZONING TRIP GENERATION - TRIP GENERATION 7TH EDITION

rate/adj. st.	Gen. Office Building	710	25000 sq. ft.	34	5	39	6	31	37	275
---------------	----------------------	-----	---------------	----	---	----	---	----	----	-----

TABLE THREE: 05-25-09 TRIP GENERATION - AMR EXCEPTION - TRIP GENERATION 8TH EDITION

rate-adj. st.	Drug St. w/Dr. Thru	881	14,000 sq. ft.	21	16	37	59	62	121	1234
---------------	---------------------	-----	----------------	----	----	----	----	----	-----	------

TABLE FOUR: PROPOSED DEVELOPMENT SELECTED TRIP GENERATION

rate-adj. st.	Mini-Warehouse	151	98,000 sq. ft.	5	4	9	7	7	14	71
---------------	----------------	-----	----------------	---	---	---	---	---	----	----

TABLE FIVE - PROPOSED SITE TRIP DISTRIBUTION

Direction	5 4 9 7 7 14 71									
	AM Peak Hour					PM Peak Hour				
	Entering Traffic		Exiting Traffic		Entering Traffic		Exiting Traffic			
	% Dist.	Trips	% Dist.	Trips	% Dist.	Trips	% Dist.	Trips	% Dist.	Trips
North Rt. 615	10.7%	1	22.0%	1	15.6%	1	25.0%	2		
East Rt. 5	19.0%	1	28.8%	1	16.0%	1	29.9%	2		
South Rt. 615	17.2%	1	25.4%	1	17.5%	1	29.4%	2		
West Rt. 5	51.6%	2	23.8%	1	45.6%	4	15.7%	1		
North The Shops	1.6%	0	0.0%	0	5.3%	0	0.0%	0		
	100%	5	100%	4	100%	7	100%	7		

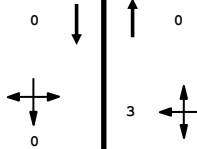
Trip generation rates from Trip Generation Manual, 11th Edition (TGM11) by the Institute of Transportation Engineers (ITE)

GOVERNOR'S GROVE SECTION 3
2005 AND 2009 TRIP GENERATION
AND PROPOSED TRIP GENERATION AND DISTRIBUTION

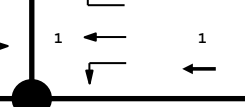
DRW Consultants, LLC
804-794-7312

Exhibit 9

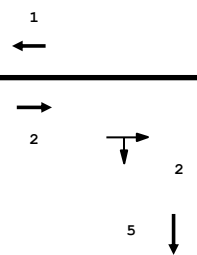
The Shops
At Five Forks
East Entrance



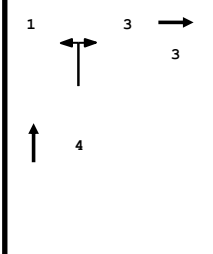
Ironbound
Road, Rt. 615



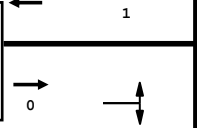
Rt. 5,
John
Tyler



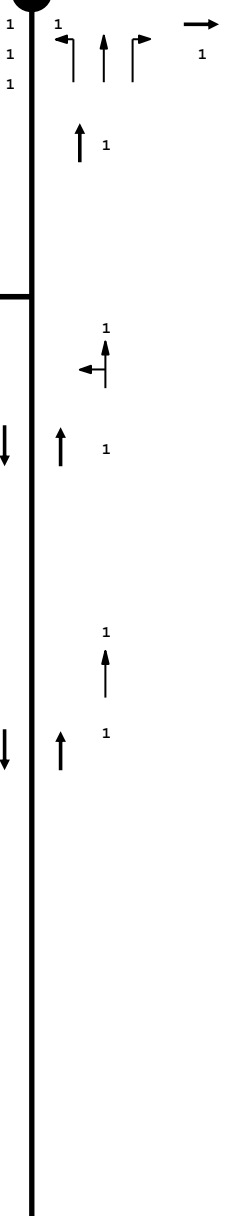
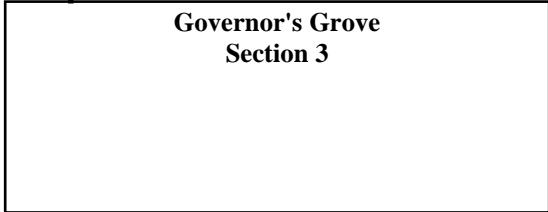
Rt. 5



7-11
IN: 0
OUT: 0



Governor's Grove
Section 3



LEGEND

Intersection Approach Lanes

Traffic Signal

Link Volume

PROPOSED DEVELOPMENT AM PEAK HOUR ASSIGNMENT
RT. 5 FULL ACCESS ONLY

DRW Consultants, LLC
804-794-7312

Exhibit 10a

The Shops
At Five Forks
East Entrance

0 ↓ ↑ 0

Ironbound
Road, Rt. 615



Rt. 5,
John
Tyler

Rt. 5

7-11
IN: 0
OUT: 0

Governor's Grove
Section 3

LEGEND

Intersection Approach Lanes

Traffic Signal

Link Volume

PROPOSED DEVELOPMENT PM PEAK HOUR ASSIGNMENT
RT. 5 FULL ACCESS ONLY

DRW Consultants, LLC
804-794-7312

Exhibit 10b

The Shops
At Five Forks
East Entrance



Rt. 5,
John
Tyler

Rt. 5

Ironbound
Road, Rt. 615

7-11
IN: 64
OUT: 63

Governor's Grove
Section 3

LEGEND

Intersection Approach Lanes

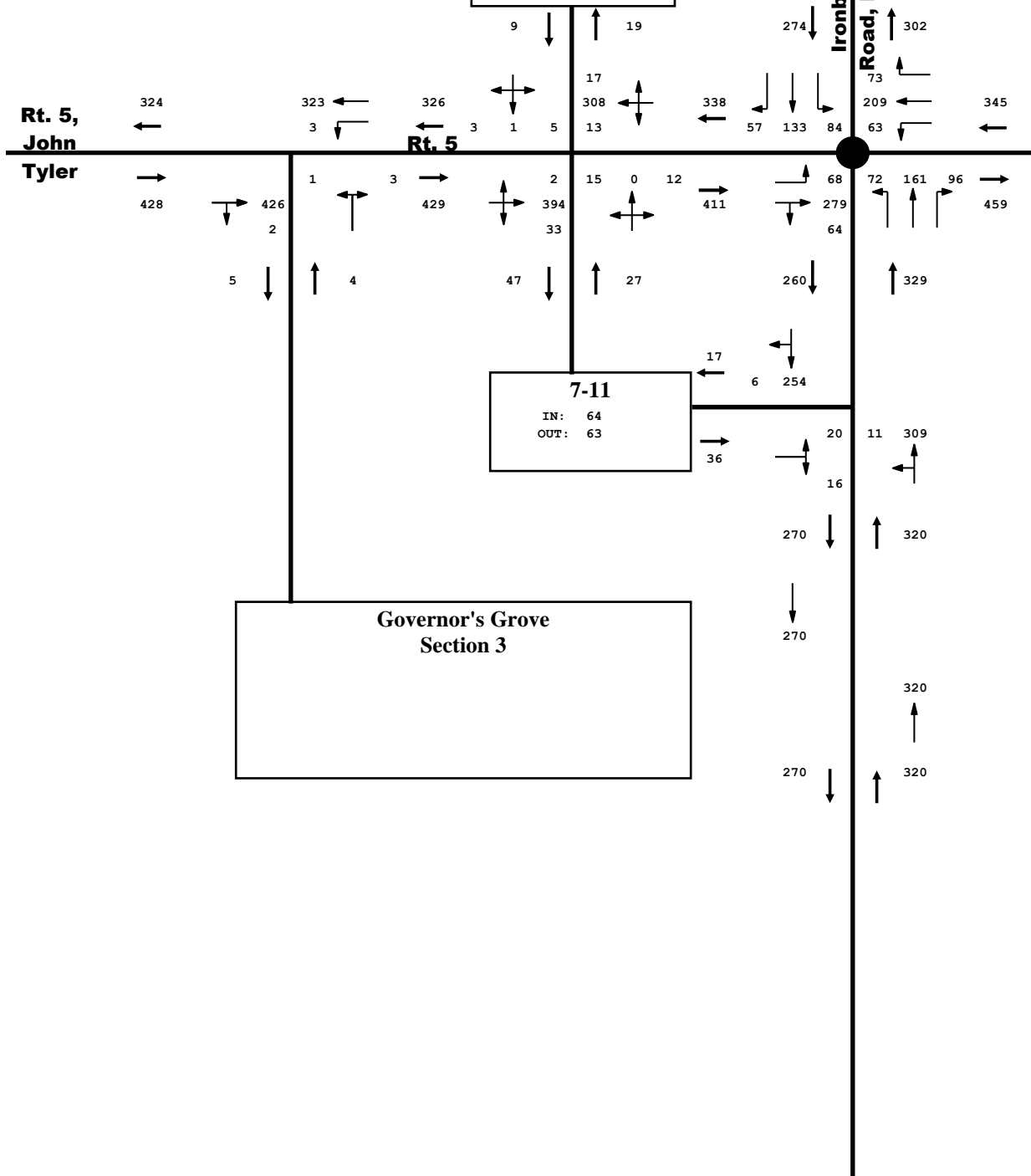
Traffic Signal

Link Volume

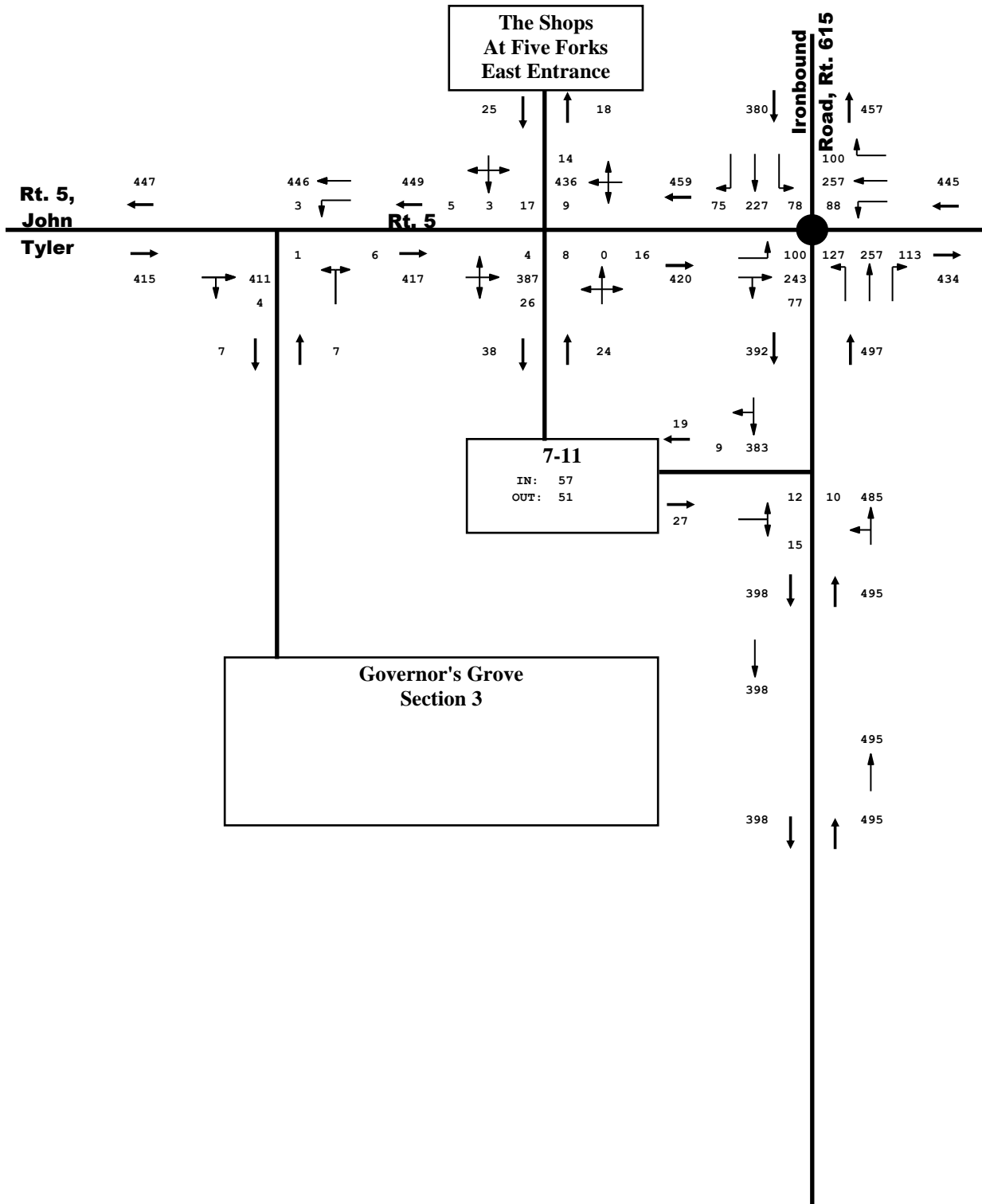
2025 AM PEAK HOUR TOTAL TRAFFIC
RT. 5 FULL ACCESS ONLY

DRW Consultants, LLC
804-794-7312

Exhibit 11a



The Shops
At Five Forks
East Entrance



LEGEND

- Intersection Approach Lanes
- Traffic Signal
- Link Volume

2025 PM PEAK HOUR TOTAL TRAFFIC
RT. 5 FULL ACCESS ONLY

DRW Consultants, LLC
804-794-7312

Exhibit 11b

The Shops
At Five Forks
East Entrance



Rt. 5,
John
Tyler

Ironbound
Road, Rt. 615


Rt. 5


7-11


IN: 0
OUT: 0

Governor's Grove
Section 3

LEGEND

Intersection Approach Lanes 

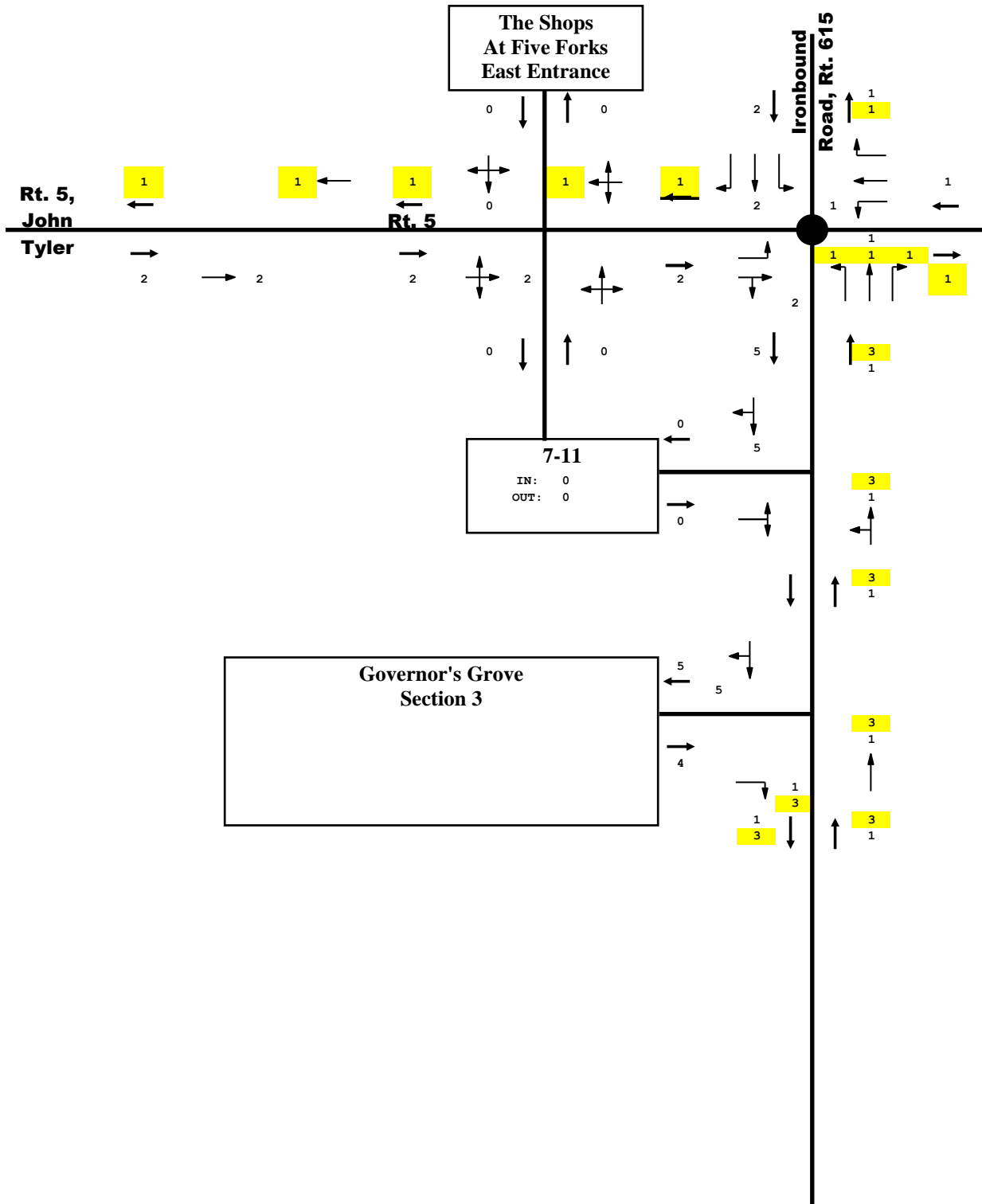
Traffic Signal 

Link Volume 

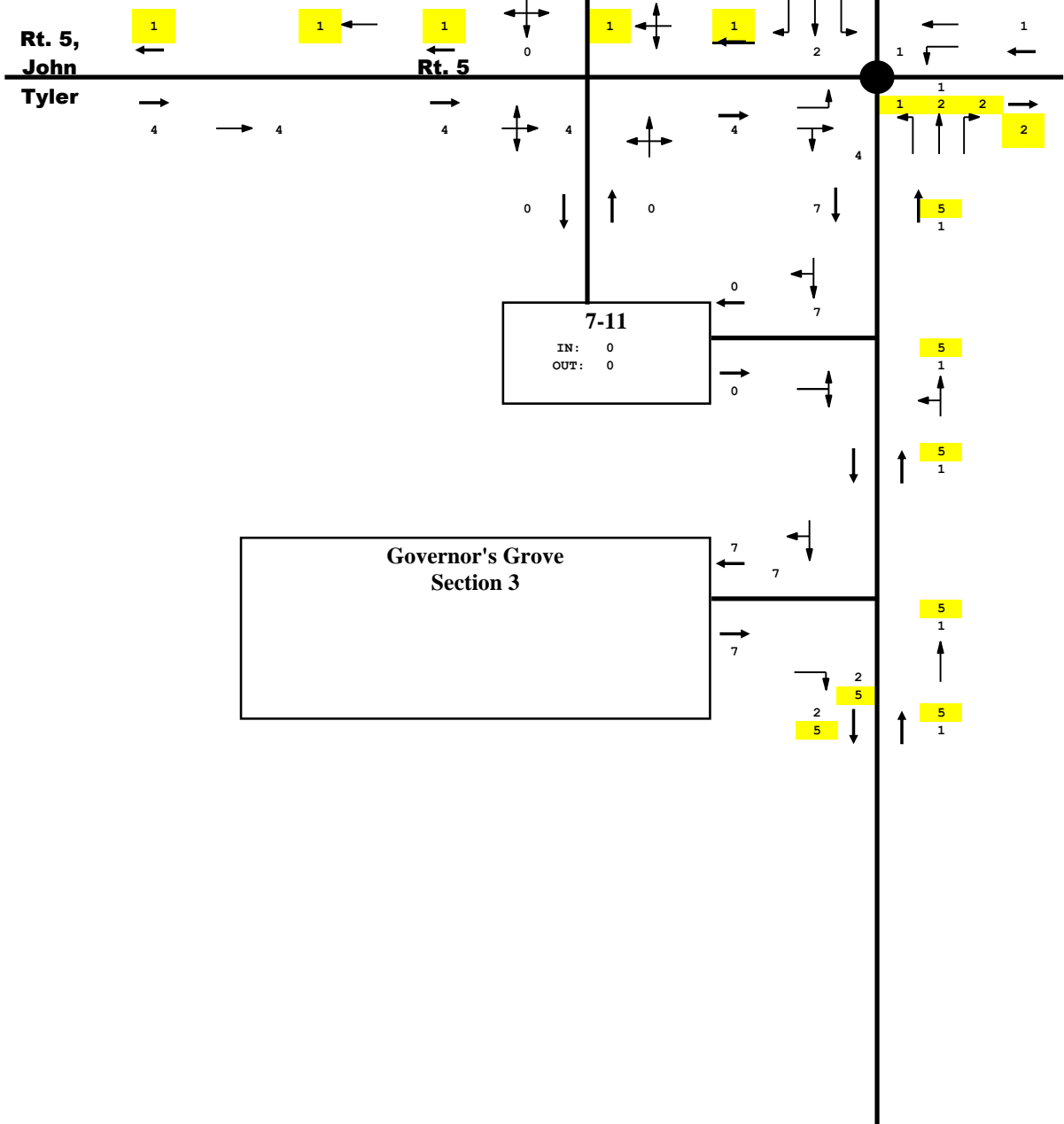
PROPOSED DEVELOPMENT AM PEAK HOUR ASSIGNMENT
IRONBOUND ROAD RIGHT TURN IN/OUT ONLY

DRW Consultants, LLC
804-794-7312

Exhibit 12a



The Shops
At Five Forks
East Entrance



LEGEND

Intersection Approach Lanes

Traffic Signal

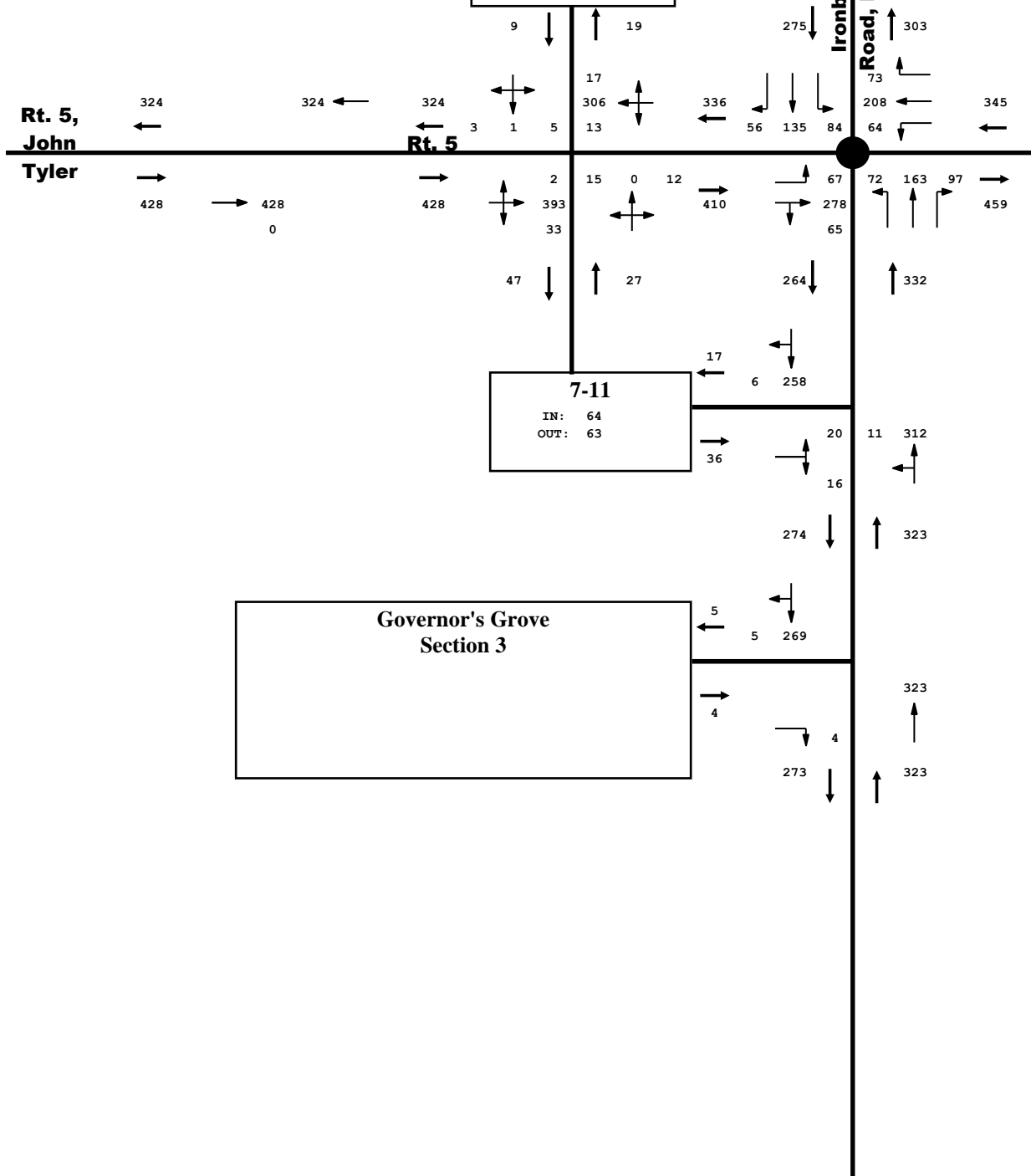
Link Volume

PROPOSED DEVELOPMENT PM PEAK HOUR ASSIGNMENT
IRONBOUND ROAD RIGHT TURN IN/OUT ONLY

DRW Consultants, LLC
804-794-7312

Exhibit 12b

The Shops
At Five Forks
East Entrance



LEGEND

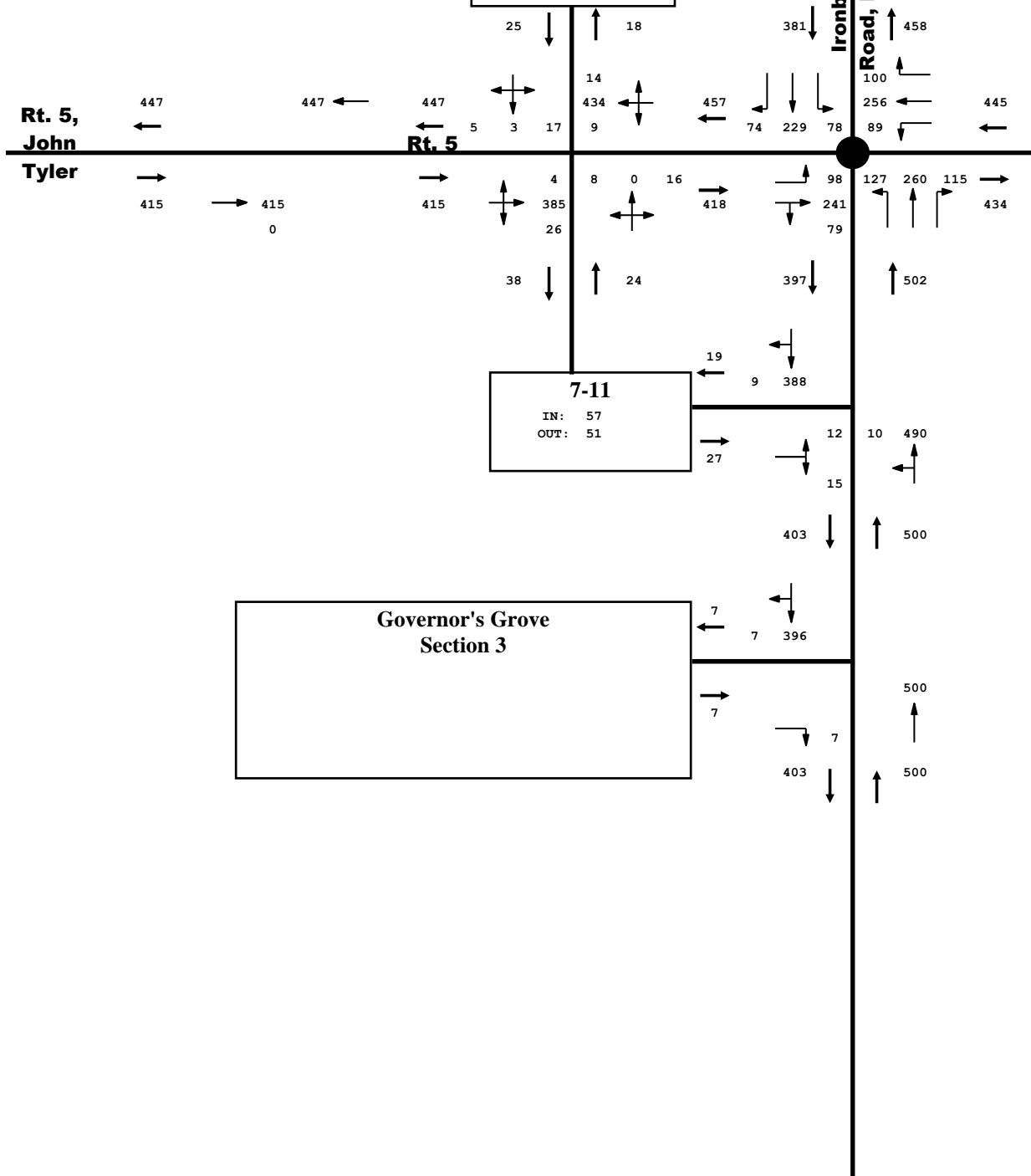
- Intersection Approach Lanes:
- Traffic Signal:
- Link Volume:

2025 AM PEAK HOUR TOTAL TRAFFIC
IRONBOUND ROAD RIGHT TURN IN/OUT ONLY

DRW Consultants, LLC
804-794-7312

Exhibit 13a

The Shops
At Five Forks
East Entrance



LEGEND

- Intersection Approach Lanes:
- Traffic Signal:
- Link Volume:

2025 PM PEAK HOUR TOTAL TRAFFIC
IRONBOUND ROAD RIGHT TURN IN/OUT ONLY

DRW Consultants, LLC
804-794-7312

Exhibit 13b

The Shops
At Five Forks
East Entrance

Ironbound
Road, Rt. 615



Rt. 5,
John
Tyler

Rt. 5

7-11
IN: 0
OUT: 0

Governor's Grove
Section 3
IN: 5
OUT: 4

LEGEND

Intersection Approach Lanes

Traffic Signal

Link Volume

PROPOSED DEVELOPMENT AM PEAK HOUR ASSIGNMENT
RT. 5 FULL ACCESS AND IRONBOUND ROAD RIGHT TURN IN/OUT

DRW Consultants, LLC
804-794-7312

Exhibit 14a

The Shops
At Five Forks
East Entrance

7-11
IN: 0
OUT: 0

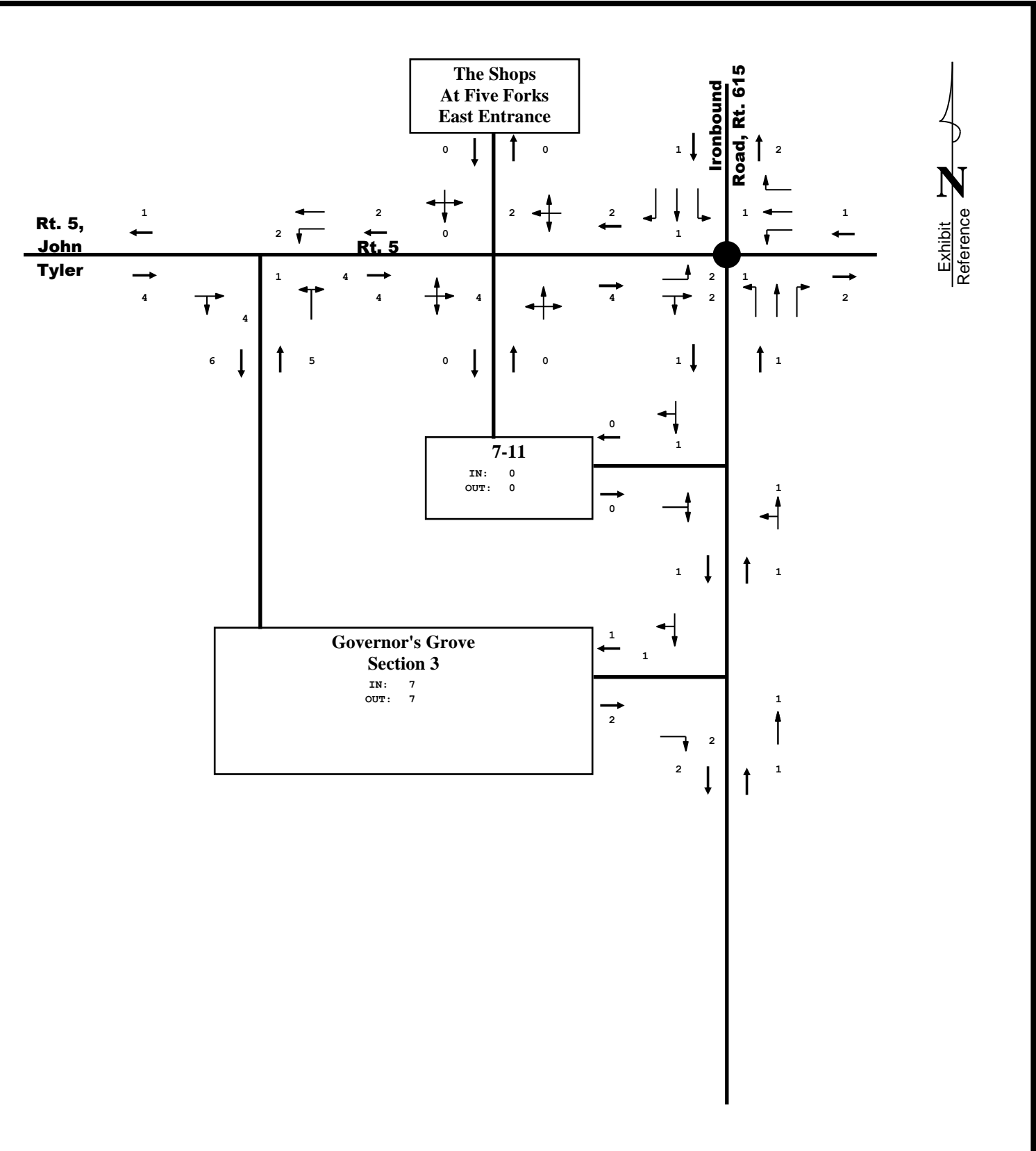
Governor's Grove
Section 3
IN: 7
OUT: 7



Rt. 5,
John
Tyler

Rt. 5

Ironbound
Road, Rt. 615



LEGEND

Intersection Approach Lanes

Traffic Signal

Link Volume

PROPOSED DEVELOPMENT PM PEAK HOUR ASSIGNMENT
RT. 5 FULL ACCESS AND IRONBOUND ROAD RIGHT TURN IN/OUT

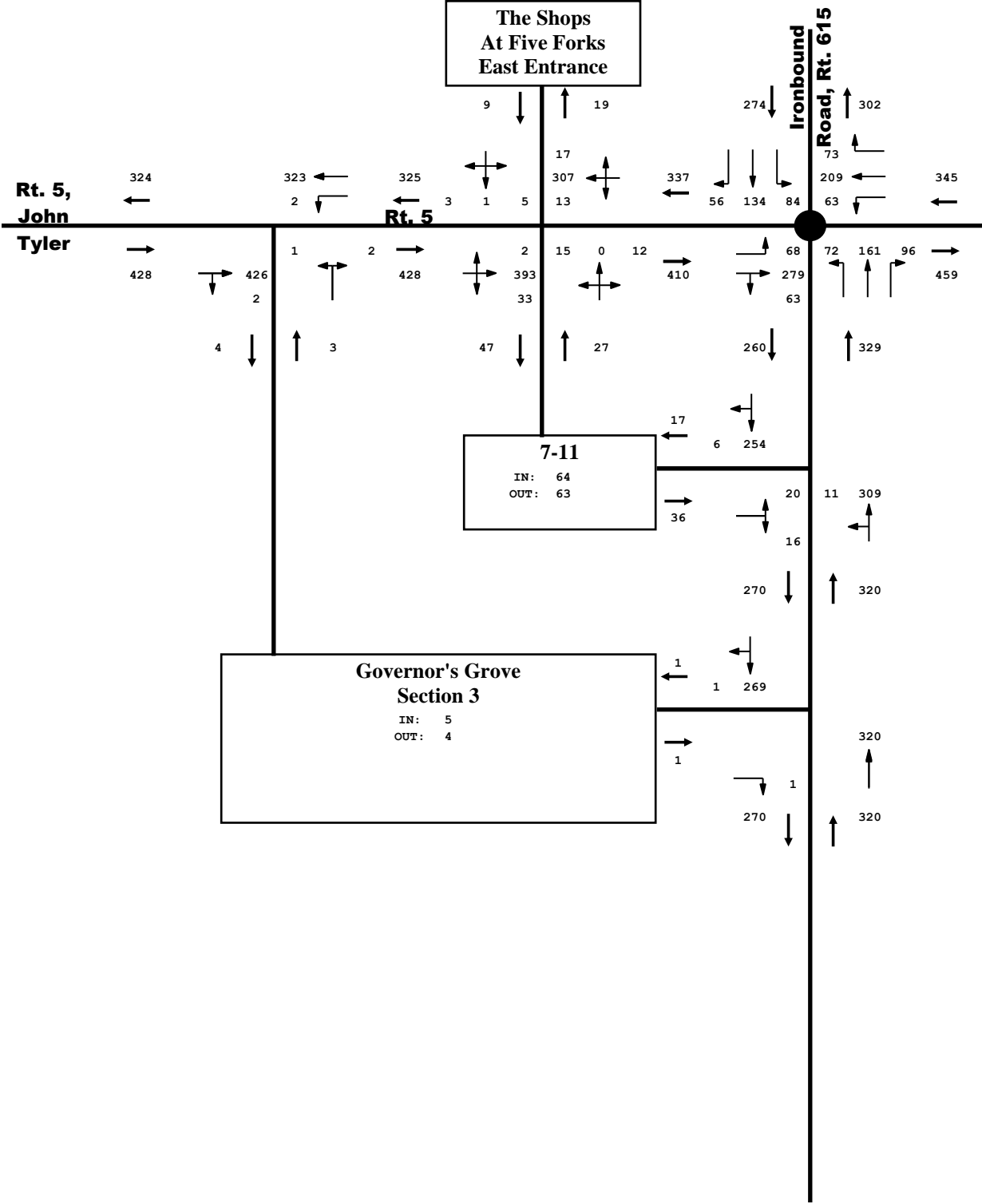
DRW Consultants, LLC
804-794-7312

Exhibit 14b

**The Shops
At Five Forks
East Entrance**

7-11
IN: 64
OUT: 63

**Governor's Grove
Section 3**
IN: 5
OUT: 4



LEGEND

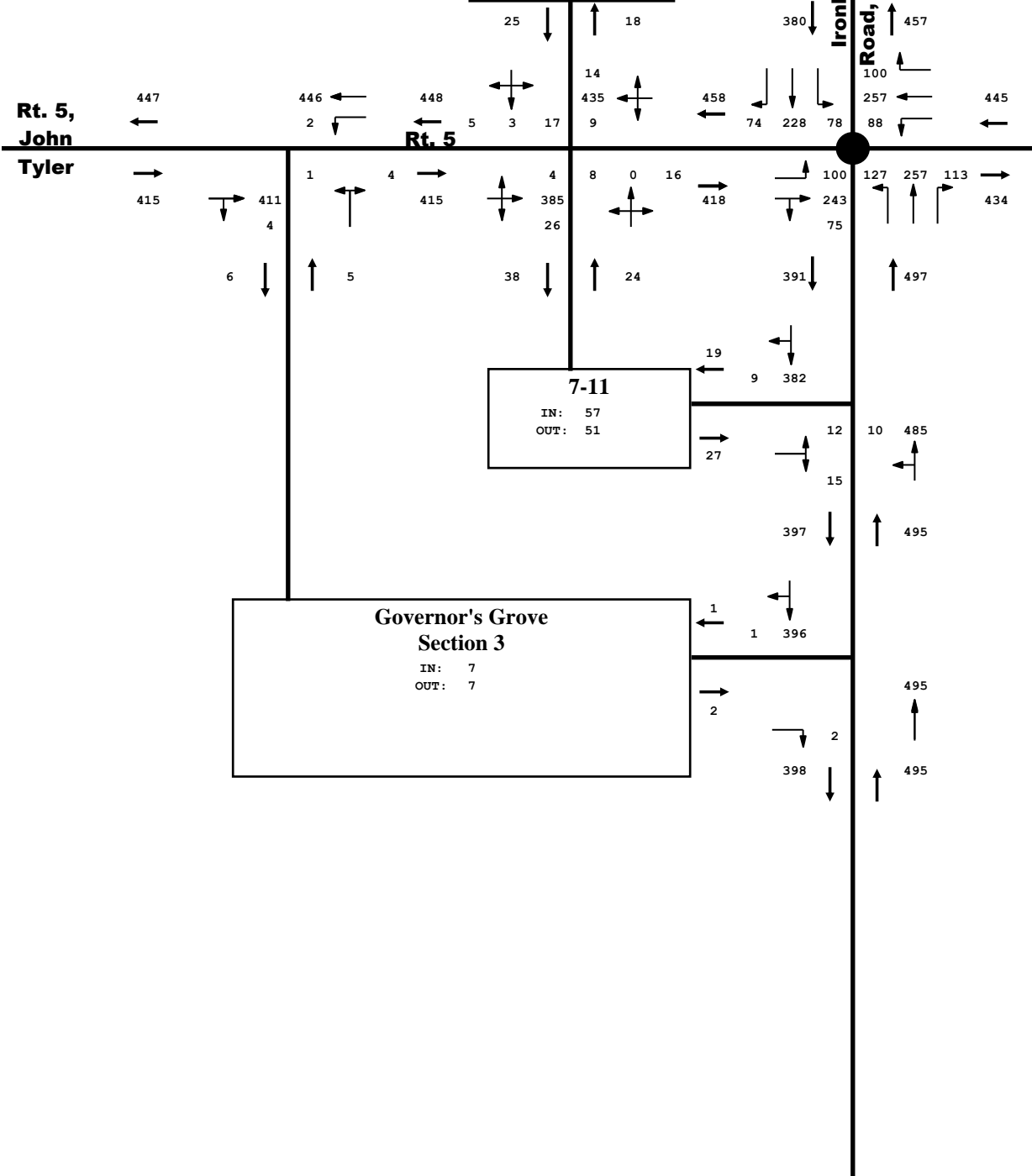
- Intersection Approach Lanes:
- Traffic Signal:
- Link Volume:

2025 AM PEAK HOUR TOTAL TRAFFIC
RT. 5 FULL ACCESS AND IRONBOUND ROAD RIGHT TURN IN/OUT

DRW Consultants, LLC
804-794-7312

Exhibit 15a

The Shops
At Five Forks
East Entrance



LEGEND

- Intersection Approach Lanes:
- Traffic Signal:
- Link Volume:

2025 PM PEAK HOUR TOTAL TRAFFIC
RT. 5 FULL ACCESS AND IRONBOUND ROAD RIGHT TURN IN/OUT

DRW Consultants, LLC
804-794-7312
Exhibit 15b



APPENDIX EXHIBITS

APPENDIX

TABLE OF CONTENTS

APPENDIX EXHIBITS	Number
Peak Hour Traffic Counts – March 2023	AM PM
Rt. 5/Ironbound Road	A1 ..A2
Rt. 5/7-Eleven Entrance.....	B1 ..B2
Ironbound Road/7-Eleven Entrance.....	C1 ..C2
2023 Counts Without Balance	D1 ..D2
 Synchro Signalized Intersection Report (HCM) – Rt. 5/Ironbound Road	 AM PM
2023 Counts.....	J1 .. J2
2025 Background Traffic.....	J3 .. J4
2025 Proposed Site Rt. 5 Full Access Only.....	J5 .. J6
2025 Proposed Site Ironbound Road Right Turn In/Out Access Only	J7 .. J8
2025 Proposed Site Rt. 5 Full Access & Ironbound Road Right Turn In/Out.....	J9 .. J10
Synchro HCM Unsignalized Intersection Report	AM PM
2025 Proposed Site Rt. 5 Full Access Only.....	K5 ..K6
2025 Proposed Site Ironbound Road Right Turn In/Out Access Only	K7 ..K8
2025 Proposed Site Rt. 5 Full Access & Ironbound Road Right Turn In/Out.....	K9.K10
SimTraffic Queuing & Blocking.....	AM PM
2023 Counts.....	L1 ..L2
2025 Background Traffic.....	L3 ..L4
2025 Proposed Site Rt. 5 Full Access Only.....	L5 ..L6
2025 Proposed Site Ironbound Road Right Turn In/Out Access Only	L7 ..L8
2025 Proposed Site Rt. 5 Full Access & Ironbound Road Right Turn In/Out.....	L9.L10
 Signal Timing Rt. 5/Ironbound Road	 O

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: VA 5 (John Tyler Highway)
and: Rt. 615 (Ironbound Road)
Location: James City County, Virginia

Counted by: VCU
Date: March 29, 2023
Weather: Sunny/Warm
Entered by: SN

Wednesday

Star Rating: 4



TIME	EASTBOUND on: VA 5 (John Tyler Highway)					WESTBOUND on: VA 5 (John Tyler Highway)					NORTHBOUND on: Rt. 615 (Ironbound Road)					SOUTHBOUND on: Rt. 615 (Ironbound Road)					TOTAL N + S + E + W
	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
7:00 - 7:15	0	19	65	16	100	0	17	70	4	91	0	27	17	16	60	0	12	11	17	40	291
7:15 - 7:30	0	21	85	14	120	0	7	31	15	53	0	14	26	22	62	0	7	21	8	36	271
7:30 - 7:45	0	18	85	16	119	0	13	48	17	78	0	12	31	37	80	0	19	18	8	45	322
7:45 - 8:00	0	22	83	15	120	0	7	56	21	84	0	17	47	24	88	0	23	26	9	58	350
8:00 - 8:15	0	15	67	19	101	0	15	38	14	67	0	10	39	25	74	0	21	30	14	65	307
8:15 - 8:30	0	18	60	17	95	0	16	45	20	81	0	9	27	19	55	0	24	31	21	76	307
8:30 - 8:45	0	10	61	10	81	0	24	56	17	97	0	29	45	26	100	0	14	43	6	63	341
8:45 - 9:00	0	30	55	16	101	0	16	42	21	79	0	22	33	33	88	0	30	37	11	78	346
2 Hr Totals	0	153	561	123	837	0	115	386	129	630	0	140	265	202	607	0	150	217	94	461	2535
1 Hr Totals																					
7:00 - 8:00	0	80	318	61	459	0	44	205	57	306	0	70	121	99	290	0	61	76	42	179	1234
7:15 - 8:15	0	76	320	64	460	0	42	173	67	282	0	53	143	108	304	0	70	95	39	204	1250
7:30 - 8:30	0	73	295	67	435	0	51	187	72	310	0	48	144	105	297	0	87	105	52	244	1286
7:45 - 8:45	0	65	271	61	397	0	62	195	72	329	0	65	158	94	317	0	82	130	50	262	1305
8:00 - 9:00	0	73	243	62	378	0	71	181	72	324	0	70	144	103	317	0	89	141	52	282	1301
PEAK HOUR																					
7:45 - 8:45	0	65	271	61	397	0	62	195	72	329	0	65	158	94	317	0	82	130	50	262	1305
Peak Hour Factor																					
% Trucks	#####	3%	3%	2%	3%	#####	0%	1%	3%	1%	#####	8%	3%	4%	4%	#####	1%	0%	4%	1%	2%
PM																					
4:00 - 4:15	0	31	68	21	120	0	18	57	26	101	0	36	56	33	125	0	16	49	12	77	423
4:15 - 4:30	0	24	52	20	96	0	23	56	27	106	0	25	68	37	130	0	14	59	28	101	433
4:30 - 4:45	0	18	48	18	84	0	16	66	26	108	0	37	62	17	116	0	29	54	16	99	407
4:45 - 5:00	0	23	68	15	106	0	29	66	19	114	0	22	66	24	112	0	17	61	13	91	423
5:00 - 5:15	0	17	47	18	82	0	22	74	19	115	0	24	51	26	101	0	19	47	21	87	385
5:15 - 5:30	0	19	54	24	97	0	22	68	24	114	0	30	54	20	104	0	19	50	15	84	399
5:30 - 5:45	0	17	49	27	93	0	23	86	22	131	0	30	39	24	93	0	24	57	16	97	414
5:45 - 6:00	0	22	51	22	95	0	15	62	20	97	0	30	59	20	109	0	27	38	25	90	391
2 Hr Totals	0	171	437	165	773	0	168	535	183	886	0	234	455	201	890	0	165	415	146	726	3275
1 Hr Totals																					
4:00 - 5:00	0	96	236	74	406	0	86	245	98	429	0	120	252	111	483	0	76	223	69	368	1686
4:15 - 5:15	0	82	215	71	368	0	90	262	91	443	0	108	247	104	459	0	79	221	78	378	1648
4:30 - 5:30	0	77	217	75	369	0	89	274	88	451	0	113	233	87	433	0	84	212	65	361	1614
4:45 - 5:45	0	76	218	84	378	0	96	294	84	474	0	106	210	94	410	0	79	215	65	359	1621
5:00 - 6:00	0	75	201	91	367	0	82	290	85	457	0	114	203	90	407	0	89	192	77	358	1589
PEAK HOUR																					
4:00 - 5:00	0	96	236	74	406	0	86	245	98	429	0	120	252	111	483	0	76	223	69	368	1686
Peak Hour Factor																					
% Trucks	#####	2%	3%	1%	3%	#####	0%	0%	2%	1%	#####	4%	2%	4%	3%	#####	1%	0%	3%	1%	2%

EXHIBIT A1

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: VA 5 (John Tyler Highway)
and: Rt. 615 (Ironbound Road)
Location: James City County, Virginia

Counted by: VCU
Date: March 29, 2023
Weather: Sunny/Warm
Entered by: SN

Wednesday

Star Rating: 4



TIME	EASTBOUND on: VA 5 (John Tyler Highway)					WESTBOUND on: VA 5 (John Tyler Highway)					NORTHBOUND on: Rt. 615 (Ironbound Road)					SOUTHBOUND on: Rt. 615 (Ironbound Road)					TOTAL N + S + E + W
	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
	AM																				
7:00 - 7:15	0	1	5	3	9	0	0	2	0	2	0	0	2	0	2	0	0	2	0	2	15
7:15 - 7:30	0	0	1	0	1	0	0	0	1	1	0	1	1	1	3	0	1	0	0	1	6
7:30 - 7:45	0	0	4	1	5	0	0	1	2	3	0	1	0	0	1	0	0	1	0	1	10
7:45 - 8:00	0	0	1	0	1	0	0	1	4	5	0	1	1	0	2	0	0	3	1	4	12
8:00 - 8:15	0	0	0	1	1	0	0	1	1	2	0	0	1	0	1	0	3	0	1	4	8
8:15 - 8:30	0	0	0	3	3	0	1	3	0	4	0	1	0	0	1	0	1	0	0	1	9
8:30 - 8:45	0	0	1	0	1	0	4	4	0	8	0	2	0	0	2	0	0	1	0	1	12
8:45 - 9:00	0	2	2	1	5	0	0	0	1	1	0	1	0	0	1	0	2	2	0	4	11
2 Hr Totals	0	3	14	9	26	0	5	12	9	26	0	7	5	1	13	0	7	9	2	18	83
1 Hr Totals																					
7:00 - 8:00	0	1	11	4	16	0	0	4	7	11	0	3	4	1	8	0	1	6	1	8	43
7:15 - 8:15	0	0	6	2	8	0	0	3	8	11	0	3	3	1	7	0	4	4	2	10	36
7:30 - 8:30	0	0	5	5	10	0	1	6	7	14	0	3	2	0	5	0	4	4	2	10	39
7:45 - 8:45	0	0	2	4	6	0	5	9	5	19	0	4	2	0	6	0	4	4	2	10	41
8:00 - 9:00	0	2	3	5	10	0	5	8	2	15	0	4	1	0	5	0	6	3	1	10	40
PEAK HOUR																					
7:45 - 8:45	0	0	2	4	6	0	5	9	5	19	0	4	2	0	6	0	4	4	2	10	41
PM																					
4:00 - 4:15	0	0	1	0	1	0	0	0	1	1	0	1	2	1	4	0	1	0	0	1	7
4:15 - 4:30	0	1	1	1	3	0	0	1	1	2	0	2	2	2	6	0	0	0	2	2	13
4:30 - 4:45	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
4:45 - 5:00	0	1	3	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
5:00 - 5:15	0	1	0	1	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
5:15 - 5:30	0	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
5:30 - 5:45	0	0	1	0	1	0	1	1	0	2	0	1	2	0	3	0	0	0	0	0	6
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	3
2 Hr Totals	0	3	10	2	15	0	1	2	2	5	0	7	10	4	21	0	2	1	2	5	46
1 Hr Totals																					
4:00 - 5:00	0	2	8	1	11	0	0	1	2	3	0	5	4	4	13	0	1	0	2	3	30
4:15 - 5:15	0	3	7	2	12	0	0	1	1	2	0	4	4	3	11	0	0	0	2	2	27
4:30 - 5:30	0	2	7	1	10	0	0	0	0	0	0	3	3	1	7	0	0	0	0	0	17
4:45 - 5:45	0	2	5	1	8	0	1	1	0	2	0	2	5	1	8	0	0	0	0	0	18
5:00 - 6:00	0	1	2	1	4	0	1	1	0	2	0	2	6	0	8	0	1	1	0	2	16
PEAK HOUR																					
4:00 - 5:00	0	2	8	1	11	0	0	1	2	3	0	5	4	4	13	0	1	0	2	3	30

EXHIBIT A2

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: VA 5 (John Tyler Highway)
and: 7-11 Entrance
Location: James City County, Virginia

Counted by: VCU
Date: March 29, 2023
Weather: Sunny/Warm
Entered by: SN

Wednesday

Star Rating: 4



TIME	EASTBOUND on: VA 5 (John Tyler Highway)					WESTBOUND on: VA 5 (John Tyler Highway)					NORTHBOUND on: 7-11 Entrance					SOUTHBOUND on: Business Access					TOTAL N + S + E + W
	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
7:00 - 7:15	0	1	101	3	105	0	4	118	3	125	0	5	0	2	7	0	0	0	0	0	237
7:15 - 7:30	0	0	127	9	136	0	4	55	1	60	0	2	0	2	4	0	0	1	0	1	201
7:30 - 7:45	0	0	121	5	126	0	5	58	2	65	0	3	0	7	10	0	0	0	1	1	202
7:45 - 8:00	0	1	118	6	125	0	5	88	4	97	0	4	0	2	6	0	4	1	0	5	233
8:00 - 8:15	0	0	97	13	110	0	4	55	5	64	0	5	0	1	6	0	0	0	0	0	180
8:15 - 8:30	0	0	90	4	94	0	1	64	6	71	0	3	0	4	7	0	1	0	2	3	175
8:30 - 8:45	0	1	79	10	90	0	3	92	2	97	0	3	0	5	8	0	0	0	1	1	196
8:45 - 9:00	0	0	87	13	100	0	2	74	3	79	0	2	0	7	9	0	0	0	1	1	189
2 Hr Totals	0	3	820	63	886	0	28	604	26	658	0	27	0	30	57	0	5	2	5	12	1613
1 Hr Totals																					
7:00 - 8:00	0	2	467	23	492	0	18	319	10	347	0	14	0	13	27	0	4	2	1	7	873
7:15 - 8:15	0	1	463	33	497	0	18	256	12	286	0	14	0	12	26	0	4	2	1	7	816
7:30 - 8:30	0	1	426	28	455	0	15	265	17	297	0	15	0	14	29	0	5	1	3	9	790
7:45 - 8:45	0	2	384	33	419	0	13	299	17	329	0	15	0	12	27	0	5	1	3	9	784
8:00 - 9:00	0	1	353	40	394	0	10	285	16	311	0	13	0	17	30	0	1	0	4	5	740
PEAK HOUR																					
7:45 - 8:45	0	2	384	33	419	0	13	299	17	329	0	15	0	12	27	0	5	1	3	9	784
Peak Hour Factor																					0.841
% Trucks	#####	0%	3%	0%	3%	#####	8%	2%	0%	2%	#####	0%	#####	0%	0%	#####	0%	0%	33%	11%	3%
PM																					
4:00 - 4:15	0	1	107	9	117	0	1	102	1	104	0	1	0	3	4	0	4	0	1	5	230
4:15 - 4:30	0	1	88	8	97	0	5	106	4	115	0	3	0	5	8	0	2	0	2	4	224
4:30 - 4:45	0	1	82	3	86	0	2	114	6	122	0	2	0	3	5	0	6	1	1	8	221
4:45 - 5:00	0	1	93	6	100	0	1	103	3	107	0	2	0	5	7	0	5	2	1	8	222
5:00 - 5:15	0	0	78	7	85	0	1	114	2	117	0	5	0	5	10	0	1	0	0	1	213
5:15 - 5:30	0	0	89	4	93	0	0	117	4	121	0	3	0	5	8	0	2	0	2	4	226
5:30 - 5:45	0	1	80	4	85	0	2	110	4	116	0	3	0	1	4	0	5	0	1	6	211
5:45 - 6:00	0	0	98	5	103	0	4	125	2	131	0	1	0	3	4	0	0	0	1	1	239
2 Hr Totals	0	5	715	46	766	0	16	891	26	933	0	20	0	30	50	0	25	3	9	37	1786
1 Hr Totals																					
4:00 - 5:00	0	4	370	26	400	0	9	425	14	448	0	8	0	16	24	0	17	3	5	25	897
4:15 - 5:15	0	3	341	24	368	0	9	437	15	461	0	12	0	18	30	0	14	3	4	21	880
4:30 - 5:30	0	2	342	20	364	0	4	448	15	467	0	12	0	18	30	0	14	3	4	21	882
4:45 - 5:45	0	2	340	21	363	0	4	444	13	461	0	13	0	16	29	0	13	2	4	19	872
5:00 - 6:00	0	1	345	20	366	0	7	466	12	485	0	12	0	14	26	0	8	0	4	12	889
PEAK HOUR																					
4:00 - 5:00	0	4	370	26	400	0	9	425	14	448	0	8	0	16	24	0	17	3	5	25	897
Peak Hour Factor																					0.975
% Trucks	#####	0%	3%	0%	3%	#####	11%	2%	0%	2%	#####	0%	#####	0%	0%	#####	0%	0%	20%	4%	2%

EXHIBIT B1

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: VA 5 (John Tyler Highway)
and: 7-11 Entrance
Location: James City County, Virginia

Counted by: VCU
Date: March 29, 2023
Weather: Sunny/Warm
Entered by: SN

Wednesday

Star Rating: 4



TIME	EASTBOUND on: VA 5 (John Tyler Highway)					WESTBOUND on: VA 5 (John Tyler Highway)					NORTHBOUND on: 7-11 Entrance					SOUTHBOUND on: Business Access					TOTAL N + S + E + W
	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
7:00 - 7:15	0	0	10	0	10	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	13
7:15 - 7:30	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
7:30 - 7:45	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6
7:45 - 8:00	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
8:00 - 8:15	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
8:15 - 8:30	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
8:30 - 8:45	0	0	2	0	2	0	0	5	0	5	0	0	0	1	1	0	0	0	0	0	8
8:45 - 9:00	0	0	5	0	5	0	0	3	0	3	0	0	0	1	1	0	0	0	0	0	9
2 Hr Totals	0	0	27	0	27	0	0	25	0	25	0	0	0	2	2	0	0	0	0	0	54
1 Hr Totals																					
7:00 - 8:00	0	0	16	0	16	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	27
7:15 - 8:15	0	0	7	0	7	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	17
7:30 - 8:30	0	0	9	0	9	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	20
7:45 - 8:45	0	0	7	0	7	0	0	14	0	14	0	0	0	1	1	0	0	0	0	0	22
8:00 - 9:00	0	0	11	0	11	0	0	14	0	14	0	0	0	2	2	0	0	0	0	0	27
PEAK HOUR																					
7:00 - 8:00	0	0	16	0	16	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	27
PM																					
4:00 - 4:15	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 - 4:30	0	0	3	0	3	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	7
4:30 - 4:45	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	7
4:45 - 5:00	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 - 5:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 - 5:30	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
5:30 - 5:45	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	6
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Hr Totals	0	0	16	0	16	0	1	13	0	14	0	0	0	0	0	0	0	0	1	1	31
1 Hr Totals																					
4:00 - 5:00	0	0	11	0	11	0	1	7	0	8	0	0	0	0	0	0	0	0	1	1	20
4:15 - 5:15	0	0	12	0	12	0	1	6	0	7	0	0	0	0	0	0	0	0	1	1	20
4:30 - 5:30	0	0	10	0	10	0	0	5	0	5	0	0	0	0	0	0	0	0	1	1	16
4:45 - 5:45	0	0	9	0	9	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	15
5:00 - 6:00	0	0	5	0	5	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	11
PEAK HOUR																					
4:00 - 5:00	0	0	11	0	11	0	1	7	0	8	0	0	0	0	0	0	0	0	1	1	20

EXHIBIT B2

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Rt. 615 (Ironbound Road)
and: 7-11 Entrance
Location: James City County, Virginia

Counted by: VCU
Date: March 29, 2023
Weather: Sunny/Warm
Entered by: SN

Wednesday

Star Rating: 4



TIME	EASTBOUND on: 7-11 Entrance					WESTBOUND on:					NORTHBOUND on: Rt. 615 (Ironbound Road)					SOUTHBOUND on: Rt. 615 (Ironbound Road)					TOTAL N + S + E + W
	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
7:00 - 7:15	0	4	0	2	6	0	0	0	0	0	0	0	58	0	58	0	0	42	2	44	108
7:15 - 7:30	0	4	0	2	6	0	0	0	0	0	0	2	54	0	56	0	0	40	2	42	104
7:30 - 7:45	0	11	0	1	12	0	0	0	0	0	0	3	86	0	89	0	0	45	2	47	148
7:45 - 8:00	0	6	0	7	13	0	0	0	0	0	0	3	69	0	72	0	0	47	1	48	133
8:00 - 8:15	0	5	0	3	8	0	0	0	0	0	0	4	75	0	79	0	0	60	2	62	149
8:15 - 8:30	0	3	0	5	8	0	0	0	0	0	0	1	49	0	50	0	0	63	1	64	122
8:30 - 8:45	0	6	0	1	7	0	0	0	0	0	0	3	98	0	101	0	0	69	2	71	179
8:45 - 9:00	0	12	0	3	15	0	0	0	0	0	0	1	73	0	74	0	0	63	3	66	155
2 Hr Totals	0	51	0	24	75	0	0	0	0	0	0	17	562	0	579	0	0	429	15	444	1098
1 Hr Totals																					
7:00 - 8:00	0	25	0	12	37	0	0	0	0	0	0	8	267	0	275	0	0	174	7	181	493
7:15 - 8:15	0	26	0	13	39	0	0	0	0	0	0	12	284	0	296	0	0	192	7	199	534
7:30 - 8:30	0	25	0	16	41	0	0	0	0	0	0	11	279	0	290	0	0	215	6	221	552
7:45 - 8:45	0	20	0	16	36	0	0	0	0	0	0	11	291	0	302	0	0	239	6	245	583
8:00 - 9:00	0	26	0	12	38	0	0	0	0	0	0	9	295	0	304	0	0	255	8	263	605
PEAK HOUR																					
7:45 - 8:45	0	20	0	16	36	0	0	0	0	0	0	11	291	0	302	0	0	239	6	245	583
Peak Hour Factor																					0.814
% Trucks	#####	0%	#####	0%	0%	#####	#####	#####	#####	#####	#####	0%	5%	#####	5%	#####	#####	1%	0%	1%	3%
PM																					
4:00 - 4:15	0	2	0	9	11	0	0	0	0	0	0	5	130	0	135	0	0	83	2	85	231
4:15 - 4:30	0	6	0	2	8	0	0	0	0	0	0	2	114	0	116	0	0	102	1	103	227
4:30 - 4:45	0	2	0	2	4	0	0	0	0	0	0	1	122	0	123	0	0	85	4	89	216
4:45 - 5:00	0	2	0	2	4	0	0	0	0	0	0	2	103	0	105	0	0	98	2	100	209
5:00 - 5:15	0	3	0	8	11	0	0	0	0	0	0	3	98	0	101	0	0	86	7	93	205
5:15 - 5:30	0	3	0	3	6	0	0	0	0	0	0	4	98	0	102	0	0	83	3	86	194
5:30 - 5:45	0	6	0	6	12	0	0	0	0	0	0	6	90	0	96	0	0	100	4	104	212
5:45 - 6:00	0	5	0	5	10	0	0	0	0	0	0	3	100	0	103	0	0	71	2	73	186
2 Hr Totals	0	29	0	37	66	0	0	0	0	0	0	26	855	0	881	0	0	708	25	733	1680
1 Hr Totals																					
4:00 - 5:00	0	12	0	15	27	0	0	0	0	0	0	10	469	0	479	0	0	368	9	377	883
4:15 - 5:15	0	13	0	14	27	0	0	0	0	0	0	8	437	0	445	0	0	371	14	385	857
4:30 - 5:30	0	10	0	15	25	0	0	0	0	0	0	10	421	0	431	0	0	352	16	368	824
4:45 - 5:45	0	14	0	19	33	0	0	0	0	0	0	15	389	0	404	0	0	367	16	383	820
5:00 - 6:00	0	17	0	22	39	0	0	0	0	0	0	16	386	0	402	0	0	340	16	356	797
PEAK HOUR																					
4:00 - 5:00	0	12	0	15	27	0	0	0	0	0	0	10	469	0	479	0	0	368	9	377	883
Peak Hour Factor																					0.956
% Trucks	#####	0%	#####	0%	0%	#####	#####	#####	#####	#####	#####	0%	3%	#####	3%	#####	#####	1%	0%	1%	2%

EXHIBIT C1

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Rt. 615 (Ironbound Road)
and: 7-11 Entrance
Location: James City County, Virginia

Counted by: VCU
Date: March 29, 2023
Weather: Sunny/Warm
Entered by: SN

Wednesday

Star Rating: 4


























TIME	EASTBOUND on: 7-11 Entrance					WESTBOUND on:					NORTHBOUND on: Rt. 615 (Ironbound Road)					SOUTHBOUND on: Rt. 615 (Ironbound Road)					TOTAL N + S + E + W
	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
7:00 - 7:15	0	0		0	0					0	0	0	2		2	0		4	0	4	6
7:15 - 7:30	0	0		0	0					0	0	0	2		2	0		0	0	0	2
7:30 - 7:45	0	0		0	0					0	0	0	2		2	0		2	0	2	4
7:45 - 8:00	0	0		1	1					0	0	0	2		2	0		2	0	2	5
8:00 - 8:15	0	0		0	0					0	0	0	1		1	0		1	0	1	2
8:15 - 8:30	0	0		1	1					0	0	0	0		0	0		3	0	3	4
8:30 - 8:45	0	0		0	0					0	0	0	2		2	0		7	1	8	10
8:45 - 9:00	0	0		0	0					0	0	0	1		1	0		3	0	3	4
2 Hr Totals	0	0	0	2	2	0	0	0	0	0	0	0	12	0	12	0	0	22	1	23	37
1 Hr Totals																					
7:00 - 8:00	0	0	0	1	1	0	0	0	0	0	0	0	8	0	8	0	0	8	0	8	17
7:15 - 8:15	0	0	0	1	1	0	0	0	0	0	0	0	7	0	7	0	0	5	0	5	13
7:30 - 8:30	0	0	0	2	2	0	0	0	0	0	0	0	5	0	5	0	0	8	0	8	15
7:45 - 8:45	0	0	0	2	2	0	0	0	0	0	0	0	5	0	5	0	0	13	1	14	21
8:00 - 9:00	0	0	0	1	1	0	0	0	0	0	0	0	4	0	4	0	0	14	1	15	20
PEAK HOUR																					
8:00 - 9:00	0	0	0	1	1	0	0	0	0	0	0	0	4	0	4	0	0	14	1	15	20
PM																					
4:00 - 4:15	0	0		0	0					0	0	0	9		9	0		1	0	1	10
4:15 - 4:30	0	0		0	0					0	0	0	1		1	0		1	0	1	2
4:30 - 4:45	0	0		0	0					0	0	0	3		3	0		0	0	0	3
4:45 - 5:00	0	0		0	0					0	0	0	1		1	0		0	0	0	1
5:00 - 5:15	0	0		1	1					0	0	0	2		2	0		1	0	1	4
5:15 - 5:30	0	0		0	0					0	0	0	2		2	0		0	0	0	2
5:30 - 5:45	0	0		0	0					0	0	1	3		4	0		1	0	1	5
5:45 - 6:00	0	0		0	0					0	0	0	0		0	0		1	0	1	1
2 Hr Totals	0	0	0	1	1	0	0	0	0	0	0	1	21	0	22	0	0	5	0	5	28
1 Hr Totals																					
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	2	0	2	16
4:15 - 5:15	0	0	0	1	1	0	0	0	0	0	0	0	7	0	7	0	0	2	0	2	10
4:30 - 5:30	0	0	0	1	1	0	0	0	0	0	0	0	8	0	8	0	0	1	0	1	10
4:45 - 5:45	0	0	0	1	1	0	0	0	0	0	0	1	8	0	9	0	0	2	0	2	12
5:00 - 6:00	0	0	0	1	1	0	0	0	0	0	0	1	7	0	8	0	0	3	0	3	12
PEAK HOUR																					
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	2	0	2	16

EXHIBIT C2
























HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	273	62	62	204	72	70	158	94	82	130	55
Future Volume (veh/h)	66	273	62	62	204	72	70	158	94	82	130	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1900	1885	1856	1781	1856	1841	1885	1900	1841
Adj Flow Rate, veh/h	71	294	67	67	219	77	75	170	101	88	140	59
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	2	0	1	3	8	3	4	1	0	4
Cap, veh/h	587	468	107	440	535	446	472	351	295	432	322	265
Arrive On Green	0.16	0.32	0.26	0.12	0.28	0.28	0.15	0.19	0.19	0.13	0.17	0.17
Sat Flow, veh/h	1767	1462	333	1810	1885	1572	1697	1856	1560	1795	1900	1560
Grp Volume(v), veh/h	71	0	361	67	219	77	75	170	101	88	140	59
Grp Sat Flow(s),veh/h/ln	1767	0	1796	1810	1885	1572	1697	1856	1560	1795	1900	1560
Q Serve(g_s), s	0.0	0.0	12.1	0.0	6.6	2.6	0.0	5.8	4.0	0.0	4.7	2.3
Cycle Q Clear(g_c), s	0.0	0.0	12.1	0.0	6.6	2.6	0.0	5.8	4.0	0.0	4.7	2.3
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	587	0	575	440	535	446	472	351	295	432	322	265
V/C Ratio(X)	0.12	0.00	0.63	0.15	0.41	0.17	0.16	0.48	0.34	0.20	0.43	0.22
Avail Cap(c_a), veh/h	690	0	900	611	945	788	611	561	472	616	574	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	0.0	20.7	22.1	20.4	19.0	21.1	25.5	24.8	23.4	26.2	25.2
Incr Delay (d2), s/veh	0.0	0.0	4.1	0.1	1.8	0.7	0.1	1.0	0.7	0.1	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.1	0.8	2.9	0.9	0.9	2.4	1.4	1.1	2.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	0.0	24.8	22.1	22.3	19.7	21.1	26.5	25.4	23.5	27.1	25.7
LnGrp LOS	B	A	C	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		432			363			346			287	
Approach Delay, s/veh		23.3			21.7			25.0			25.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	27.3	14.2	15.6	15.9	24.7	12.8	17.0				
Change Period (Y+Rc), s	9.7	9.7	* 8.7	* 8.7	9.7	9.7	* 8.7	* 8.7				
Max Green Setting (Gmax), s	10.3	30.3	* 11	* 16	10.3	30.3	* 11	* 16				
Max Q Clear Time (g_c+I1), s	2.0	14.1	2.0	6.7	2.0	8.6	2.0	7.8				
Green Ext Time (p_c), s	0.0	3.4	0.1	0.4	0.1	3.0	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay											23.8	
HCM 6th LOS											C	
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
























HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	236	74	86	251	98	124	252	111	76	223	73
Future Volume (veh/h)	96	236	74	86	251	98	124	252	111	76	223	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1870	1841	1870	1841	1885	1900	1856
Adj Flow Rate, veh/h	99	243	76	89	259	101	128	260	114	78	230	75
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	1	0	0	2	4	2	4	1	0	3
Cap, veh/h	519	397	124	452	519	433	453	429	357	408	403	333
Arrive On Green	0.15	0.29	0.24	0.13	0.27	0.27	0.14	0.23	0.23	0.12	0.21	0.21
Sat Flow, veh/h	1781	1355	424	1810	1900	1585	1753	1870	1560	1795	1900	1572
Grp Volume(v), veh/h	99	0	319	89	259	101	128	260	114	78	230	75
Grp Sat Flow(s),veh/h/ln	1781	0	1779	1810	1900	1585	1753	1870	1560	1795	1900	1572
Q Serve(g_s), s	0.0	0.0	11.4	0.0	8.4	3.6	0.0	9.1	4.4	0.0	7.9	2.9
Cycle Q Clear(g_c), s	0.0	0.0	11.4	0.0	8.4	3.6	0.0	9.1	4.4	0.0	7.9	2.9
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	519	0	521	452	519	433	453	429	357	408	403	333
V/C Ratio(X)	0.19	0.00	0.61	0.20	0.50	0.23	0.28	0.61	0.32	0.19	0.57	0.23
Avail Cap(c_a), veh/h	633	0	859	604	917	765	598	545	454	587	553	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	22.7	22.8	22.4	20.6	23.8	25.2	23.4	24.7	25.8	23.9
Incr Delay (d2), s/veh	0.1	0.0	4.2	0.1	2.7	1.0	0.1	1.4	0.5	0.1	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	4.9	1.2	3.7	1.3	1.7	3.8	1.5	1.1	3.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	26.9	22.9	25.0	21.6	24.0	26.6	24.0	24.8	27.1	24.2
LnGrp LOS	B	A	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		418			449			502			383	
Approach Delay, s/veh		25.2			23.8			25.3			26.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	26.1	13.9	19.2	15.3	24.7	12.7	20.5				
Change Period (Y+Rc), s	9.7	9.7	* 8.7	* 8.7	9.7	9.7	* 8.7	* 8.7				
Max Green Setting (Gmax), s	10.3	30.3	* 11	* 16	10.3	30.3	* 11	* 16				
Max Q Clear Time (g_c+I1), s	2.0	13.4	2.0	9.9	2.0	10.4	2.0	11.1				
Green Ext Time (p_c), s	0.1	3.0	0.1	0.6	0.1	3.6	0.1	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			25.1									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	278	63	63	208	73	71	161	96	84	133	56
Future Volume (veh/h)	67	278	63	63	208	73	71	161	96	84	133	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1900	1885	1856	1781	1856	1841	1885	1900	1841
Adj Flow Rate, veh/h	72	299	68	68	224	78	76	173	103	90	143	60
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	2	0	1	3	8	3	4	1	0	4
Cap, veh/h	584	472	107	432	531	443	469	353	296	430	324	266
Arrive On Green	0.16	0.32	0.27	0.12	0.28	0.28	0.15	0.19	0.19	0.13	0.17	0.17
Sat Flow, veh/h	1767	1463	333	1810	1885	1572	1697	1856	1560	1795	1900	1560
Grp Volume(v), veh/h	72	0	367	68	224	78	76	173	103	90	143	60
Grp Sat Flow(s),veh/h/ln	1767	0	1796	1810	1885	1572	1697	1856	1560	1795	1900	1560
Q Serve(g_s), s	0.0	0.0	12.5	0.0	6.9	2.7	0.0	5.9	4.1	0.0	4.8	2.4
Cycle Q Clear(g_c), s	0.0	0.0	12.5	0.0	6.9	2.7	0.0	5.9	4.1	0.0	4.8	2.4
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	584	0	579	432	531	443	469	353	296	430	324	266
V/C Ratio(X)	0.12	0.00	0.63	0.16	0.42	0.18	0.16	0.49	0.35	0.21	0.44	0.23
Avail Cap(c_a), veh/h	676	0	892	600	936	781	606	556	468	610	570	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	20.9	22.6	20.8	19.3	21.4	25.7	25.0	23.8	26.4	25.4
Incr Delay (d2), s/veh	0.0	0.0	4.1	0.1	1.9	0.7	0.1	1.1	0.7	0.1	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.3	0.9	3.0	1.0	0.9	2.5	1.4	1.2	2.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	25.0	22.7	22.8	20.0	21.4	26.8	25.7	23.9	27.4	25.9
LnGrp LOS	B	A	C	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		439			370			352			293	
Approach Delay, s/veh		23.6			22.2			25.3			26.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	27.6	14.2	15.8	16.3	24.7	12.9	17.2				
Change Period (Y+Rc), s	9.7	9.7	* 8.7	* 8.7	9.7	9.7	* 8.7	* 8.7				
Max Green Setting (Gmax), s	10.3	30.3	* 11	* 16	10.3	30.3	* 11	* 16				
Max Q Clear Time (g_c+I1), s	2.0	14.5	2.0	6.8	2.0	8.9	2.0	7.9				
Green Ext Time (p_c), s	0.0	3.4	0.1	0.4	0.1	3.1	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			24.1									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	241	75	88	256	100	126	257	113	78	227	74
Future Volume (veh/h)	98	241	75	88	256	100	126	257	113	78	227	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1870	1841	1870	1841	1885	1900	1856
Adj Flow Rate, veh/h	101	248	77	91	264	103	130	265	116	80	234	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	1	0	0	2	4	2	4	1	0	3
Cap, veh/h	519	401	124	443	514	429	450	431	360	404	405	335
Arrive On Green	0.15	0.30	0.24	0.12	0.27	0.27	0.14	0.23	0.23	0.12	0.21	0.21
Sat Flow, veh/h	1781	1358	422	1810	1900	1585	1753	1870	1560	1795	1900	1572
Grp Volume(v), veh/h	101	0	325	91	264	103	130	265	116	80	234	76
Grp Sat Flow(s),veh/h/ln	1781	0	1780	1810	1900	1585	1753	1870	1560	1795	1900	1572
Q Serve(g_s), s	0.0	0.0	11.7	0.0	8.7	3.7	0.0	9.4	4.6	0.0	8.2	3.0
Cycle Q Clear(g_c), s	0.0	0.0	11.7	0.0	8.7	3.7	0.0	9.4	4.6	0.0	8.2	3.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	519	0	525	443	514	429	450	431	360	404	405	335
V/C Ratio(X)	0.19	0.00	0.62	0.21	0.51	0.24	0.29	0.61	0.32	0.20	0.58	0.23
Avail Cap(c_a), veh/h	621	0	850	592	908	757	592	539	450	580	548	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	22.9	23.5	22.8	21.0	24.2	25.5	23.6	25.2	26.1	24.1
Incr Delay (d2), s/veh	0.1	0.0	4.3	0.1	2.9	1.0	0.1	1.4	0.5	0.1	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	5.0	1.2	3.9	1.4	1.8	3.9	1.6	1.1	3.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	27.2	23.6	25.7	22.1	24.3	26.9	24.2	25.3	27.4	24.4
LnGrp LOS	C	A	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		426			458			511			390	
Approach Delay, s/veh		25.5			24.5			25.6			26.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	26.5	14.0	19.4	15.7	24.7	12.7	20.7				
Change Period (Y+Rc), s	9.7	9.7	* 8.7	* 8.7	9.7	9.7	* 8.7	* 8.7				
Max Green Setting (Gmax), s	10.3	30.3	* 11	* 16	10.3	30.3	* 11	* 16				
Max Q Clear Time (g_c+I1), s	2.0	13.7	2.0	10.2	2.0	10.7	2.0	11.4				
Green Ext Time (p_c), s	0.1	3.1	0.1	0.6	0.1	3.7	0.1	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			25.5									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
























HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	279	64	63	209	73	72	161	96	84	133	57
Future Volume (veh/h)	68	279	64	63	209	73	72	161	96	84	133	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1900	1885	1856	1781	1856	1841	1885	1900	1841
Adj Flow Rate, veh/h	73	300	69	68	225	78	77	173	103	90	143	61
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	2	0	1	3	8	3	4	1	0	4
Cap, veh/h	583	472	109	430	530	442	468	352	296	429	324	266
Arrive On Green	0.16	0.32	0.27	0.12	0.28	0.28	0.15	0.19	0.19	0.13	0.17	0.17
Sat Flow, veh/h	1767	1459	336	1810	1885	1572	1697	1856	1560	1795	1900	1560
Grp Volume(v), veh/h	73	0	369	68	225	78	77	173	103	90	143	61
Grp Sat Flow(s),veh/h/ln	1767	0	1795	1810	1885	1572	1697	1856	1560	1795	1900	1560
Q Serve(g_s), s	0.0	0.0	12.6	0.0	6.9	2.7	0.0	5.9	4.1	0.0	4.8	2.4
Cycle Q Clear(g_c), s	0.0	0.0	12.6	0.0	6.9	2.7	0.0	5.9	4.1	0.0	4.8	2.4
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	583	0	580	430	530	442	468	352	296	429	324	266
V/C Ratio(X)	0.13	0.00	0.64	0.16	0.42	0.18	0.16	0.49	0.35	0.21	0.44	0.23
Avail Cap(c_a), veh/h	672	0	890	598	935	780	605	555	467	609	569	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	20.9	22.8	20.9	19.4	21.4	25.8	25.0	23.8	26.5	25.5
Incr Delay (d2), s/veh	0.0	0.0	4.2	0.1	2.0	0.7	0.1	1.1	0.7	0.1	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.3	0.9	3.0	1.0	0.9	2.5	1.4	1.2	2.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	25.0	22.8	22.9	20.0	21.5	26.8	25.7	23.9	27.4	25.9
LnGrp LOS	B	A	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		442			371			353			294	
Approach Delay, s/veh		23.6			22.3			25.3			26.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	27.7	14.2	15.8	16.4	24.7	12.9	17.2				
Change Period (Y+Rc), s	9.7	9.7	* 8.7	* 8.7	9.7	9.7	* 8.7	* 8.7				
Max Green Setting (Gmax), s	10.3	30.3	* 11	* 16	10.3	30.3	* 11	* 16				
Max Q Clear Time (g_c+I1), s	2.0	14.6	2.0	6.8	2.0	8.9	2.0	7.9				
Green Ext Time (p_c), s	0.0	3.5	0.1	0.4	0.1	3.1	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			24.2									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
























HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	243	77	88	257	100	127	257	113	78	227	75
Future Volume (veh/h)	100	243	77	88	257	100	127	257	113	78	227	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1870	1841	1870	1841	1885	1900	1856
Adj Flow Rate, veh/h	103	251	79	91	265	103	131	265	116	80	234	77
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	1	0	0	2	4	2	4	1	0	3
Cap, veh/h	522	402	127	437	512	427	448	430	359	402	404	334
Arrive On Green	0.15	0.30	0.24	0.12	0.27	0.27	0.14	0.23	0.23	0.12	0.21	0.21
Sat Flow, veh/h	1781	1353	426	1810	1900	1585	1753	1870	1560	1795	1900	1572
Grp Volume(v), veh/h	103	0	330	91	265	103	131	265	116	80	234	77
Grp Sat Flow(s),veh/h/ln	1781	0	1779	1810	1900	1585	1753	1870	1560	1795	1900	1572
Q Serve(g_s), s	0.0	0.0	12.0	0.0	8.8	3.8	0.0	9.4	4.6	0.0	8.2	3.0
Cycle Q Clear(g_c), s	0.0	0.0	12.0	0.0	8.8	3.8	0.0	9.4	4.6	0.0	8.2	3.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	522	0	529	437	512	427	448	430	359	402	404	334
V/C Ratio(X)	0.20	0.00	0.62	0.21	0.52	0.24	0.29	0.62	0.32	0.20	0.58	0.23
Avail Cap(c_a), veh/h	617	0	846	585	904	754	589	537	448	578	545	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	22.9	23.9	23.0	21.2	24.4	25.6	23.8	25.3	26.2	24.2
Incr Delay (d2), s/veh	0.1	0.0	4.3	0.1	2.9	1.1	0.1	1.4	0.5	0.1	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	5.2	1.2	4.0	1.4	1.8	4.0	1.6	1.1	3.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	27.3	24.0	25.9	22.2	24.5	27.1	24.3	25.4	27.6	24.6
LnGrp LOS	C	A	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		433			459			512			391	
Approach Delay, s/veh		25.6			24.7			25.8			26.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	26.8	14.0	19.5	16.0	24.7	12.7	20.8				
Change Period (Y+Rc), s	9.7	9.7	* 8.7	* 8.7	9.7	9.7	* 8.7	* 8.7				
Max Green Setting (Gmax), s	10.3	30.3	* 11	* 16	10.3	30.3	* 11	* 16				
Max Q Clear Time (g_c+I1), s	2.0	14.0	2.0	10.2	2.0	10.8	2.0	11.4				
Green Ext Time (p_c), s	0.1	3.1	0.1	0.6	0.1	3.7	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			25.6									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
























HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	278	65	64	209	73	72	163	97	84	135	56
Future Volume (veh/h)	67	278	65	64	209	73	72	163	97	84	135	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1900	1885	1856	1781	1856	1841	1885	1900	1841
Adj Flow Rate, veh/h	72	299	70	69	225	78	77	175	104	90	145	60
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	2	0	1	3	8	3	4	1	0	4
Cap, veh/h	583	470	110	429	528	441	467	354	298	428	325	267
Arrive On Green	0.17	0.32	0.27	0.12	0.28	0.28	0.15	0.19	0.19	0.13	0.17	0.17
Sat Flow, veh/h	1767	1454	340	1810	1885	1572	1697	1856	1560	1795	1900	1560
Grp Volume(v), veh/h	72	0	369	69	225	78	77	175	104	90	145	60
Grp Sat Flow(s),veh/h/ln	1767	0	1794	1810	1885	1572	1697	1856	1560	1795	1900	1560
Q Serve(g_s), s	0.0	0.0	12.6	0.0	7.0	2.7	0.0	6.0	4.1	0.0	4.9	2.4
Cycle Q Clear(g_c), s	0.0	0.0	12.6	0.0	7.0	2.7	0.0	6.0	4.1	0.0	4.9	2.4
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	583	0	580	429	528	441	467	354	298	428	325	267
V/C Ratio(X)	0.12	0.00	0.64	0.16	0.43	0.18	0.16	0.49	0.35	0.21	0.45	0.22
Avail Cap(c_a), veh/h	670	0	888	596	933	778	604	554	466	607	567	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	20.9	22.9	21.0	19.4	21.5	25.8	25.0	23.9	26.5	25.5
Incr Delay (d2), s/veh	0.0	0.0	4.2	0.1	2.0	0.7	0.1	1.1	0.7	0.1	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.3	0.9	3.0	1.0	0.9	2.5	1.4	1.2	2.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	25.1	23.0	22.9	20.1	21.6	26.9	25.7	24.0	27.5	25.9
LnGrp LOS	B	A	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		441			372			356			295	
Approach Delay, s/veh		23.7			22.4			25.4			26.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	27.7	14.3	15.9	16.5	24.7	12.9	17.3				
Change Period (Y+Rc), s	9.7	9.7	* 8.7	* 8.7	9.7	9.7	* 8.7	* 8.7				
Max Green Setting (Gmax), s	10.3	30.3	* 11	* 16	10.3	30.3	* 11	* 16				
Max Q Clear Time (g_c+I1), s	2.0	14.6	2.0	6.9	2.0	9.0	2.0	8.0				
Green Ext Time (p_c), s	0.0	3.5	0.1	0.5	0.1	3.1	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			24.3									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
























HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	241	79	89	256	100	127	260	115	78	229	74
Future Volume (veh/h)	98	241	79	89	256	100	127	260	115	78	229	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1870	1841	1870	1841	1885	1900	1856
Adj Flow Rate, veh/h	101	248	81	92	264	103	131	268	119	80	236	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	1	0	0	2	4	2	4	1	0	3
Cap, veh/h	521	398	130	437	511	426	448	433	361	400	405	335
Arrive On Green	0.15	0.30	0.24	0.12	0.27	0.27	0.14	0.23	0.23	0.12	0.21	0.21
Sat Flow, veh/h	1781	1339	437	1810	1900	1585	1753	1870	1560	1795	1900	1572
Grp Volume(v), veh/h	101	0	329	92	264	103	131	268	119	80	236	76
Grp Sat Flow(s),veh/h/ln	1781	0	1777	1810	1900	1585	1753	1870	1560	1795	1900	1572
Q Serve(g_s), s	0.0	0.0	12.0	0.0	8.8	3.8	0.0	9.6	4.7	0.0	8.3	3.0
Cycle Q Clear(g_c), s	0.0	0.0	12.0	0.0	8.8	3.8	0.0	9.6	4.7	0.0	8.3	3.0
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	521	0	527	437	511	426	448	433	361	400	405	335
V/C Ratio(X)	0.19	0.00	0.62	0.21	0.52	0.24	0.29	0.62	0.33	0.20	0.58	0.23
Avail Cap(c_a), veh/h	616	0	843	584	902	752	588	536	447	575	544	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	23.0	24.0	23.1	21.3	24.4	25.6	23.8	25.5	26.3	24.2
Incr Delay (d2), s/veh	0.1	0.0	4.3	0.1	2.9	1.1	0.1	1.5	0.5	0.1	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	5.2	1.2	4.0	1.4	1.8	4.0	1.6	1.1	3.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	27.4	24.1	26.0	22.3	24.6	27.1	24.3	25.5	27.6	24.5
LnGrp LOS	C	A	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		430			459			518			392	
Approach Delay, s/veh		25.7			24.8			25.8			26.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	26.8	14.1	19.6	16.0	24.7	12.7	20.9				
Change Period (Y+Rc), s	9.7	9.7	* 8.7	* 8.7	9.7	9.7	* 8.7	* 8.7				
Max Green Setting (Gmax), s	10.3	30.3	* 11	* 16	10.3	30.3	* 11	* 16				
Max Q Clear Time (g_c+I1), s	2.0	14.0	2.0	10.3	2.0	10.8	2.0	11.6				
Green Ext Time (p_c), s	0.1	3.1	0.1	0.6	0.1	3.7	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	279	63	63	209	73	72	161	96	84	134	56
Future Volume (veh/h)	68	279	63	63	209	73	72	161	96	84	134	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1900	1885	1856	1781	1856	1841	1885	1900	1841
Adj Flow Rate, veh/h	73	300	68	68	225	78	77	173	103	90	144	60
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	2	0	1	3	8	3	4	1	0	4
Cap, veh/h	583	473	107	431	530	442	468	353	296	430	325	267
Arrive On Green	0.16	0.32	0.27	0.12	0.28	0.28	0.15	0.19	0.19	0.13	0.17	0.17
Sat Flow, veh/h	1767	1464	332	1810	1885	1572	1697	1856	1560	1795	1900	1560
Grp Volume(v), veh/h	73	0	368	68	225	78	77	173	103	90	144	60
Grp Sat Flow(s),veh/h/ln	1767	0	1796	1810	1885	1572	1697	1856	1560	1795	1900	1560
Q Serve(g_s), s	0.0	0.0	12.5	0.0	6.9	2.7	0.0	5.9	4.1	0.0	4.8	2.4
Cycle Q Clear(g_c), s	0.0	0.0	12.5	0.0	6.9	2.7	0.0	5.9	4.1	0.0	4.8	2.4
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	583	0	580	431	530	442	468	353	296	430	325	267
V/C Ratio(X)	0.13	0.00	0.63	0.16	0.42	0.18	0.16	0.49	0.35	0.21	0.44	0.23
Avail Cap(c_a), veh/h	674	0	891	599	936	781	606	556	467	610	569	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	20.9	22.7	20.9	19.3	21.4	25.7	25.0	23.8	26.4	25.4
Incr Delay (d2), s/veh	0.0	0.0	4.1	0.1	2.0	0.7	0.1	1.1	0.7	0.1	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.3	0.9	3.0	1.0	0.9	2.5	1.4	1.2	2.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	25.0	22.8	22.8	20.0	21.5	26.8	25.7	23.8	27.4	25.8
LnGrp LOS	B	A	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		441			371			353			294	
Approach Delay, s/veh		23.6			22.2			25.3			26.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	27.7	14.2	15.9	16.4	24.7	12.9	17.2				
Change Period (Y+Rc), s	9.7	9.7	* 8.7	* 8.7	9.7	9.7	* 8.7	* 8.7				
Max Green Setting (Gmax), s	10.3	30.3	* 11	* 16	10.3	30.3	* 11	* 16				
Max Q Clear Time (g_c+I1), s	2.0	14.5	2.0	6.8	2.0	8.9	2.0	7.9				
Green Ext Time (p_c), s	0.0	3.5	0.1	0.4	0.1	3.1	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			24.1									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	243	75	88	257	100	127	257	113	78	228	74
Future Volume (veh/h)	100	243	75	88	257	100	127	257	113	78	228	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1900	1900	1870	1841	1870	1841	1885	1900	1856
Adj Flow Rate, veh/h	103	251	77	91	265	103	131	265	116	80	235	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	1	0	0	2	4	2	4	1	0	3
Cap, veh/h	520	404	124	440	513	428	448	431	359	403	405	335
Arrive On Green	0.15	0.30	0.24	0.12	0.27	0.27	0.14	0.23	0.23	0.12	0.21	0.21
Sat Flow, veh/h	1781	1362	418	1810	1900	1585	1753	1870	1560	1795	1900	1572
Grp Volume(v), veh/h	103	0	328	91	265	103	131	265	116	80	235	76
Grp Sat Flow(s),veh/h/ln	1781	0	1780	1810	1900	1585	1753	1870	1560	1795	1900	1572
Q Serve(g_s), s	0.0	0.0	11.9	0.0	8.8	3.8	0.0	9.4	4.6	0.0	8.2	3.0
Cycle Q Clear(g_c), s	0.0	0.0	11.9	0.0	8.8	3.8	0.0	9.4	4.6	0.0	8.2	3.0
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	520	0	528	440	513	428	448	431	359	403	405	335
V/C Ratio(X)	0.20	0.00	0.62	0.21	0.52	0.24	0.29	0.62	0.32	0.20	0.58	0.23
Avail Cap(c_a), veh/h	619	0	848	588	905	755	590	538	448	579	546	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	22.9	23.7	22.9	21.1	24.4	25.6	23.7	25.2	26.2	24.1
Incr Delay (d2), s/veh	0.1	0.0	4.3	0.1	2.9	1.0	0.1	1.4	0.5	0.1	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	5.1	1.2	3.9	1.4	1.8	4.0	1.6	1.1	3.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	27.2	23.8	25.9	22.2	24.5	27.0	24.2	25.3	27.5	24.4
LnGrp LOS	C	A	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		431			459			512			391	
Approach Delay, s/veh		25.5			24.6			25.7			26.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	26.7	14.0	19.5	15.9	24.7	12.7	20.8				
Change Period (Y+Rc), s	9.7	9.7	* 8.7	* 8.7	9.7	9.7	* 8.7	* 8.7				
Max Green Setting (Gmax), s	10.3	30.3	* 11	* 16	10.3	30.3	* 11	* 16				
Max Q Clear Time (g_c+I1), s	2.0	13.9	2.0	10.2	2.0	10.8	2.0	11.4				
Green Ext Time (p_c), s	0.1	3.1	0.1	0.6	0.1	3.7	0.1	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			25.6									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	426	2	3	323	1	3
Future Vol, veh/h	426	2	3	323	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	463	2	3	351	1	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	465	0	821
Stage 1	-	-	-	-	464
Stage 2	-	-	-	-	357
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1096	-	344
Stage 1	-	-	-	-	633
Stage 2	-	-	-	-	708
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1096	-	343
Mov Cap-2 Maneuver	-	-	-	-	343
Stage 1	-	-	-	-	633
Stage 2	-	-	-	-	706

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	504	-	-	1096	-
HCM Lane V/C Ratio	0.009	-	-	0.003	-
HCM Control Delay (s)	12.2	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	411	4	3	446	1	6
Future Vol, veh/h	411	4	3	446	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	447	4	3	485	1	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	451	0	940 449
Stage 1	-	-	-	-	449 -
Stage 2	-	-	-	-	491 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1109	-	293 610
Stage 1	-	-	-	-	643 -
Stage 2	-	-	-	-	615 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1109	-	292 610
Mov Cap-2 Maneuver	-	-	-	-	292 -
Stage 1	-	-	-	-	643 -
Stage 2	-	-	-	-	613 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	528	-	-	1109	-
HCM Lane V/C Ratio	0.014	-	-	0.003	-
HCM Control Delay (s)	11.9	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑	
Traffic Vol, veh/h	0	4	0	323	269	5
Future Vol, veh/h	0	4	0	323	269	5
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	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	2	2
Mvmt Flow	0	4	0	351	292	5

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	295	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-
Pot Cap-1 Maneuver	0	744	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	744	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	744	-	-
HCM Lane V/C Ratio	-	0.006	-	-
HCM Control Delay (s)	-	9.9	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↘	
Traffic Vol, veh/h	0	7	0	500	396	7
Future Vol, veh/h	0	7	0	500	396	7
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	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	0	8	0	543	430	8

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	434	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-
Pot Cap-1 Maneuver	0	621	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	621	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	621	-	-
HCM Lane V/C Ratio	-	0.012	-	-
HCM Control Delay (s)	-	10.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↘	
Traffic Vol, veh/h	0	1	0	320	269	1
Future Vol, veh/h	0	1	0	320	269	1
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	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	2	2
Mvmt Flow	0	1	0	348	292	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 293	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.23	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.319	- -	- -
Pot Cap-1 Maneuver	0 745	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 745	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 745	- -	- -
HCM Lane V/C Ratio	- 0.001	- -	- -
HCM Control Delay (s)	- 9.8	- -	- -
HCM Lane LOS	- A	- -	- -
HCM 95th %tile Q(veh)	- 0	- -	- -

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	426	2	2	323	1	2
Future Vol, veh/h	426	2	2	323	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	463	2	2	351	1	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	465	0	819
Stage 1	-	-	-	-	464
Stage 2	-	-	-	-	355
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1096	-	345
Stage 1	-	-	-	-	633
Stage 2	-	-	-	-	710
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1096	-	344
Mov Cap-2 Maneuver	-	-	-	-	344
Stage 1	-	-	-	-	633
Stage 2	-	-	-	-	709

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	480	-	-	1096	-
HCM Lane V/C Ratio	0.007	-	-	0.002	-
HCM Control Delay (s)	12.6	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑	
Traffic Vol, veh/h	0	2	0	495	396	1
Future Vol, veh/h	0	2	0	495	396	1
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	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	0	2	0	538	430	1

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	431	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-
Pot Cap-1 Maneuver	0	623	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	623	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	623	-	-
HCM Lane V/C Ratio	-	0.003	-	-
HCM Control Delay (s)	-	10.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	411	4	2	446	1	4
Future Vol, veh/h	411	4	2	446	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	447	4	2	485	1	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	451	0	938 449
Stage 1	-	-	-	-	449 -
Stage 2	-	-	-	-	489 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1109	-	293 610
Stage 1	-	-	-	-	643 -
Stage 2	-	-	-	-	616 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1109	-	292 610
Mov Cap-2 Maneuver	-	-	-	-	292 -
Stage 1	-	-	-	-	643 -
Stage 2	-	-	-	-	615 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	501	-	-	1109	-
HCM Lane V/C Ratio	0.011	-	-	0.002	-
HCM Control Delay (s)	12.3	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	154	265	90	146	55	122	152	54	107	132	38
Average Queue (ft)	41	117	31	64	22	38	63	11	40	48	7
95th Queue (ft)	99	208	70	125	48	86	122	35	83	100	24
Link Distance (ft)		569		773			383	383		619	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	170		140		310	195			200		215
Storage Blk Time (%)	0	2	0	1			0		0	0	
Queuing Penalty (veh)	0	1	0	1			0		0	0	

Network Summary

Network wide Queuing Penalty: 2

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	169	326	138	200	68	186	264	53	119	230	104
Average Queue (ft)	60	130	52	96	29	68	121	11	40	104	13
95th Queue (ft)	131	246	110	176	58	141	219	35	88	189	53
Link Distance (ft)		569		773			383	383		619	
Upstream Blk Time (%)							0				
Queuing Penalty (veh)							0				
Storage Bay Dist (ft)	170		140		310	195			200		215
Storage Blk Time (%)	0	4	0	3		0	2		0	1	0
Queuing Penalty (veh)	0	4	0	5		0	2		0	1	0

Network Summary

Network wide Queuing Penalty: 13

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	161	286	103	164	52	110	161	52	105	136	30
Average Queue (ft)	41	125	33	68	23	39	67	12	41	52	7
95th Queue (ft)	104	225	77	132	48	87	132	36	83	109	21
Link Distance (ft)		569		773			383	383		619	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	170		140		310	195			200		215
Storage Blk Time (%)	0	3	0	1			0			0	
Queuing Penalty (veh)	0	2	0	1			0			0	

Network Summary

Network wide Queuing Penalty: 3

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	161	298	136	228	75	180	275	63	134	216	161
Average Queue (ft)	60	130	52	101	31	79	129	13	45	107	17
95th Queue (ft)	133	243	112	185	60	161	235	41	97	189	80
Link Distance (ft)		569		773			383	383		619	
Upstream Blk Time (%)							0				
Queuing Penalty (veh)							0				
Storage Bay Dist (ft)	170		140		310	195			200		215
Storage Blk Time (%)	0	4	0	3		0	3		0	1	0
Queuing Penalty (veh)	0	4	0	6		0	3		0	1	0

Network Summary

Network wide Queuing Penalty: 15

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	149	278	95	169	54	108	159	66	105	132	39
Average Queue (ft)	41	118	32	70	23	37	70	12	42	55	7
95th Queue (ft)	100	212	71	135	48	80	134	42	89	110	24
Link Distance (ft)		573		773			383	383		619	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200		140		310	195			200		215
Storage Blk Time (%)	0	1	0	1			0				
Queuing Penalty (veh)	0	1	0	1			0				

Intersection: 14: Gov Grove 3 & Rt. 5

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	14	30
Average Queue (ft)	1	3
95th Queue (ft)	7	19
Link Distance (ft)		193
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 2

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	180	296	137	247	105	188	285	58	124	225	111
Average Queue (ft)	65	131	46	100	33	77	123	14	42	107	13
95th Queue (ft)	141	243	101	187	73	153	230	43	89	184	60
Link Distance (ft)		573		773			383	383		619	
Upstream Blk Time (%)							0				
Queuing Penalty (veh)							0				
Storage Bay Dist (ft)	200		140		310	195			200		215
Storage Blk Time (%)	0	2	0	3	0	0	2		0	0	0
Queuing Penalty (veh)	0	2	0	6	0	1	3		0	1	0

Intersection: 14: Gov Grove 3 & Rt. 5

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	20	30
Average Queue (ft)	1	7
95th Queue (ft)	8	28
Link Distance (ft)		193
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 13

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	152	248	98	188	57	108	158	56	103	138	43
Average Queue (ft)	45	123	33	71	23	38	70	12	41	54	7
95th Queue (ft)	110	212	73	142	48	82	133	35	82	108	25
Link Distance (ft)		944		773			204	204		619	
Upstream Blk Time (%)							0				
Queuing Penalty (veh)							0				
Storage Bay Dist (ft)	170		140		310	195			200		215
Storage Blk Time (%)	0	2	0	1			0				
Queuing Penalty (veh)	0	2	0	1			0				

Intersection: 7: Ironbound Road & Gov Grove 3

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	31	3
Average Queue (ft)	4	0
95th Queue (ft)	20	3
Link Distance (ft)	206	126
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 3

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	160	273	128	209	69	169	210	71	139	224	72
Average Queue (ft)	57	127	50	96	30	70	117	19	45	108	10
95th Queue (ft)	124	226	104	172	60	138	202	50	98	189	43
Link Distance (ft)		944		773			204	204		619	
Upstream Blk Time (%)						0	2				
Queuing Penalty (veh)						0	5				
Storage Bay Dist (ft)	170		140		310	195			200		215
Storage Blk Time (%)	0	3	0	2		0	2		0	0	0
Queuing Penalty (veh)	0	3	0	4		0	3		0	1	0

Intersection: 7: Ironbound Road & Gov Grove 3

Movement	EB	NB	B5
Directions Served	R	T	T
Maximum Queue (ft)	31	99	14
Average Queue (ft)	6	8	0
95th Queue (ft)	25	53	10
Link Distance (ft)	206	126	589
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 16

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	122	224	101	162	57	117	160	64	98	128	38
Average Queue (ft)	38	120	31	67	23	39	70	15	39	52	7
95th Queue (ft)	90	203	72	127	49	87	132	43	81	107	24
Link Distance (ft)		574		773			203	203		619	
Upstream Blk Time (%)						0	0				
Queuing Penalty (veh)						0	0				
Storage Bay Dist (ft)	200		140		310	195			200		215
Storage Blk Time (%)	0	1	0	0		0	0				
Queuing Penalty (veh)	0	1	0	1		0	0				

Intersection: 7: Ironbound Road & Gov Grove 3

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	21	9
Average Queue (ft)	1	1
95th Queue (ft)	11	13
Link Distance (ft)	206	126
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Gov Grove 3 & Rt. 5

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	14	27
Average Queue (ft)	1	3
95th Queue (ft)	9	18
Link Distance (ft)		193
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 2

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	199	264	134	214	71	180	211	55	174	242	148
Average Queue (ft)	66	125	49	99	32	74	121	16	50	112	17
95th Queue (ft)	142	223	104	180	59	144	201	43	121	204	80
Link Distance (ft)		574		773			203	203		619	
Upstream Blk Time (%)						0	2				
Queuing Penalty (veh)						0	4				
Storage Bay Dist (ft)	200		140		310	195			200		215
Storage Blk Time (%)	0	2	0	3		0	2		0	1	0
Queuing Penalty (veh)	0	2	0	6		0	3		0	2	0

Intersection: 7: Ironbound Road & Gov Grove 3

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	30	87
Average Queue (ft)	2	6
95th Queue (ft)	16	42
Link Distance (ft)	206	126
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Gov Grove 3 & Rt. 5

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	13	33
Average Queue (ft)	0	5
95th Queue (ft)	6	25
Link Distance (ft)		193
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 17

Rt 5 & 615 (5 Forks)

Phase Timing

4/25/2023 2:31:08 PM

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	15	5	7	5	15	5	7	0	0	0	0	0	0	0	0
Veh Ext	2.0	6.0	2.0	3.0	2.0	6.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green 1	20	40	20	25	20	40	20	25	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.1	4.1	4.8	4.8	4.1	4.1	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clr	5.6	5.6	3.9	3.9	5.6	5.6	3.9	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Flash	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bike MG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Early Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	3.5	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce After	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0
TTReduce	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Neg Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AP Disc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Return Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Rt 5 & 615 (5 Forks)

Phase Options

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Phases	1-8								9-16								
Min Recalls	2				6												
Max Recalls																	
Ped Recalls																	
Soft Recall																	
Dual Entry																	
Red Rest																	
Walk Rest																	
Walk Expand																	
Ped Recycle																	
Sim Ped Term																	
PC Thru Clr																	
Guar Passage	2				6												
No Simult Gap																	
Yel Lock																	
Red Lock																	
PhaseNext Lock	1	2	3	4	5	6	7	8									
No Term Call	1	2	3	4	5	6	7	8									
Cond Serv																	
CS Enable																	
Cond Reserve																	
Reserve																	
Veh Omit																	
Ped Omit																	
Perm Phase																	
Protect Calls																	
Protect Calls 2																	
Flash Entry																	
Flash Exit																	
Flash Exit Yel																	
Flash Exit Red																	
Ped Scramble																	
No Min Yel																	
No Min Red Rev																	
Max Scramble Walk																	
Flash Yellow																	
Flash FYA																	
CNA 1																	
CNA 2																	

Rt 5 & 615 (5 Forks)

Phase Startup Options

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Startup Flash Mode
 Startup All Red Yellow

Phases	1-8								9-16							
Startup Phases		2				6										
Startup Yellow		2				6										
Startup Red																
Startup No Walk																
Startup Next																
Startup Yel Fls																
Startup FYA																
No Veh Call	1	2	3	4	5	6	7	8								
No Ped Call		2		4		6		8								

Phase Startup Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unit

Red Revert Ped Protect AdvFls in Flash

Rt 5 & 615 (5 Forks)

Ring Sequence / Conflicting Phases

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Ringgroup 1

Ring 1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0
Ring 2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0

Ringgroup 2

Custom Sequences

Seq 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Conflicting Phases

1-8

9-16

Phase 1															
Phase 2															
Phase 3															
Phase 4															
Phase 5															
Phase 6															
Phase 7															
Phase 8															
Phase 9															
Phase 10															
Phase 11															
Phase 12															
Phase 13															
Phase 14															
Phase 15															
Phase 16															

Rt 5 & 615 (5 Forks)

MCE Options

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Phases	1-8	9-16
MCE Ped Protect	<input type="checkbox"/>	<input type="checkbox"/>
MCE Veh Call	<input type="checkbox"/>	<input type="checkbox"/>
MCE Ped Call	<input type="checkbox"/>	<input type="checkbox"/>
MCE Veh Omit	<input type="checkbox"/>	<input type="checkbox"/>
MCE Ped Omit	<input type="checkbox"/>	<input type="checkbox"/>
MCE Veh Sync	<input type="checkbox"/>	<input type="checkbox"/>
MCE Ped Sync	<input type="checkbox"/>	<input type="checkbox"/>
MCE Halt Don't Walk	<input type="checkbox"/>	<input type="checkbox"/>

LRV Phases	1-8
MCE LRV Term Early	<input type="checkbox"/>

Rt 5 & 615 (5 Forks)

FYA/FRA

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FYA	1	2	3	4	5	6	7	8
Prot Phs	1	0	3	0	5	0	7	0
Opp Thru	2	0	4	0	6	0	8	0
Start Phs	0	0	0	0	0	0	0	0
Opp Ped	0	0	0	0	0	0	0	0
Delay	4.5	0.0	4.5	0.0	4.5	0.0	4.5	0.0
Min FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Skip Prot Red	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Head Mode	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1

Ped Hawk 1

Veh Phase

Ped Phase

Flash Yel Dark Signal

Flash Delay Flash Carryover

Green Mode

Ped Hawk 2

Veh Phase

Ped Phase

Flash Yel Dark Signal

Flash Delay Flash Carryover

Green Mode

Ped Hawk 3

Veh Phase

Ped Phase

Flash Yel Dark Signal

Flash Delay Flash Carryover

Green Mode

Ped Hawk 4

Veh Phase

Ped Phase

Flash Yel Dark Signal

Flash Delay Flash Carryover

Green Mode

Rt 5 & 615 (5 Forks)

Overlap Startup Options

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Overlaps	1-8								9-16							
Startup Overlap Green																
Startup Overlap Yellow																

Overlap Startup Timing

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Unit Options

Overlaps	1-8								9-16							
Overlap Ped Recalls																
MCE Olap Ped Protect																
MCE Olap Ped Calls																
MCE Olap Ped Expand																
No Min Yellow																
No Min Red Rev																
Flash Yellow																
No Conflict																
Pre Signal																
Perm Red																
Perm FYA																
Perm FRA																

Rt 5 & 615 (5 Forks)

Coordination Options

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Sync Time

RTC Set Time

Transition Mode

Ped Adjust

Trans Short %

Trans Long %

Offset Reference

Short Cycles

Dual Entry

Overlap F/O

Master Sync Mode

Master Sync Length

Adapt Thresh

Adapt Step

External Plan Max

Hardwire No Match

Hardwire Sync Fail

Override Omit/Recall

Phases 1-8

9-16

No Trans Recall

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

Trans Ped Recall

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

Trans Phases

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

Rt 5 & 615 (5 Forks)

Hardwire Plans

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Hardwire	Plan Select	Pattern	Offset	Mode
Plan 1		0	0	Hardwire
Plan 2		0	0	Hardwire
Plan 3		0	0	Hardwire
Plan 4		0	0	Hardwire
Plan 5		0	0	Hardwire
Plan 6		0	0	Hardwire
Plan 7		0	0	Hardwire
Plan 8		0	0	Hardwire
Plan 9		0	0	Hardwire
Plan 10		0	0	Hardwire
Plan 11		0	0	Hardwire
Plan 12		0	0	Hardwire
Plan 13		0	0	Hardwire
Plan 14		0	0	Hardwire
Plan 15		0	0	Hardwire
Plan 16		0	0	Hardwire
Plan 17		0	0	Hardwire
Plan 18		0	0	Hardwire
Plan 19		0	0	Hardwire
Plan 20		0	0	Hardwire
Plan 21		0	0	Hardwire
Plan 22		0	0	Hardwire
Plan 23		0	0	Hardwire
Plan 24		0	0	Hardwire
Plan 25		0	0	Hardwire
Plan 26		0	0	Hardwire
Plan 27		0	0	Hardwire
Plan 28		0	0	Hardwire
Plan 29		0	0	Hardwire
Plan 30		0	0	Hardwire
Plan 31		0	0	Hardwire
Plan 32		0	0	Hardwire

Rt 5 & 615 (5 Forks)

Soft Interconnect

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Mode Remote Int Number

Yield Delay

Yield Duration

Permissive

Local Hold Limit

Phases	1-8								9-16								
Local Control Phases																	
Local Hold Phases																	
Local Perm Phases																	
Local Call Phases																	
Remote Perm Phases																	
Remote Hold Phases																	

Rt 5 & 615 (5 Forks)

Preempt Inputs

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Preempt Input	1	2	3	4	5	6	7	8	9	10
Delay	0	0	0	0	0	0	0	0	0	0
Checkout Limit	0	0	0	0	0	0	0	0	0	0
Locked	No	No	No	No	No	No	No	No	No	No
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Input Number	0	0	0	0	0	0	0	0	0	0
Input Priority	All	All	All	All	All	All	All	All	All	All
Delay Mode	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp

Preempt Priority

Preempt Priority	1	2	3	4	5	6	7	8	9	10
Priority	0	0	0	0	0	0	0	0	0	0

Remote Preemption

Remote Preempt	RM 1	RM 2	RM 3	RM 4	RM 5	RM 6	RM 7	RM 8
Int Number	0	0	0	0	0	0	0	0
PE Number	0	0	0	0	0	0	0	0
Mode	Dis	Dis	Dis	Dis	Dis	Dis	Dis	Dis
Slack	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0
Alt TT 1	0	0	0	0	0	0	0	0
Alt TT 2	0	0	0	0	0	0	0	0
Alt TT 3	0	0	0	0	0	0	0	0
Alt TT 4	0	0	0	0	0	0	0	0
Alt TT 5	0	0	0	0	0	0	0	0
Alt TT 6	0	0	0	0	0	0	0	0
Alt TT 7	0	0	0	0	0	0	0	0

Rt 5 & 615 (5 Forks)

Preempt 1 (Configuration)

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Enabled	<input type="text" value="Yes"/>	Dwell Mode	<input type="text" value="Normal"/>	Output Mode	<input type="text" value="All"/>
Output2 Mode	<input type="text" value="All"/>	Fail Action	<input type="text" value="Preempt Off"/>	Exit Mode	<input type="text" value="Normal"/>
Override Flash	<input type="text" value="No"/>	Change Phasenext	<input type="text" value="Yes"/>		

	1-8	9-16		1-8	
Enable Phases	<input type="text"/>	<input type="text"/>	LRV Disable	<input type="text"/>	Max <input type="text" value="0"/>
Preempt Inputs	<input type="text" value="1"/>	<input type="text"/>	LRV Dwell Flash	<input type="text"/>	
			LRV Omit	<input type="text"/>	Delay <input type="text" value="0"/>
			LRV No Yel	<input type="text"/>	

Preempt 1 (Timing/Phases/Overlaps)

	1-8	9-16				
Phases/Overlaps	<input type="text"/>	<input type="text"/>	Start Green	<input type="text" value="0"/>	Start Walk	<input type="text" value="0"/>
Omit Olap Grn Clr	<input type="text"/>	<input type="text"/>			Start Ped Clr	<input type="text" value="0"/>
Phs EWlk to Grn	<input type="text"/>	<input type="text"/>	Track Clear 1	<input type="text" value="0"/>	Track Clear 2	<input type="text" value="0"/>
TClr 1 Veh Phases	<input type="text"/>	<input type="text"/>	TC1 Extend	<input type="text" value="0"/>	TC1 Max	<input type="text" value="0"/>
TClr 1 Ped Phases	<input type="text"/>	<input type="text"/>	Exit Ped Clr	<input type="text" value="0"/>	Exit Yellow	<input type="text" value="0.0"/>
TClr 1 Olap	<input type="text"/>	<input type="text"/>	Exit Red	<input type="text" value="0.0"/>		
TClr 1 Olap Ped	<input type="text"/>	<input type="text"/>	Min Dwell	<input type="text" value="0"/>	Min Duration	<input type="text" value="0"/>
TClr 2 Veh Phases	<input type="text"/>	<input type="text"/>	Dwell Extend	<input type="text" value="0"/>		
TClr 2 Ped Phases	<input type="text"/>	<input type="text"/>	Max Dwell	<input type="text" value="0"/>	Max Call	<input type="text" value="180"/>
TClr 2 Olap	<input type="text"/>	<input type="text"/>	Reserve Inh Same	<input type="text" value="0"/>		
TClr 2 Olap Ped	<input type="text"/>	<input type="text"/>	Reserve Inh All	<input type="text" value="0"/>		
Init Dwell Phases	<input type="text"/>	<input type="text"/>	Delay	<input type="text" value="0"/>		
Dwell Veh Phases	<input type="text" value="1"/>	<input type="text" value="6"/>				
Dwell Ped Phases	<input type="text"/>	<input type="text"/>				
Dwell Olap	<input type="text"/>	<input type="text"/>				
Dwell Olap Ped	<input type="text"/>	<input type="text"/>				
Exit Veh Phases	<input type="text"/>	<input type="text"/>				
Exit Ped Phases	<input type="text"/>	<input type="text"/>				
Exit Olap	<input type="text"/>	<input type="text"/>				
Exit Olap Ped	<input type="text"/>	<input type="text"/>				
Zero Phase Walk	<input type="text"/>	<input type="text"/>				
Zero Phase Ped Clr	<input type="text"/>	<input type="text"/>				
Zero Phase Green	<input type="text" value="1"/>	<input type="text" value="2"/>				
Zero Olap Walk	<input type="text" value="3"/>	<input type="text" value="4"/>				
Zero Olap Ped Clr	<input type="text" value="5"/>	<input type="text" value="6"/>				
Zero Olap Green	<input type="text" value="7"/>	<input type="text" value="8"/>				
Dwell-Phase Red	<input type="text"/>	<input type="text"/>				
Dwell-Phase Red Flash	<input type="text"/>	<input type="text"/>				
Dwell-Phase Yel Flash	<input type="text"/>	<input type="text"/>				
Dwell-Olap Red Flash	<input type="text"/>	<input type="text"/>				
Dwell-Olap Yel Flash	<input type="text"/>	<input type="text"/>				
Dwell-Ped Dark	<input type="text"/>	<input type="text"/>				
Dwell-Olap Ped Dark	<input type="text"/>	<input type="text"/>				

	1-8	9-16
Phases/Overlaps	<input type="text"/>	<input type="text"/>
TClr 1 FR Olap	<input type="text"/>	<input type="text"/>
TClr 2 FR Olap	<input type="text"/>	<input type="text"/>
Dwell FR Olap	<input type="text"/>	<input type="text"/>
TClr 1 FYA	<input type="text"/>	<input type="text"/>
TClr 2 FYA	<input type="text"/>	<input type="text"/>
Dwell FYA	<input type="text" value="5"/>	<input type="text"/>

Rt 5 & 615 (5 Forks)

Preempt 2 (Configuration)

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Enabled	<input type="text" value="Yes"/>	Dwell Mode	<input type="text" value="Normal"/>	Output Mode	<input type="text" value="All"/>
Output2 Mode	<input type="text" value="All"/>	Fail Action	<input type="text" value="Preempt Off"/>	Exit Mode	<input type="text" value="Normal"/>
Override Flash	<input type="text" value="No"/>	Change Phasenext	<input type="text" value="Yes"/>		

	1-8	9-16
Enable Phases	<input type="text"/>	<input type="text"/>
Preempt Inputs	<input type="text" value="2"/>	<input type="text"/>

	1-8
LRV Disable	<input type="text"/>
LRV Dwell Flash	<input type="text"/>
LRV Omit	<input type="text"/>
LRV No Yel	<input type="text"/>

Max Delay

Preempt 2 (Timing/Phases/Overlaps)

	1-8	9-16
Phases/Overlaps	<input type="text"/>	<input type="text"/>
Omit Olap Grn Clr	<input type="text"/>	<input type="text"/>
Phs EWlk to Grn	<input type="text"/>	<input type="text"/>
TClr 1 Veh Phases	<input type="text"/>	<input type="text"/>
TClr 1 Ped Phases	<input type="text"/>	<input type="text"/>
TClr 1 Olap	<input type="text"/>	<input type="text"/>
TClr 1 Olap Ped	<input type="text"/>	<input type="text"/>
TClr 2 Veh Phases	<input type="text"/>	<input type="text"/>
TClr 2 Ped Phases	<input type="text"/>	<input type="text"/>
TClr 2 Olap	<input type="text"/>	<input type="text"/>
TClr 2 Olap Ped	<input type="text"/>	<input type="text"/>
Init Dwell Phases	<input type="text"/>	<input type="text"/>
Dwell Veh Phases	<input type="text" value="2"/> <input type="text" value="5"/>	<input type="text"/>
Dwell Ped Phases	<input type="text"/>	<input type="text"/>
Dwell Olap	<input type="text"/>	<input type="text"/>
Dwell Olap Ped	<input type="text"/>	<input type="text"/>
Exit Veh Phases	<input type="text"/>	<input type="text"/>
Exit Ped Phases	<input type="text"/>	<input type="text"/>
Exit Olap	<input type="text"/>	<input type="text"/>
Exit Olap Ped	<input type="text"/>	<input type="text"/>
Zero Phase Walk	<input type="text"/>	<input type="text"/>
Zero Phase Ped Clr	<input type="text"/>	<input type="text"/>
Zero Phase Green	<input type="text" value="1"/> <input type="text" value="2"/> <input type="text" value="3"/> <input type="text" value="4"/> <input type="text" value="5"/> <input type="text" value="6"/> <input type="text" value="7"/> <input type="text" value="8"/>	<input type="text"/>
Zero Olap Walk	<input type="text"/>	<input type="text"/>
Zero Olap Ped Clr	<input type="text"/>	<input type="text"/>
Zero Olap Green	<input type="text"/>	<input type="text"/>
Dwell-Phase Red	<input type="text"/>	<input type="text"/>
Dwell-Phase Red Flash	<input type="text"/>	<input type="text"/>
Dwell-Phase Yel Flash	<input type="text"/>	<input type="text"/>
Dwell-Olap Red Flash	<input type="text"/>	<input type="text"/>
Dwell-Olap Yel Flash	<input type="text"/>	<input type="text"/>
Dwell-Ped Dark	<input type="text"/>	<input type="text"/>
Dwell-Olap Ped Dark	<input type="text"/>	<input type="text"/>

Start Green	<input type="text" value="0"/>	Start Walk	<input type="text" value="0"/>
		Start Ped Clr	<input type="text" value="0"/>
Track Clear 1	<input type="text" value="0"/>	Track Clear 2	<input type="text" value="0"/>
TC1 Extend	<input type="text" value="0"/>	TC1 Max	<input type="text" value="0"/>
Exit Ped Clr	<input type="text" value="0"/>	Exit Yellow	<input type="text" value="0.0"/>
Exit Red	<input type="text" value="0.0"/>		
Min Dwell	<input type="text" value="0"/>	Min Duration	<input type="text" value="0"/>
Dwell Extend	<input type="text" value="0"/>		
Max Dwell	<input type="text" value="0"/>	Max Call	<input type="text" value="180"/>
Reserve Inh Same	<input type="text" value="0"/>		
Reserve Inh All	<input type="text" value="0"/>		
Delay	<input type="text" value="0"/>		

	1-8	9-16
Phases/Overlaps	<input type="text"/>	<input type="text"/>
TClr 1 FR Olap	<input type="text"/>	<input type="text"/>
TClr 2 FR Olap	<input type="text"/>	<input type="text"/>
Dwell FR Olap	<input type="text"/>	<input type="text"/>
TClr 1 FYA	<input type="text"/>	<input type="text"/>
TClr 2 FYA	<input type="text"/>	<input type="text"/>
Dwell FYA	<input type="text" value="1"/>	<input type="text"/>

Rt 5 & 615 (5 Forks)

Preempt 3 (Configuration)

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Enabled	<input type="text" value="Yes"/>	Dwell Mode	<input type="text" value="Normal"/>	Output Mode	<input type="text" value="All"/>
Output2 Mode	<input type="text" value="All"/>	Fail Action	<input type="text" value="Preempt Off"/>	Exit Mode	<input type="text" value="Normal"/>
Override Flash	<input type="text" value="No"/>	Change Phasenext	<input type="text" value="Yes"/>		

	1-8	9-16
Enable Phases	<input type="text"/>	<input type="text"/>
Preempt Inputs	<input type="text" value="3"/>	<input type="text"/>

	1-8
LRV Disable	<input type="text"/> Max <input type="text" value="0"/>
LRV Dwell Flash	<input type="text"/>
LRV Omit	<input type="text"/> Delay <input type="text" value="0"/>
LRV No Yel	<input type="text"/>

Preempt 3 (Timing/Phases/Overlaps)

	1-8	9-16
Phases/Overlaps	<input type="text"/>	<input type="text"/>
Omit Olap Grn Clr	<input type="text"/>	<input type="text"/>
Phs EWlk to Grn	<input type="text"/>	<input type="text"/>
TClr 1 Veh Phases	<input type="text"/>	<input type="text"/>
TClr 1 Ped Phases	<input type="text"/>	<input type="text"/>
TClr 1 Olap	<input type="text"/>	<input type="text"/>
TClr 1 Olap Ped	<input type="text"/>	<input type="text"/>
TClr 2 Veh Phases	<input type="text"/>	<input type="text"/>
TClr 2 Ped Phases	<input type="text"/>	<input type="text"/>
TClr 2 Olap	<input type="text"/>	<input type="text"/>
TClr 2 Olap Ped	<input type="text"/>	<input type="text"/>
Init Dwell Phases	<input type="text"/>	<input type="text"/>
Dwell Veh Phases	<input type="text" value="3"/> <input type="text" value="8"/>	<input type="text"/>
Dwell Ped Phases	<input type="text"/>	<input type="text"/>
Dwell Olap	<input type="text"/>	<input type="text"/>
Dwell Olap Ped	<input type="text"/>	<input type="text"/>
Exit Veh Phases	<input type="text"/>	<input type="text"/>
Exit Ped Phases	<input type="text"/>	<input type="text"/>
Exit Olap	<input type="text"/>	<input type="text"/>
Exit Olap Ped	<input type="text"/>	<input type="text"/>
Zero Phase Walk	<input type="text"/>	<input type="text"/>
Zero Phase Ped Clr	<input type="text"/>	<input type="text"/>
Zero Phase Green	<input type="text" value="1"/> <input type="text" value="2"/> <input type="text" value="3"/> <input type="text" value="4"/> <input type="text" value="5"/> <input type="text" value="6"/> <input type="text" value="7"/> <input type="text" value="8"/>	<input type="text"/>
Zero Olap Walk	<input type="text"/>	<input type="text"/>
Zero Olap Ped Clr	<input type="text"/>	<input type="text"/>
Zero Olap Green	<input type="text"/>	<input type="text"/>
Dwell-Phase Red	<input type="text"/>	<input type="text"/>
Dwell-Phase Red Flash	<input type="text"/>	<input type="text"/>
Dwell-Phase Yel Flash	<input type="text"/>	<input type="text"/>
Dwell-Olap Red Flash	<input type="text"/>	<input type="text"/>
Dwell-Olap Yel Flash	<input type="text"/>	<input type="text"/>
Dwell-Ped Dark	<input type="text"/>	<input type="text"/>
Dwell-Olap Ped Dark	<input type="text"/>	<input type="text"/>

Start Green	<input type="text" value="0"/>	Start Walk	<input type="text" value="0"/>
		Start Ped Clr	<input type="text" value="0"/>
Track Clear 1	<input type="text" value="0"/>	Track Clear 2	<input type="text" value="0"/>
TC1 Extend	<input type="text" value="0"/>	TC1 Max	<input type="text" value="0"/>
Exit Ped Clr	<input type="text" value="0"/>	Exit Yellow	<input type="text" value="0.0"/>
Exit Red	<input type="text" value="0.0"/>		
Min Dwell	<input type="text" value="0"/>	Min Duration	<input type="text" value="0"/>
Dwell Extend	<input type="text" value="0"/>		
Max Dwell	<input type="text" value="0"/>	Max Call	<input type="text" value="180"/>
Reserve Inh Same	<input type="text" value="0"/>		
Reserve Inh All	<input type="text" value="0"/>		
Delay	<input type="text" value="0"/>		

	1-8	9-16
Phases/Overlaps	<input type="text"/>	<input type="text"/>
TClr 1 FR Olap	<input type="text"/>	<input type="text"/>
TClr 2 FR Olap	<input type="text"/>	<input type="text"/>
Dwell FR Olap	<input type="text"/>	<input type="text"/>
TClr 1 FYA	<input type="text"/>	<input type="text"/>
TClr 2 FYA	<input type="text"/>	<input type="text"/>
Dwell FYA	<input type="text" value="7"/>	<input type="text"/>

Rt 5 & 615 (5 Forks)

Preempt 4 (Configuration)

4/25/2023 2:31:08 PM

Enabled	<input type="text" value="Yes"/>	Dwell Mode	<input type="text" value="Normal"/>	Output Mode	<input type="text" value="All"/>
Output2 Mode	<input type="text" value="All"/>	Fail Action	<input type="text" value="Preempt Off"/>	Exit Mode	<input type="text" value="Normal"/>
Override Flash	<input type="text" value="No"/>	Change Phasenext	<input type="text" value="Yes"/>		

	1-8	9-16
Enable Phases	<input type="text"/>	<input type="text"/>
Preempt Inputs	<input type="text" value="4"/>	<input type="text"/>

	1-8
LRV Disable	<input type="text"/> Max <input type="text" value="0"/>
LRV Dwell Flash	<input type="text"/>
LRV Omit	<input type="text"/> Delay <input type="text" value="0"/>
LRV No Yel	<input type="text"/>

Preempt 4 (Timing/Phases/Overlaps)

	1-8	9-16
Phases/Overlaps	<input type="text"/>	<input type="text"/>
Omit Olap Grn Clr	<input type="text"/>	<input type="text"/>
Phs EWlk to Grn	<input type="text"/>	<input type="text"/>
TClr 1 Veh Phases	<input type="text"/>	<input type="text"/>
TClr 1 Ped Phases	<input type="text"/>	<input type="text"/>
TClr 1 Olap	<input type="text"/>	<input type="text"/>
TClr 1 Olap Ped	<input type="text"/>	<input type="text"/>
TClr 2 Veh Phases	<input type="text"/>	<input type="text"/>
TClr 2 Ped Phases	<input type="text"/>	<input type="text"/>
TClr 2 Olap	<input type="text"/>	<input type="text"/>
TClr 2 Olap Ped	<input type="text"/>	<input type="text"/>
Init Dwell Phases	<input type="text"/>	<input type="text"/>
Dwell Veh Phases	<input type="text" value="4"/> <input type="text" value="7"/>	<input type="text"/>
Dwell Ped Phases	<input type="text"/>	<input type="text"/>
Dwell Olap	<input type="text"/>	<input type="text"/>
Dwell Olap Ped	<input type="text"/>	<input type="text"/>
Exit Veh Phases	<input type="text"/>	<input type="text"/>
Exit Ped Phases	<input type="text"/>	<input type="text"/>
Exit Olap	<input type="text"/>	<input type="text"/>
Exit Olap Ped	<input type="text"/>	<input type="text"/>
Zero Phase Walk	<input type="text"/>	<input type="text"/>
Zero Phase Ped Clr	<input type="text"/>	<input type="text"/>
Zero Phase Green	<input type="text" value="1"/> <input type="text" value="2"/> <input type="text" value="3"/> <input type="text" value="4"/> <input type="text" value="5"/> <input type="text" value="6"/> <input type="text" value="7"/> <input type="text" value="8"/>	<input type="text"/>
Zero Olap Walk	<input type="text"/>	<input type="text"/>
Zero Olap Ped Clr	<input type="text"/>	<input type="text"/>
Zero Olap Green	<input type="text"/>	<input type="text"/>
Dwell-Phase Red	<input type="text"/>	<input type="text"/>
Dwell-Phase Red Flash	<input type="text"/>	<input type="text"/>
Dwell-Phase Yel Flash	<input type="text"/>	<input type="text"/>
Dwell-Olap Red Flash	<input type="text"/>	<input type="text"/>
Dwell-Olap Yel Flash	<input type="text"/>	<input type="text"/>
Dwell-Ped Dark	<input type="text"/>	<input type="text"/>
Dwell-Olap Ped Dark	<input type="text"/>	<input type="text"/>

Start Green	<input type="text" value="0"/>	Start Walk	<input type="text" value="0"/>
		Start Ped Clr	<input type="text" value="0"/>
Track Clear 1	<input type="text" value="0"/>	Track Clear 2	<input type="text" value="0"/>
TC1 Extend	<input type="text" value="0"/>	TC1 Max	<input type="text" value="0"/>
Exit Ped Clr	<input type="text" value="0"/>	Exit Yellow	<input type="text" value="0.0"/>
Exit Red	<input type="text" value="0.0"/>		
Min Dwell	<input type="text" value="0"/>	Min Duration	<input type="text" value="0"/>
Dwell Extend	<input type="text" value="0"/>		
Max Dwell	<input type="text" value="0"/>	Max Call	<input type="text" value="180"/>
Reserve Inh Same	<input type="text" value="0"/>		
Reserve Inh All	<input type="text" value="0"/>		
Delay	<input type="text" value="0"/>		

	1-8	9-16
Phases/Overlaps	<input type="text"/>	<input type="text"/>
TClr 1 FR Olap	<input type="text"/>	<input type="text"/>
TClr 2 FR Olap	<input type="text"/>	<input type="text"/>
Dwell FR Olap	<input type="text"/>	<input type="text"/>
TClr 1 FYA	<input type="text"/>	<input type="text"/>
TClr 2 FYA	<input type="text"/>	<input type="text"/>
Dwell FYA	<input type="text" value="3"/>	<input type="text"/>

Rt 5 & 615 (5 Forks)

TOD Pattern Events

4/25/2023 2:31:08 PM

	Time	DOW	Holidays	Mode	Pattern	Offset
Event 1	00:00			Sched	0	0
Event 2	00:00			Sched	0	0
Event 3	00:00			Sched	0	0
Event 4	00:00			Sched	0	0
Event 5	00:00			Sched	0	0
Event 6	00:00			Sched	0	0
Event 7	00:00			Sched	0	0
Event 8	00:00			Sched	0	0
Event 9	00:00			Sched	0	0
Event 10	00:00			Sched	0	0
Event 11	00:00			Sched	0	0
Event 12	00:00			Sched	0	0
Event 13	00:00			Sched	0	0
Event 14	00:00			Sched	0	0
Event 15	00:00			Sched	0	0
Event 16	00:00			Sched	0	0
Event 17	00:00			Sched	0	0
Event 18	00:00			Sched	0	0
Event 19	00:00			Sched	0	0
Event 20	00:00			Sched	0	0
Event 21	00:00			Sched	0	0
Event 22	00:00			Sched	0	0
Event 23	00:00			Sched	0	0
Event 24	00:00			Sched	0	0
Event 25	00:00			Sched	0	0
Event 26	00:00			Sched	0	0
Event 27	00:00			Sched	0	0
Event 28	00:00			Sched	0	0
Event 29	00:00			Sched	0	0
Event 30	00:00			Sched	0	0
Event 31	00:00			Sched	0	0
Event 32	00:00			Sched	0	0

Rt 5 & 615 (5 Forks)

Holidays

4/25/2023 2:31:08 PM

	Active Holidays	Month	Day	DOW	WOM
Date 1		0	0		0
Date 2		0	0		0
Date 3		0	0		0
Date 4		0	0		0
Date 5		0	0		0
Date 6		0	0		0
Date 7		0	0		0
Date 8		0	0		0
Date 9		0	0		0
Date 10		0	0		0
Date 11		0	0		0
Date 12		0	0		0
Date 13		0	0		0
Date 14		0	0		0
Date 15		0	0		0
Date 16		0	0		0
Date 17		0	0		0
Date 18		0	0		0
Date 19		0	0		0
Date 20		0	0		0
Date 21		0	0		0
Date 22		0	0		0
Date 23		0	0		0
Date 24		0	0		0
Date 25		0	0		0
Date 26		0	0		0
Date 27		0	0		0
Date 28		0	0		0
Date 29		0	0		0
Date 30		0	0		0
Date 31		0	0		0
Date 32		0	0		0

Rt 5 & 615 (5 Forks)

Vehicle Detector 1

4/25/2023 2:31:08 PM

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

Call Phases	1																
Yellow Lock Phases																	
Red Lock Phases																	
Extend Phases	1																
XSwitch Phases																	
Bike Call Phases																	

Vehicle Detector 2

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

Call Phases	2																
Yellow Lock Phases																	
Red Lock Phases																	
Extend Phases	2																
XSwitch Phases																	
Bike Call Phases																	

Rt 5 & 615 (5 Forks)

Vehicle Detector 3

4/25/2023 2:31:08 PM

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

Call Phases			3														
Yellow Lock Phases																	
Red Lock Phases																	
Extend Phases			3														
XSwitch Phases																	
Bike Call Phases																	

Vehicle Detector 4

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

Call Phases			4														
Yellow Lock Phases																	
Red Lock Phases																	
Extend Phases			4														
XSwitch Phases																	
Bike Call Phases																	

Rt 5 & 615 (5 Forks)

Vehicle Detector 5

4/25/2023 2:31:08 PM

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

Call Phases				5											
Yellow Lock Phases															
Red Lock Phases															
Extend Phases				5											
XSwitch Phases															
Bike Call Phases															

Vehicle Detector 6

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

Call Phases				6											
Yellow Lock Phases															
Red Lock Phases															
Extend Phases				6											
XSwitch Phases															
Bike Call Phases															

Rt 5 & 615 (5 Forks)

Vehicle Detector 7

4/25/2023 2:31:08 PM

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

Call Phases								7								
Yellow Lock Phases																
Red Lock Phases																
Extend Phases								7								
XSwitch Phases																
Bike Call Phases																

Vehicle Detector 8

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

Call Phases								8								
Yellow Lock Phases																
Red Lock Phases																
Extend Phases								8								
XSwitch Phases																
Bike Call Phases																

Rt 5 & 615 (5 Forks)

Transit/LRV Startup/Options

4/25/2023 2:31:08 PM

No Startup Call

--	--	--	--	--	--	--	--

 LRV 1-8

Warn Flash Rate

1 Hz

Rsrv Inh Mode

Seconds

Rt 5 & 615 (5 Forks)

Control / Config

4/25/2023 2:31:08 PM

Pattern Mode

Manual Pattern Manual Offset

Stop Time Input

Aux Switch

DLS Mode Time Zone GPS Thresh

Password Timeout

Maint Phs Recalls

Maint Ped Recalls

Serial 1 Port Configuration

Broadcast Plan/Sync Broadcast Time

Serial Rebroadcast Response

Serial 2 Port Configuration

Broadcast Plan/Sync Broadcast Time

Ethernet Port Configuration

Broadcast Plan/Sync Broadcast Time

Serial Rebroadcast

Peer Configuration

Peer 1

Peer 2

Peer 3

Peer 4

Peer 5

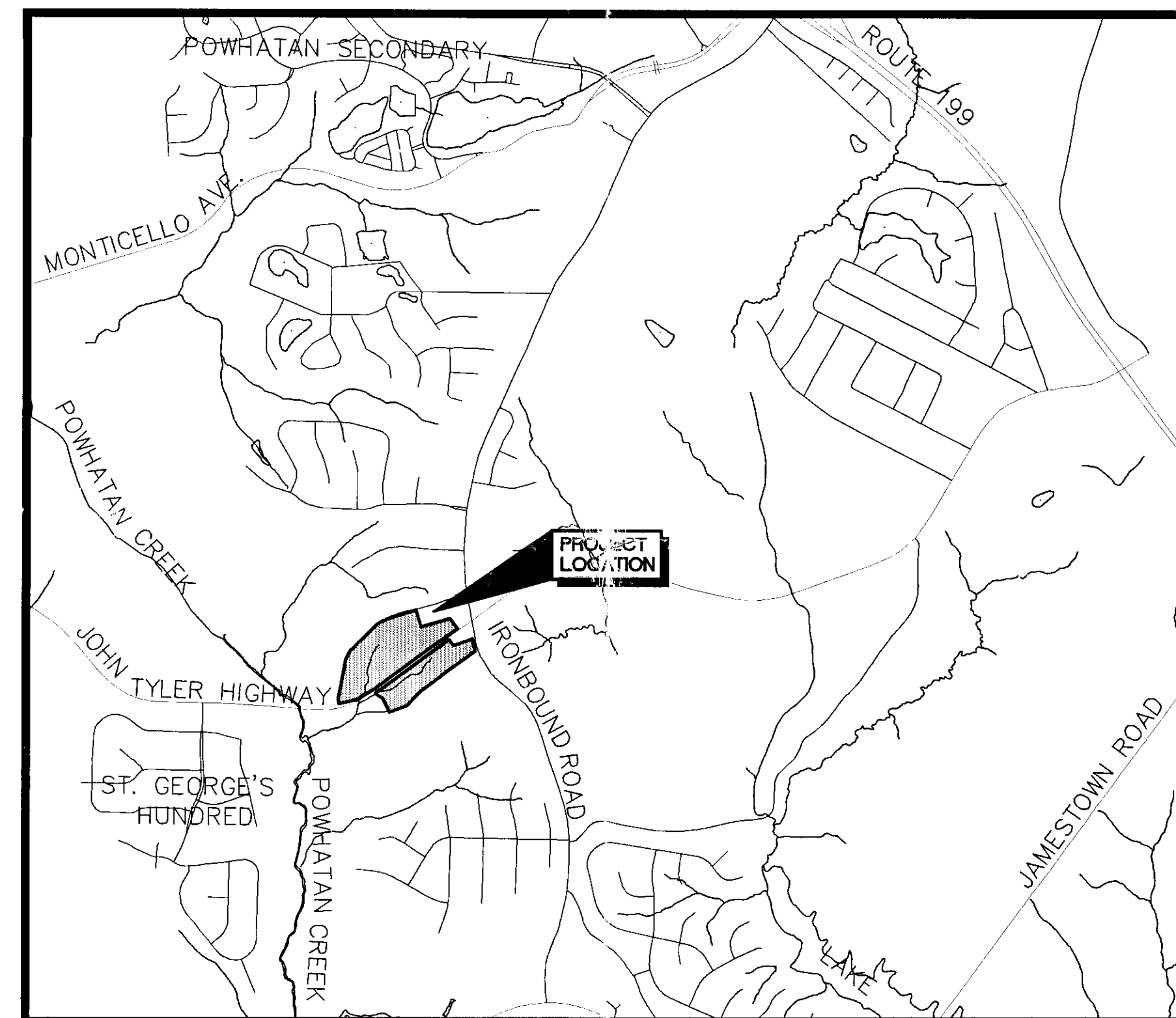
Peer 6

Peer 7

Peer 8

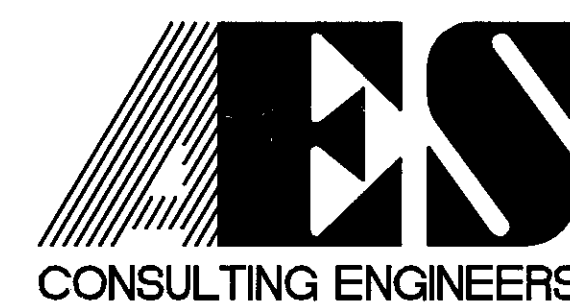
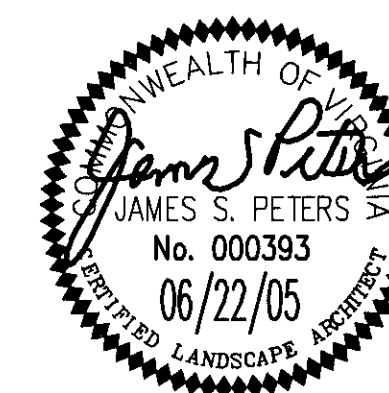
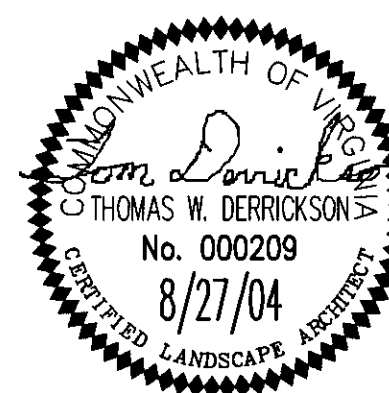
APPROVED 8/9/05 by BOS

Master Plan for Rezoning of Governor's Grove at Five Forks for National Housing Corporation James City County, Virginia



VICINITY MAP
(APROX. SCALE: 1" = 1500')

AES PROJECT # 9263
DATE: MARCH 21, 2005
REVISED: JUNE 22, 2005



5248 Olde Towne Road, Suite 1
Williamsburg, Virginia 23188
(757) 253-0040
Fax (757) 220-8994

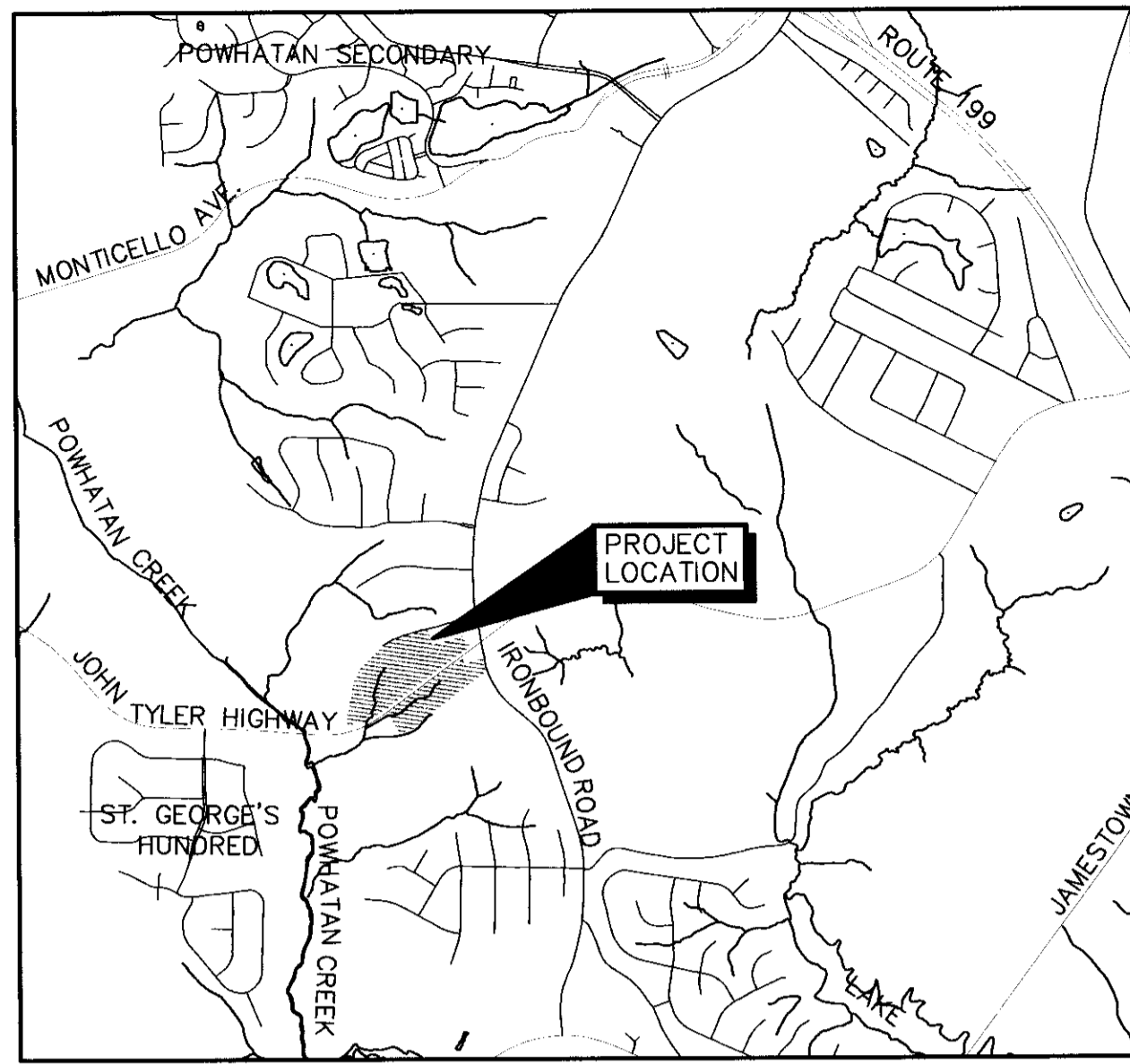
INDEX OF SHEETS

SHEET NUMBER	DESCRIPTION
1	COVER SHEET
2	MASTER PLAN
3	ILLUSTRATIVE PLAN
4	ENVIRONMENTAL INVENTORY
5	ALTA SURVEY

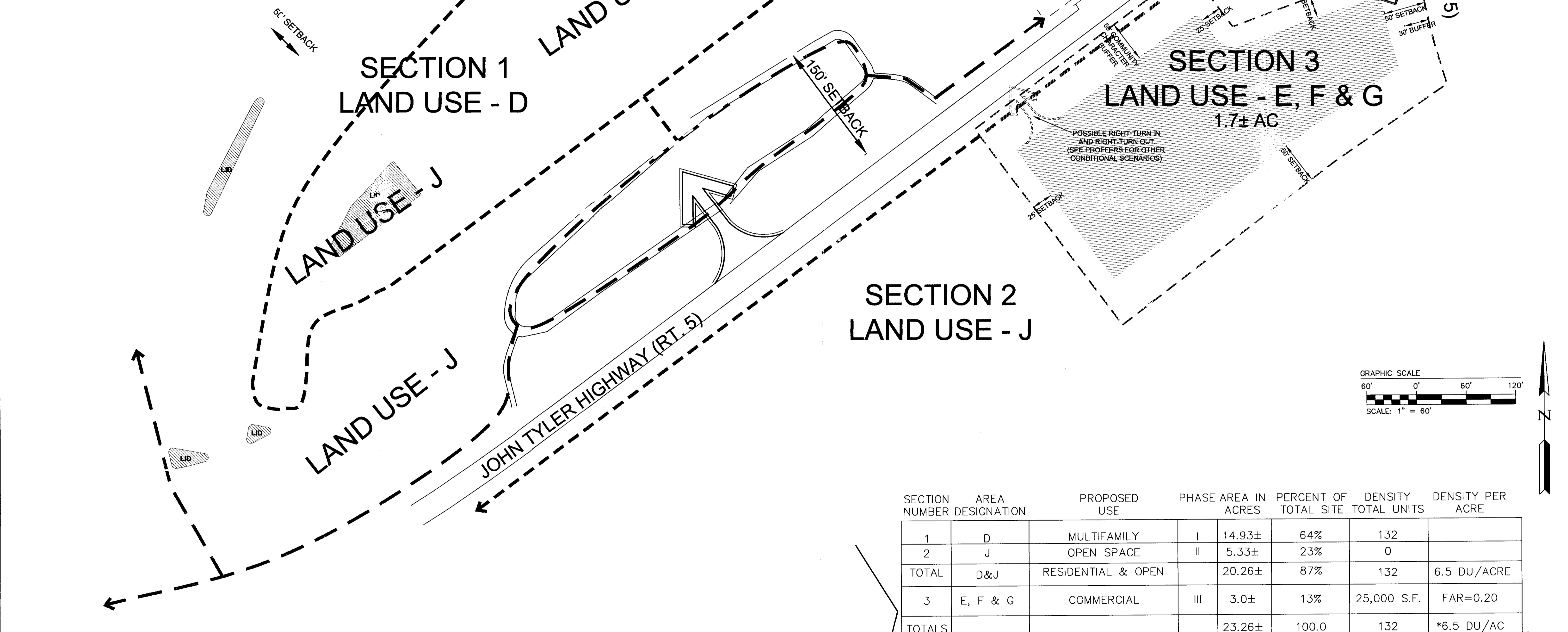


2-9-05/MP-6-05

APPROVAL DATE	No.	DATE	REVISION / COMMENT / NOTE	BY
	03	08/01/05	PER JAMES CITY COUNTY COMMENTS	JSP
	02	06/22/05	PER JAMES CITY COUNTY COMMENTS	JSP
	01	05/23/05	PER JAMES CITY COUNTY COMMENTS	TWD



VICINITY MAP
SCALE: 1" = 2000'



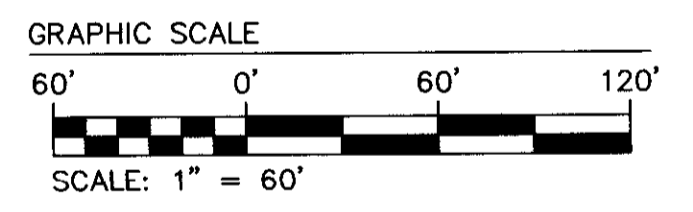
LEGEND

	MULTI-USE PATH*	
	MULTI-USE PATH	5' MIN.
	PEDESTRIAN WALKWAY	4' MIN.
	VEHICULAR ACCESS	
	OPEN SPACE:	14.20± ACRES

*PER JCC GREENWAY MASTER PLAN
NOTE:
FOR ADJACENT PROPERTY OWNER/INFORMATION REFER TO SHEET 4

SECTION NUMBER	AREA DESIGNATION	PROPOSED USE	PHASE	AREA IN ACRES	PERCENT OF TOTAL SITE	DENSITY TOTAL UNITS	DENSITY PER ACRE
1	D	MULTIFAMILY	I	14.93±	64%	132	
2	J	OPEN SPACE	II	5.33±	23%	0	
TOTAL	D&J	RESIDENTIAL & OPEN		20.26±	87%	132	6.5 DU/ACRE
3	E, F & G	COMMERCIAL	III	3.0±	13%	25,000 S.F.	FAR=0.20
TOTALS				23.26±	100.0	132	*6.5 DU/AC

NOTES:
TOTAL AREA: 24.86± ACRES
AREA OF REZONING: 23.26± ACRES
AREA OF J (BUFFER AND RECREATION AREA): 14.90± ACRES
RECREATION/SETBACK AREA INCLUDED IN SECTIONS 1 AND 2 TOTALS
*OVERALL RESIDENTIAL DENSITY IS DWELLING UNITS/D&J AREAS ABOVE
F.A.R. FOR COMMERCIAL AREA IS PROSED G.F.A./TOTAL COMMERCIAL AREA
TOPOGRAPHY SHOWN HEREON FROM JCC MAPPING WITH A 5-FOOT CONTOUR INTERVAL



2-9-05/MP-6-05

NO.	DATE	REVISION / COMMENT / NOTE	BY
01	05/23/05	PER JAMES CITY COUNTY COMMENTS	TWD
02	06/22/05	PER JAMES CITY COUNTY COMMENTS	JSP
03	08/01/05	PER JAMES CITY COUNTY COMMENTS	JSP

5248 Olde Towne Road, Suite 1
Williamsburg, Virginia 23188
(757) 253-0040
Fax (757) 220-8994



MASTER PLAN
GOVERNOR'S GROVE
FOR
NATIONAL HOUSING CORPORATION
448 VIKING DRIVE, SUITE 245
VIRGINIA BEACH, VIRGINIA 23452

Designed TWD	Drawn AES
Scale 1"=60'	Date 3/21/05
Project No. 9263	Drawing No. 2 OF 5

USE STATISTICS

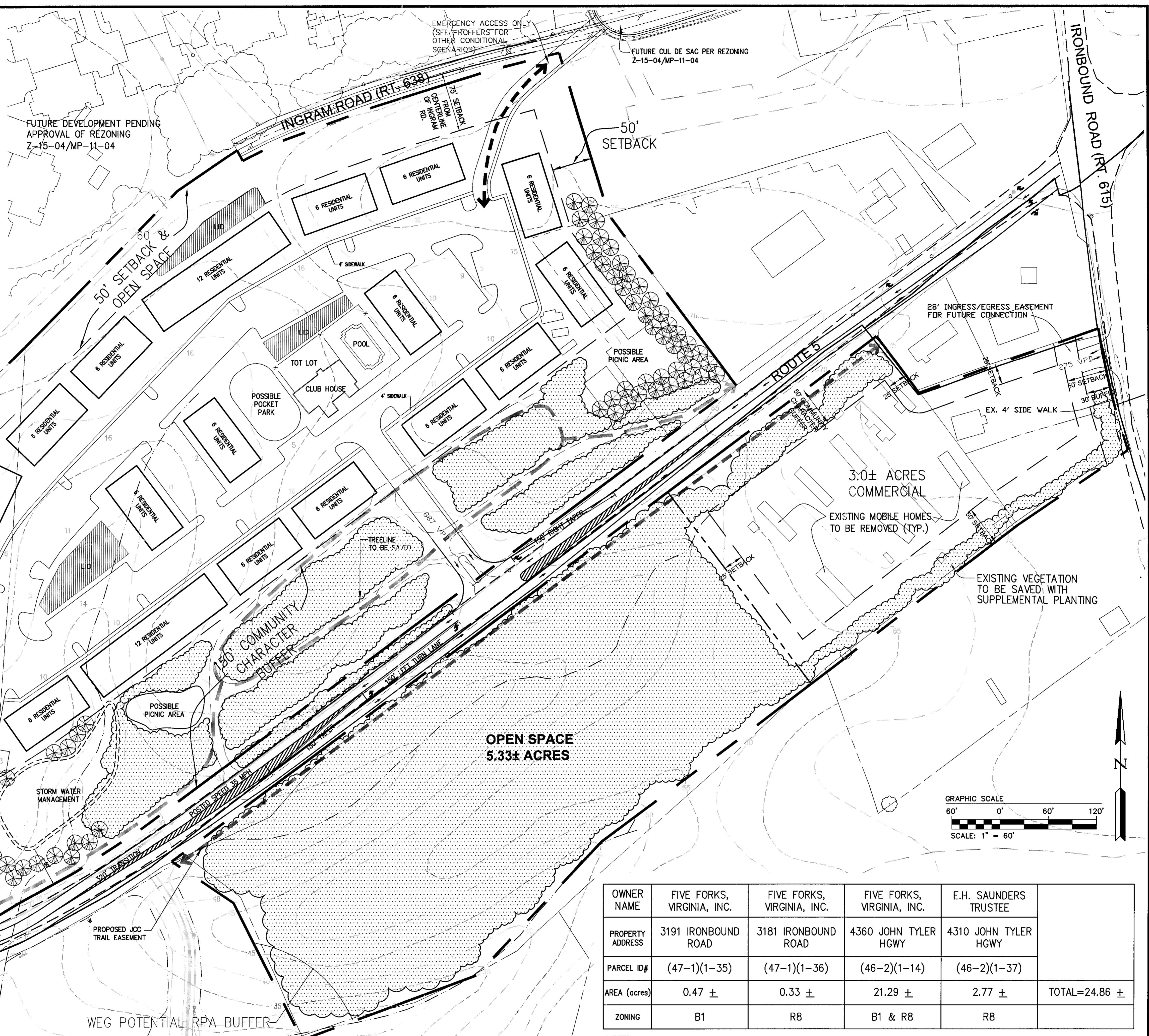
R-8	22.14± ACRES		
B-1	1.12± ACRES		
E	PROPOSED DEVELOPMENT	ACRES	% OF TOTAL
BUILDINGS	2.9±	12%	
ROADS AND PARKING	3.1±	13%	
BUFFERS/SETBACKS AND OTHER OPEN SPACE	14.20±	61%	
PROPOSED COMMERCIAL	3.0±	13%	
	23.3±	100.00%	

D	RESIDENTIAL UNITS	AREA	DENSITY	PARKING PROVIDED
F RT. 5	132	14.93± ACRES		290 SPACES
F RT. 5	0	5.33± ACRES		N/A
	132	20.26± ACRES	6.5 DU/ ACRE	290 SPACES
D	COMMERCIAL			
F RT. 5	25,000 G.F.A.	3.0± ACRES	0.20 F.A.R.	120 SPACES

TOTAL ACRES: 24.86 AC
 MAIN B-1: 1.6 AC
 ZONE FOR MIXED-USE: 23.26 AC
 RESIDENTIAL (R-8): 22.14 AC
 RESIDENTIAL (MU): 20.26 AC
 COMMERCIAL (B-1): 1.12 AC
 COMMERCIAL (MU): 3.0 AC
 IN COMMERCIAL: 1.88 AC

35' JCC TRAIL EASEMENT
 EXISTING TREELINE
 EVERGREEN TREE

THIS PLAN HAS NOT RECEIVED FINAL APPROVAL, AND IS NOT APPROVED FOR CONSTRUCTION.



OWNER NAME	FIVE FORKS, VIRGINIA, INC.	FIVE FORKS, VIRGINIA, INC.	FIVE FORKS, VIRGINIA, INC.	E.H. SAUNDERS TRUSTEE	
PROPERTY ADDRESS	3191 IRONBOUND ROAD	3181 IRONBOUND ROAD	4360 JOHN TYLER HWY	4310 JOHN TYLER HWY	
PARCEL ID#	(47-1)(1-35)	(47-1)(1-36)	(46-2)(1-14)	(46-2)(1-37)	
AREA (acres)	0.47 ±	0.33 ±	21.29 ±	2.77 ±	TOTAL=24.86 ±
ZONING	B1	R8	B1 & R8	R8	

- NOTES:**
- THE BOUNDARY SHOWN HEREON IS FROM A BOUNDARY SURVEY BY AES DATED MAY 30, 2003
 - ACCORDING TO FEMA MAPPING PANEL 510201-0045 DATED FEB. 6, 1991, THERE IS NO 100-YEAR FLOOD PLAIN ON THIS PROPERTY
 - MAXIMUM BUILDING HEIGHT: 60 FT.
 - THIS DEVELOPMENT IS WITHIN THE TIDAL MAINSTEM OF THE POWHATAN CREEK WATERSHED

03	08/01/05	PER JAMES CITY COUNTY COMMENTS	JSP		
02	05/22/05	PER JAMES CITY COUNTY COMMENTS	JSP		
01	05/23/05	PER JAMES CITY COUNTY COMMENTS	TWD		
No.	DATE	REVISION / COMMENT / NOTE	BY		

5248 Olde Towne Road, Suite 1
 Williamsburg, Virginia 23188
 (757) 253-0040
 Fax (757) 220-8994



ILLUSTRATIVE PLAN
GOVERNOR'S GROVE
 FOR
 NATIONAL HOUSING CORPORATION
 445 VIKING DRIVE, SUITE 245
 VIRGINIA BEACH, VIRGINIA 23462
 BERKELEY DISTRICT
 JAMES CITY COUNTY
 VIRGINIA

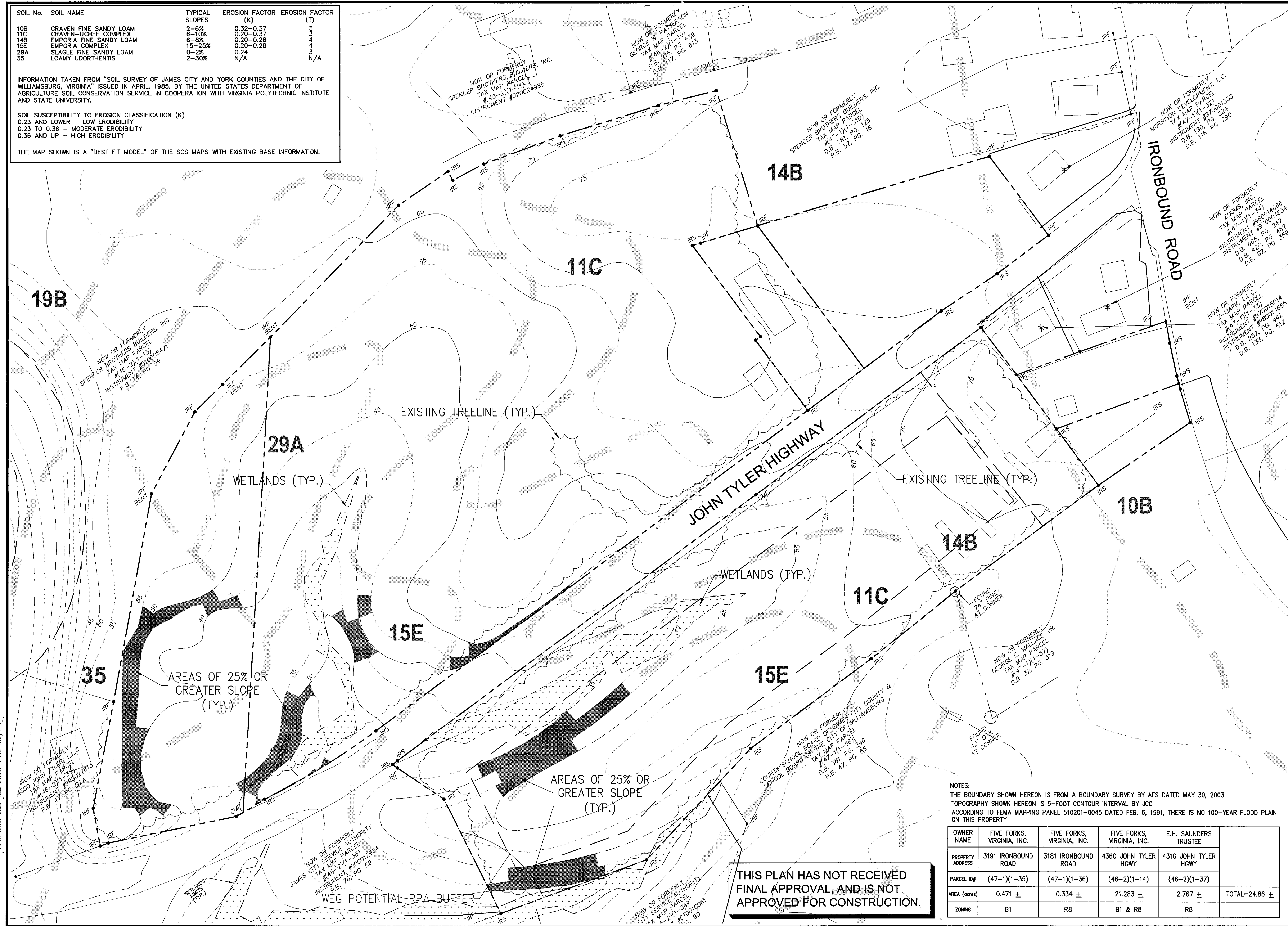
Designed	TWD	Drawn	TWD/GRR
Scale	1"=60'	Date	3/21/05
Project No.	9263	Drawing No.	3 OF 5

SOIL No.	SOIL NAME	TYPICAL SLOPES	EROSION FACTOR (K)	EROSION FACTOR (T)
10B	CRAVEN FINE SANDY LOAM	2-6%	0.32-0.37	3
11C	CRAVEN-UCHEE COMPLEX	6-10%	0.20-0.37	3
14B	EMPORIA FINE SANDY LOAM	6-8%	0.20-0.28	4
15E	EMPORIA COMPLEX	15-25%	0.20-0.28	4
29A	SLAGLE FINE SANDY LOAM	0-2%	0.24	3
35	LOAMY UDORTHENTIS	2-30%	N/A	N/A

INFORMATION TAKEN FROM "SOIL SURVEY OF JAMES CITY AND YORK COUNTIES AND THE CITY OF WILLIAMSBURG, VIRGINIA" ISSUED IN APRIL, 1985, BY THE UNITED STATES DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE IN COOPERATION WITH VIRGINIA POLYTECHNIC INSTITUTE AND STATE UNIVERSITY.

SOIL SUSCEPTIBILITY TO EROSION CLASSIFICATION (K)
 0.23 AND LOWER - LOW ERODIBILITY
 0.23 TO 0.36 - MODERATE ERODIBILITY
 0.36 AND UP - HIGH ERODIBILITY

THE MAP SHOWN IS A "BEST FIT MODEL" OF THE SCS MAPS WITH EXISTING BASE INFORMATION.



THIS PLAN HAS NOT RECEIVED FINAL APPROVAL, AND IS NOT APPROVED FOR CONSTRUCTION.

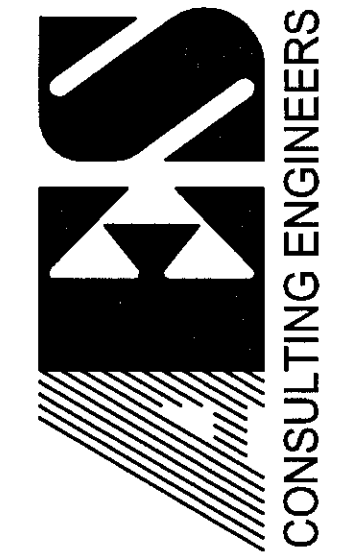
NOTES:
 THE BOUNDARY SHOWN HEREON IS FROM A BOUNDARY SURVEY BY AES DATED MAY 30, 2003
 TOPOGRAPHY SHOWN HEREON IS 5-FOOT CONTOUR INTERVAL BY JCC
 ACCORDING TO FEMA MAPPING PANEL 510201-0045 DATED FEB. 6, 1991, THERE IS NO 100-YEAR FLOOD PLAIN ON THIS PROPERTY

OWNER NAME	FIVE FORKS, VIRGINIA, INC.	FIVE FORKS, VIRGINIA, INC.	FIVE FORKS, VIRGINIA, INC.	E.H. SAUNDERS TRUSTEE	
PROPERTY ADDRESS	3191 IRONBOUND ROAD	3181 IRONBOUND ROAD	4360 JOHN TYLER HWGY	4310 JOHN TYLER HWGY	
PARCEL ID#	(47-1)(1-35)	(47-1)(1-36)	(46-2)(1-14)	(46-2)(1-37)	
AREA (acres)	0.471 ±	0.334 ±	21.283 ±	2.767 ±	TOTAL=24.86 ±
ZONING	B1	R8	B1 & R8	R8	

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No.	DATE	PER AGENCY COMMENTS	TWO	BY

5248 Old Towne Road, Suite 1
 Williamsburg, Virginia 23188
 (757) 263-0040
 Fax (757) 220-8994

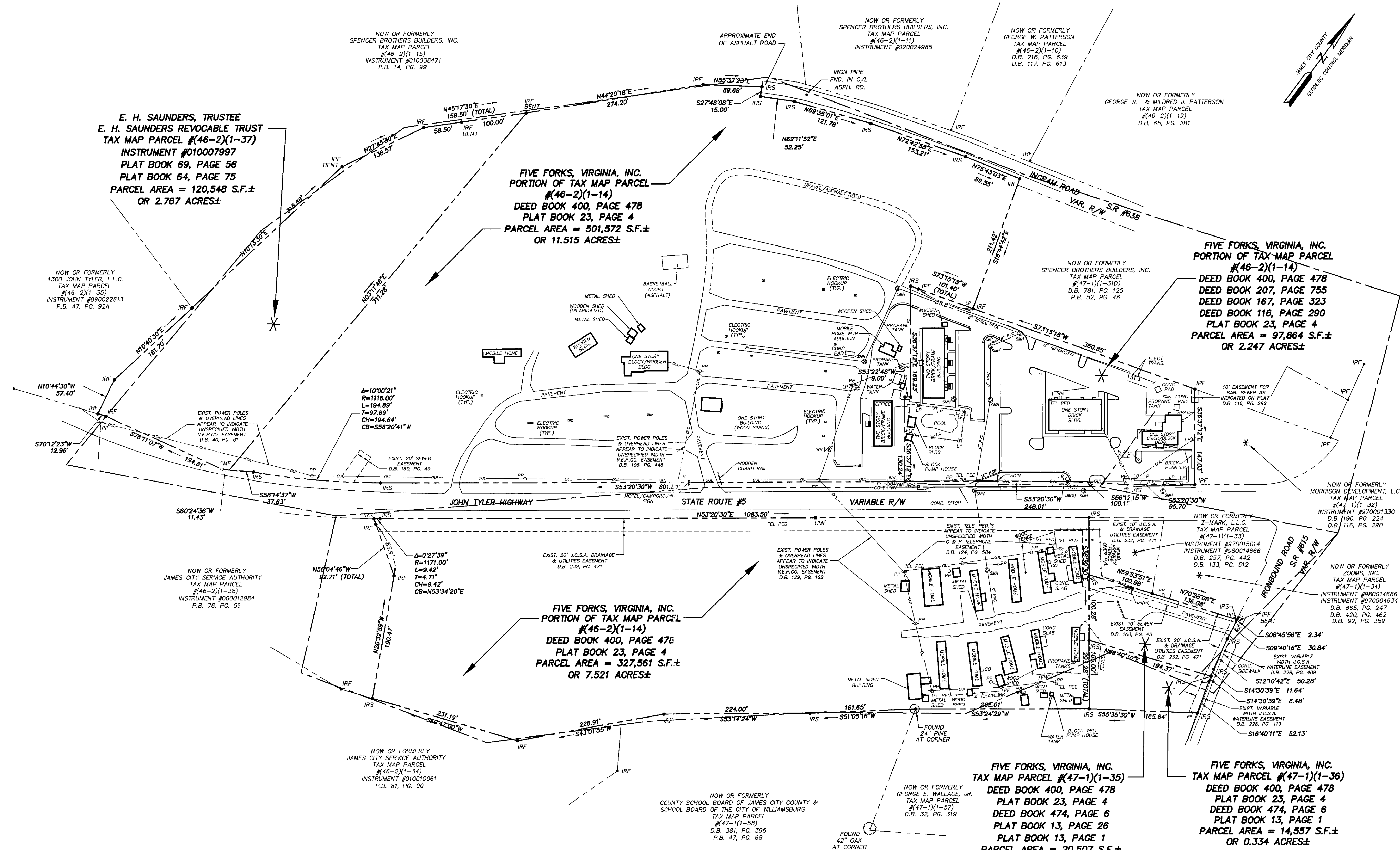


ENVIRONMENTAL INVENTORY FOR GOVERNOR'S GROVE

NATIONAL HOUSING CORPORATION
 448 VIKING DRIVE, SUITE 245
 VIRGINIA BEACH, VIRGINIA 23452

BERKELEY DISTRICT JAMES CITY COUNTY VIRGINIA

Designed TWD	Drawn SCB/GRR
Scale 1"=60'	Date 3/21/05
Project No. 9263	Drawing No. 4 OF 5



**E. H. SAUNDERS, TRUSTEE
E. H. SAUNDERS REVOCABLE TRUST
TAX MAP PARCEL # (46-2)(1-37)
INSTRUMENT #010007997
PLAT BOOK 69, PAGE 56
PLAT BOOK 64, PAGE 75
PARCEL AREA = 120,548 S.F.±
OR 2.767 ACRES±**

**FIVE FORKS, VIRGINIA, INC.
PORTION OF TAX MAP PARCEL
(46-2)(1-14)
DEED BOOK 400, PAGE 478
PLAT BOOK 23, PAGE 4
PARCEL AREA = 501,572 S.F.±
OR 11.515 ACRES±**

**FIVE FORKS, VIRGINIA, INC.
PORTION OF TAX MAP PARCEL
(46-2)(1-14)
DEED BOOK 400, PAGE 478
DEED BOOK 207, PAGE 755
DEED BOOK 167, PAGE 323
DEED BOOK 116, PAGE 290
PLAT BOOK 23, PAGE 4
PARCEL AREA = 97,864 S.F.±
OR 2.247 ACRES±**

**FIVE FORKS, VIRGINIA, INC.
PORTION OF TAX MAP PARCEL
(46-2)(1-14)
DEED BOOK 400, PAGE 478
PLAT BOOK 23, PAGE 4
PARCEL AREA = 327,561 S.F.±
OR 7.521 ACRES±**

**FIVE FORKS, VIRGINIA, INC.
TAX MAP PARCEL # (47-1)(1-35)
DEED BOOK 400, PAGE 478
PLAT BOOK 23, PAGE 4
DEED BOOK 474, PAGE 6
PLAT BOOK 13, PAGE 26
PLAT BOOK 13, PAGE 1
PARCEL AREA = 20,507 S.F.±
OR 0.471 ACRES±**

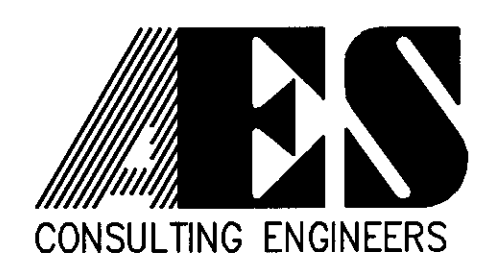
**FIVE FORKS, VIRGINIA, INC.
TAX MAP PARCEL # (47-1)(1-36)
DEED BOOK 400, PAGE 478
PLAT BOOK 23, PAGE 4
DEED BOOK 474, PAGE 6
PLAT BOOK 13, PAGE 1
PARCEL AREA = 14,557 S.F.±
OR 0.334 ACRES±**

- GENERAL NOTES:**
- VIRGINIA ELECTRIC & POWER COMPANY EASEMENT AS REFERENCED IN DEED BOOK 25, PAGE 567 DOES NOT APPEAR TO AFFECT THESE PROPERTIES.
 - VIRGINIA ELECTRIC & POWER COMPANY EASEMENT AS REFERENCED IN DEED BOOK 54, PAGE 84 MAY AFFECT THESE PROPERTIES, BUT IS NOT PLOTTABLE.
 - VIRGINIA ELECTRIC & POWER COMPANY EASEMENT AS REFERENCED IN DEED BOOK 82, PAGE 255 MAY AFFECT THESE PROPERTIES, BUT IS NOT PLOTTABLE.
 - PROPERTIES SHOWN HEREON LIE IN ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN PER F.L.R.M. #210201 0043 B, DATED FEBRUARY 6, 1991.

- REFERENCES:**
- DEED BOOK 25, PAGE 567
 - DEED BOOK 29, PAGE 177
 - DEED BOOK 40, PAGE 61
 - DEED BOOK 44, PAGE 84
 - DEED BOOK 62, PAGE 255
 - DEED BOOK 103, PAGE 52
 - DEED BOOK 106, PAGE 446
 - DEED BOOK 117, PAGE 40
 - DEED BOOK 124, PAGE 584
 - DEED BOOK 128, PAGE 288
 - DEED BOOK 129, PAGE 162
 - DEED BOOK 133, PAGE 177
 - DEED BOOK 160, PAGE 49
 - DEED BOOK 160, PAGE 49
 - DEED BOOK 228, PAGE 409
 - DEED BOOK 236, PAGE 412
 - DEED BOOK 232, PAGE 471
 - DEED BOOK 447, PAGE 202
 - DEED BOOK 796, PAGE 745
 - INSTRUMENT #97000383
 - INSTRUMENT #890210264
 - INSTRUMENT #00002375
 - INSTRUMENT #010007998
 - PLAT BOOK 69, PAGE 56

NOTE: THIS PLAN IS BASED ON A CURRENT FIELD BOUNDARY SURVEY, FOUND MARKERS AS NOTED, RECORD AND OTHER AVAILABLE INFORMATION. EASEMENTS OR ENCUMBRANCES OTHER THAN NOTED MAY AFFECT THIS PROPERTY. OTHER THAN SHOWN NO UNDERGROUND UTILITIES WERE LOCATED BY THIS SURVEY. ONLY UTILITIES AS EVIDENT FROM A PHYSICAL INSPECTION ARE SHOWN. THIS SURVEY REFERENCES INFORMATION IN ACCORDANCE WITH LAWYERS TITLE INSURANCE CORPORATION TITLE COMMITMENT #05-019789, EFFECTIVE DATE FEBRUARY 16, 2003 (AS SUPPLIED THIS OFFICE, MAY 6, 2003).

No.	DATE	REVISION / COMMENT / NOTE	BY



2548 Olde Towne Road, Suite 1
Williamsburg, Virginia 23188
(757) 253-0040
Fax (757) 220-8994



**PLAT SHOWING IMPROVEMENTS
ON 6 PARCELS OF LAND
OWNED BY E. H. SAUNDERS, TRUSTEE OF
THE E. H. SAUNDERS REVOCABLE TRUST
AND FIVE FORKS, VIRGINIA, INC.**
BERKELEY DISTRICT JAMES CITY COUNTY VIRGINIA

Designed AES	Drawn JFS/DOB
Scale 1"=60'	Date 05/30/03
Project No. 9263-1	Drawing No. 1 OF 1

PROFFERS

THESE PROFFERS are made this 16th day of May, 2005 by FIVE FORKS, VIRGINIA, INC., a Virginia corporation, and KATHRYN S. DALY, Successor Trustee to E. H. Saunders under the E. H. Saunders Revocable Trust dated July 29, 1997 (together with their successors and assigns, the "Owner") and NATIONAL HOUSING, LLC, a Virginia limited liability company ("Buyer").

RECITALS

A. Owner is the owner of four contiguous tracts or parcels of land located in James City County, Virginia, one with an address of 4360 John Tyler Highway, Williamsburg, Virginia and being Tax Parcel 4620100014, the second with an address of 4310 John Tyler Highway, Williamsburg, Virginia and being Tax Parcel 4620100037, the third with an address of 3191 Ironbound Road, Williamsburg, Virginia and being Tax Parcel 4710100035, and the fourth with an address of 3181 Ironbound Road, Williamsburg, Virginia and being Tax Parcel 4710100036, being more particularly described on Exhibit A attached hereto (together, the "Property"). A portion of the Property is now zoned B-1 and a portion is now zoned R-8. The Property is designated Moderate Density Residential and Low Density Residential on the County's Comprehensive Plan Land Use Map.

B. Buyer has contracted to purchase the Property conditioned upon the rezoning of the Property.

C. Owner and Buyer have applied to rezone the Property from B-1 and R-8 to MU, Mixed Use District, with proffers.

D. Buyer has submitted to the County a master plan entitled "Master Plan for Rezoning of Governor's Grove for National Housing Corporation" prepared by AES Consulting Engineers dated March 21, 2005 and revised May 23, 2005 (the "Master Plan") for the Property in accordance with the County Zoning Ordinance.

E. Owner has submitted to the County a traffic impact analysis entitled "Traffic Analysis for Governor's Grove" prepared by DRW Consultants, Inc. dated March 18, 2005 (the "Traffic Study") for the Property.

F. On September 28, 2004, the Board of Supervisors of James City County adopted Primary Principles for the Five Forks Area of James City County (the "Primary Principles")

G. Owner and Buyer desire to offer to the County certain conditions on the development of the Property not generally applicable to land zoned MU.

NOW, THEREFORE, for and in consideration of the approval of the requested rezoning, and pursuant to Section 15.2-2298 of the Code of Virginia, 1950, as amended, and the County Zoning Ordinance, Owner agrees that it shall meet and comply with all of the following conditions in developing the Property. If the requested rezoning is not granted by the County, these Proffers shall be null and void.

CONDITION

1. **Master Plan.** The Property shall be developed generally as shown on the Master Plan, with only minor changes thereto that the Development Review Committee determines do not change the basic concept or character of the development. There shall be no more than 132 residential dwelling units on the Property. All residential dwelling units on the Property shall be offered for sale by the developer thereof.

2. **Owners Association.** There shall be organized an owner's association or associations (the "Association") in accordance with Virginia law in which all unit owners in the Property, by virtue of their property ownership, shall be members. The articles of incorporation, bylaws and restrictive covenants (together, the "Governing Documents") creating and governing the Association shall be submitted to and reviewed by the County Attorney for consistency with this. Proffer. The Governing Documents shall require that the Association adopt an annual maintenance budget, which shall include a reserve for maintenance of stormwater management BMPs, recreation areas, private roads and parking areas, shall

require each initial purchaser of a unit to make a capital contribution to the Association for reserves in an amount equal to one-sixth of the annual general assessment applicable to the unit (but no less than \$100.00) and shall require that the association (i) assess all members for the maintenance of all properties owned or maintained by the association and (ii) file liens on members' properties for non-payment of such assessments. Upon the request of the Director of Planning the Association shall provide evidence of such initial capital contributions. The Governing Documents shall grant the Association the power to file liens on members' properties for the cost of remedying violations of, or otherwise enforcing, the Governing Documents.

3. **Water Conservation.** (a) Water conservation standards shall be submitted to the James City Service Authority for its review and approval as a part of the site plan or subdivision submittal for development on the Property and Owner and/or the Association shall be responsible for enforcing these standards. The standards shall address such water conservation measures as limitations on the installation and use of irrigation systems and irrigation wells, the use of approved landscaping materials and the use of water conserving fixtures and appliances to promote water conservation and minimize the use of public water resources.

(b) If the Owner desires to have outdoor watering it shall provide water for irrigation utilizing surface water collection from the surface water pond that is shown on the Master Plan and shall not use James City Service Authority ("JCSA") water for irrigation purposes.

4. **Cash Contributions for Community Impacts.** For each dwelling unit on the Property the one time cash contributions set forth in this Section 4 shall be made.

(a) A contribution of \$796.00 for each dwelling unit on the Property shall be made to the James City Service Authority ("JCSA") in order to mitigate impacts on the County from the physical development and operation of the Property. The JCSA may use these funds for development of alternative water sources or any project related to improvements to the JCSA water system, the need for which is generated by the physical development and operation of the Property.

(b) A contribution of \$1,000.00 for each dwelling unit on the Property shall be made to the County in order to mitigate impacts on the County from the physical development and operation of the Property. The County may use these funds for any project in the County's capital improvement plan, the need for which is generated by the physical development and operation of the Property, including, without limitation, for emergency services equipment replacement and supply, school uses, off-site road improvements, library uses, and public use sites.

(c) A contribution of \$500.00 for each dwelling unit on the Property shall be made to the County in order to mitigate impacts on the County from the physical development and operation of the Property. The County may use these funds for any project in the County's capital improvement plan, the need for which is generated by the physical development and operation of the Property, including, without limitation, off-site stream stabilization or other stormwater management projects in the Powhatan Creek watershed.

(d) The contributions described above, unless otherwise specified, shall be payable for each dwelling unit on the Property at or prior to the final approval of the site plan or subdivision plat for such unit.

(e) The per unit contribution(s) pursuant to this Section shall be adjusted annually beginning January 1, 2006 to reflect any increase or decrease for the preceding year in the Consumer Price Index, U.S. City Average, All Urban Consumers (CPI-U) All Items (1982-84 = 100) (the "CPI") prepared and reported monthly by the U.S. Bureau of Labor Statistics of the United States Department of Labor. In no event shall the per unit contribution be adjusted to a sum less than the amounts set forth in paragraphs (a) and (b) of this Section. The adjustment shall be made by multiplying the per unit contribution for the preceding year by a fraction, the numerator of which shall be the CPI as of December 1 in the year preceding the calendar year most currently expired, and the denominator of which shall be the CPI as of December 1 in the preceding year. In the event a substantial change is made in the method of establishing the CPI, then the per unit contribution shall be adjusted based upon the figure that would have resulted had

no change occurred in the manner of computing CPI. In the event that the CPI is not available, a reliable government or other independent publication evaluating information heretofore used in determining the CPI (approved in advance by the County Manager of Financial Management Services) shall be relied upon in establishing an inflationary factor for purposes of increasing the per unit contribution to approximate the rate of annual inflation in the County.

(f) A single lump sum contribution of \$24,162.00 shall be made to the County prior to the County being obligated to grant final development plan approval for any development on the Property in order to mitigate impacts on the County from the physical development and operation of the Property. The County may use these funds for intersection improvements at the Route 5/Ironbound Road intersection or, if the County determines not to construct such improvements, for any project in the County's capital improvement plan, the need for which is generated by the physical development and operation of the Property.

5. **Route 5 Buffer.** There shall be a 150 foot buffer along the Route 5 frontage of the Property north of Route 5 generally as shown on the Master Plan. The buffer shall be exclusive of any lots or units and shall be undisturbed, except for the entrance, right turn taper and stormwater management facilities as shown generally on the Master Plan, the trails, sidewalks and bike lanes as shown generally on the Master Plan, and with the approval of the Development Review Committee, for utilities, lighting, entrance features and signs. Dead, diseased and dying trees or shrubbery, invasive or poisonous plants may be removed from the buffer area with the approval of the County-Engineer. A buffer plan showing the location of the stormwater management facility, trails, picnic facilities and providing for supplemental landscaping in the buffer area adjacent to the stormwater management BMP pond shown on the Master Plan and in the southeast corner of the buffer generally as shown on the Master Plan shall be submitted as a part of the development plan for Section 1 of the Property for review and approval by the Director of Planning. The supplemental landscaping shown on the approved plan shall be installed or its installation bonded prior to the issuance of any certificates of occupancy for dwelling units in Section 1.

6. **Entrances/Turn Lanes.** (a) There shall be one entrance into Section 1 of the Property to and from Route 5 and one entrance into Section 3 of the Property to and from Ironbound Road, all as generally shown on the Master Plan, except as specifically permitted by paragraph (b) of this Proffer 6. An eastbound left turn lane and a westbound right turn taper on Route 5 shall be constructed at the entrance to the Property from Route 5. The turn lanes proffered hereby shall be constructed in accordance with Virginia Department of Transportation ("VDOT") standards and shall be completed prior to the issuance of the first certificate of occupancy. At the time of construction of the turn lanes proffered above, Owner shall install, to the extent not already existing, a three foot paved shoulder on the north side of Route 5. Owner shall reserve sufficient area for a future vehicular connection from Section 3 of the Property to the adjacent property to the north (Tax Parcel 4710100024). The entrance into Section 3 of the Property shall be designed and constructed to accommodate a shoulder bike lane along Ironbound Road.

(b) The area in Section 1 shown on the Master Plan as "Emergency Access Only" shall be used only for emergency vehicle and pedestrian access to and from the Property and Ingram Road .unless the Board of Supervisors of the County, with the approval of VDOT, prior to preliminary site plan approval requests that the emergency vehicle access be opened to normal vehicular traffic, either as an exit only from the Property or a full entrance/exit. Any such entrance shall be constructed in accordance with VDOT standards and the design thereof shall be approved by the Director of Planning.

(c) With the prior approval of VDOT and the Board of Supervisors of the County, Owner may install a right in/right out only access from the Property to Route 5 in Section 3 in the location as generally shown on the Master Plan. Such entrance shall only be approved upon a demonstration by the applicant that 1) the entrance will alleviate an offsite congestion, delay, or safety problem at the proposed Ironbound Road entrance and 2) the entrance will not increase congestion or delay on Route 5. Any such entrance shall be constructed in accordance with VDOT standards and the design thereof shall be approved by the Director of Planning.

7.

Sidewalk Connections. There shall be a pedestrian walkway connection from the internal pedestrian walkway in Section 1 to the multi-use path adjacent to Route 5 generally as shown on the Master Plan. There shall be internal pedestrian walkways installed generally in the locations shown on the Master Plan, which may be installed in phases as residential units are constructed. Pedestrian walkways shall be installed concurrently with the construction of adjoining units.

8. **Recreation.** Owner shall provide the recreational facilities shown on the Master Plan before the County is obligated to grant certificates of occupancy for more than 30 dwelling units on the Property. The recreational facilities on the Property shall meet the standards set forth in the County's Recreation Master Plan as determined by the Director of Planning.

9. **Multi-Use Path/Easement.** (a) There shall be a paved multi-use path at least five feet in width installed on Section 1 of the Property generally as shown on the Master Plan. The path shall be located to avoid mature or specimen trees where reasonably feasible and the exact location of the trail shall be approved by the Director of Planning. The path shall be either (i) installed or (ii) bonded in form satisfactory to the County Attorney prior to the issuance of any certificates of occupancy.

(b) At or prior to the County being obligated to issue any building permits for residential dwelling units on the Property, Owner shall grant to the County free of charge an easement 35 feet in width over the area of Section 2 of the Property immediately adjacent to Route 5 permitting the County to construct and maintain a path in the easement area.

(c) At or prior to the County being obligated to issue any building permits for residential units on the Property, Owner shall grant to the County, free of charge, an easement 35 feet in width through the open space of Section 1 of the Property generally in the location shown on the Master Plan permitting the County to construct and maintain a trail in the easement area.

10. **Private Drives.** All entrance roads, interior roads, driveways, lanes or drive aisles connecting the parking areas on the Property to Route 5 or Ironbound Road shall be private.

11.

Environmental Protections. (a) The Owner shall maintain and preserve as open space with terms consistent with these Proffers the area designated on the Master Plan as Open Space generally in the locations shown on the Master Plan. The exact boundaries of the Open Space shall be shown on subdivision plats and/or site plans of the Property. The Open Space shall remain undisturbed by Owner and in its natural state, except as set forth below. Dead, diseased and dying trees or shrubbery and invasive or poisonous plants may be removed from the Open Space with the approval of the County Engineer. With the prior approval of the Environmental Division utilities may intrude into or cross the Open Space and clearing and construction activities necessary therefor may take place in the Open Space. Pedestrian paths, trails and bridges generally as shown on the Master Plan may intrude into or cross the Open Space and clearing and construction activities necessary therefor may take place in the Open Space. Stormwater BMPs may be located in the Open Space but shall not be located in nor impact the channel flow of perennial streams unless specifically approved by the Environmental Division and any stormwater BMP in Section 2 shall be located only in areas already cleared as of the date hereof. To the extent reasonably feasible, utility crossings shall be generally perpendicular through the Open Space and Owner shall endeavor to design utility systems that do not intrude into the Open Space. The Open Space shall be exclusive of lots or dwelling units.

(b) Owner shall submit to the County a master stormwater management plan as a part of the site plan submittal for the Property, including the stormwater management pond generally as shown on the Master Plan, dry swales and/or other low impact design measures, methods and measures to reduce fecal bacteria, such as aeration and maintenance of appropriate water levels in the stormwater management pond and generally attempting where feasible and practical to maximize the amount of drainage from impervious surfaces draining to pervious surfaces prior to draining into the BMP pond, for review and approval by the Environmental Division. The master stormwater management plan may be revised and/or updated during the development of the Property with the prior approval of the Environmental Division. The County shall not be obligated to approve any final development plans for development on the Property until the master

stormwater management plan has been approved. The approved master stormwater management plan, as revised and/or updated, shall be implemented in all development plans for the Property.

(c) There shall be a 10 foot construction setback adjacent to the Open Space on the Property. No building shall be permitted in this setback area. This setback shall be shown on all development plans for those areas of the Property.

(d) The Association shall be responsible for developing and implementing a turf management plan ("Turf Management Plan") for the maintenance of lawns and landscaping on the Property in an effort to limit nutrient runoff into Powhatan Creek and its tributaries. The Turf Management Plan shall include measures necessary to manage yearly nutrient application rates to turf such that the application of total nitrogen does not exceed 75 pounds per year per acre. The Turf Management Plan shall be prepared by a landscape architect licensed to practice in Virginia and submitted for review to the County Environmental Division for conformity with this proffer. The Turf Management Plan shall include terms permitting enforcement by either the Owners Association or the County. The Turf Management Plan shall be approved by the Environmental Division prior to final subdivision or site plan approval.

(e) Owner shall explore the potential of shared stormwater management with the owner of the adjoining parcels, County Parcel No.'s 4620100015 and 4620100011.

12. **Archaeology.** A Phase I Archaeological Study for the Property shall be submitted to the Director of Planning for his review and approval prior to land disturbance. A treatment plan shall be submitted to, and approved by, the Director of Planning for all sites in the Phase I study that are recommended for a Phase II evaluation, and/or identified as being eligible for inclusion on the National Register of Historic Places. If a Phase II study is undertaken, such a study shall be approved by the Director of Planning and a treatment plan for said sites shall be submitted to, and approved by, the Director of Planning for sites that are determined to be eligible for inclusion on the National Register of Historic Places and/or those sites that require a Phase III study. If in the Phase II study, a site is determined eligible for nomination to the National Register of Historic Places and said site is to be

preserved in place, the treatment plan shall include nomination of the site to the National Register of Historic Places. If a Phase III study is undertaken for said sites, such studies shall be approved by the Director of Planning prior to land disturbance within the study area. All Phase I, Phase II and Phase III studies shall meet the Virginia Department of Historic Resources' Guidelines for Preparing Archaeological Resource Management Reports and the Secretary of the Interior's Standard and Guidelines for Archaeological Documentation, as applicable, and shall be conducted under the supervision of a qualified archaeologist who meets the qualifications set forth in the Secretary of the Interior's Professional Qualification Standards. All approved treatment plans shall be incorporated into the plan of development for the site and shall be adhered to during the clearing, grading and construction activities thereon.

13. **Architectural Review.** Prior to the County being obligated to grant final development plan approval for any of the buildings shown on any development plan for any portion of the Property, there shall be prepared and submitted to the Director of Planning for approval architectural and landscaping plans, including architectural elevations, for the Director of Planning to review and approve for general consistency with the guidelines from Article III, Section 5 of the Primary Principles and the architectural elevations submitted herewith entitled "Governor's Grove at Five Forks, Conceptual Elevations". The Director of Planning shall review and either approve or provide written comments setting forth changes necessary to obtain approval within 30 days of the date of submission of the plans in question. Decisions of the Director of Planning may be appealed to the Development Review Committee, whose decision shall be final. Final plans and completed buildings shall be consistent with the approved conceptual plans.

14. **Updated Traffic Study.** If any use is proposed on Section 3 of the Property with a materially, as determined by the Director of Planning, higher trip generation based on ITE trip generation figures than the use used in the Traffic Study which results in an overall materially, as determined by the Director of Planning, higher trip generation from Section 3 of the Property, then Owner shall submit with the proposed site plan for the new use an updated traffic impact study to the Director of Planning and VDOT based on the new proposed use for their review and approval to confirm that the new A.M. and P.M.

peak hour new trips from the different use fall within the trip generation thresholds set forth in Article I, Section 5 of the Primary Principles. If the County does approve development plans for such a use, at the time of final plan approval Owner shall make an additional one time cash contribution to the County calculated pursuant to the formula set forth on Exhibit B attached hereto for the incremental trip generation from the new use over and above the trip generation from Section 3 assumed in the Traffic Study in order to mitigate impacts on the County from the physical development and operation of the Property. The County may use these funds for any project in the County's capital improvement plan, the need for which is generated by the physical development and operation of the Property, including, without limitation, intersection improvements at the Route 5/Ironbound Road intersection. If the update to the Traffic Study indicates trip generation from Section 3 exceeds the trip generation thresholds set forth in Article I, Section 5 of the Primary Principles, the County shall not be obligated to approve development plans for such use.

15. **Height Limitation.** No building in Section 1 or Section 3 of the Property shall exceed 45 feet in height.

16. **Commercial Use Restrictions.** The following uses shall not be permitted in Section 3 of the Property:

- Convenience store
- Automobile service station
- Fast food restaurant

17. **Buffer/Open Space Landscaping.** Any areas of buffer or open space proffered hereby that are disturbed by adjacent construction activity on the Property shall be landscaped in accordance with the County's landscape ordinance requirements, subject to any restrictions in applicable easements.

Exhibit A
Property Description

Parcel I

All that certain tract, piece or parcel of land, with any and all the buildings, and improvements thereon, situate, lying and being in Berkeley District, James City County, Virginia, formerly situated in Jamestown District, James City County, Virginia, lying just west of the "Five Forks" intersection on both sides of State Route 5, said parcel of land containing 27.38 acres, more or less, but hereby conveyed in gross and not by the acre, said property known as "Goat Hill", and being shown upon that certain blue print plat, thereof entitled, "COMPILED PLAT SHOWING THE EMILY M. HALL PROPERTY, SITUATED IN JAMESTOWN DISTRICT, JAMES CITY COUNTY, VIRGINIA," made by Vincent D. McManus, C. L. S. and dated November, 1945, a blue print copy of which plat is recorded in the Clerk's Office of the Circuit Court of the City of Williamsburg and James City County in Plat Book 23, page 4, to which said plat reference is hereby made for a more particular description of the property conveyed herein:

LESS AND EXCEPT that certain lot of land, containing 1.70 acres, more or less, conveyed by Emily M. Hall, unmarried, to Albert M. Baker and Frances M. Baker, husband and wife, by deed dated December 18, 1951, and recorded December 19, 1951 in James City County Deed Book No. 46, page 210, said conveyance is more fully shown and described on that certain plat entitled, "Plat Showing Lot Surveyed For Emily M. Hall, Located Near Five Forks, James City County, Virginia", surveyed December, 1951, and made by W. D. Thomas, Surveyor, and duly recorded in James City County Plat Book No. 13, page 1, to which said plat reference is hereby made for a more particular description of the property excepted from the hereinabove referred to plat recorded in the aforesaid Clerk's Office in Plat Book 23, page 4.

AND FURTHER LESS AND EXCEPT all that certain piece or parcel of land, lying, situate and being in Berkeley District, James City County, Virginia, containing 0.485 acres, more or less, and shown and designated as PARCEL "A", on that certain blueprint plat entitled, "PLAT OF PART OF GOAT HILL, PROPERTY OF EDMUND H. SAUNDERS", dated February, 1968, and made by Stephen Stephens, C. L. S., a copy of which said blueprint plat is attached to a deed from the party of the first part to Heffner Oils, Incorporated, a Virginia corporation, dated April 30, 1968, and recorded in the aforesaid Clerk's Office on May 17, 1968 in Deed Book 116, page 290 and incorporated therein by reference, to which deed and plat reference is made for a more particular description of the property therein conveyed.

Parcel I being a portion of the property conveyed to the party of the first part by Deed dated September 30, 1965, from Emily M. Hall, unmarried, and recorded in the aforesaid Clerk's Office in Deed Book 103, page 52.

Parcel II

All that certain piece, parcel or lot of land, together with any improvements thereon, lying and being in Jamestown Magisterial District, James City County, Virginia, as shown and designated on a certain blueprint plat entitled, "Plat Showing Portion of Land Belonging to A. M. Baker, Located Near Five Forks, James City County, Virginia", made by W. D. Thomas, DC.S., November, 1952, a copy of which plat is duly of record at Plat Book 13, page 26, in the Clerk's Office of the Circuit Court of the City of Williamsburg and County of James City, Williamsburg, Virginia. Said property is bounded and described as follows on said plat: Commencing at a point in the center of the road which leads from Powell's Pond to Five Forks; thence, S 76 20' W a distance of 212.3 feet along the line of the property thereby conveyed and the land formerly belonging to A. M. Baker; thence N 30 00' W a distance of 100 feet along the line of the property thereby conveyed and the land formerly of Emily Hall; thence, N 76 02' E a distance of 253.4 feet along the line of the property thereby conveyed and the land formerly of A. M. Baker to a point in the center of the aforesaid road; thence up said road S 0 23' E a distance of 100 feet to the point of departure in the center of said road.

Being the same property as that conveyed to the party of the first part herein by deed dated June 7, 1968, from Lois S. Nixon and Lawrence N. Nixon, her husband, and Mary C. Taylor and Donald R. Taylor, her husband, which said deed is duly of record in the aforesaid Clerk's Office in Deed Book 117 at page 60.

Parcel III

All that certain lot, piece or parcel of land together with the buildings and improvements thereon and the appurtenances thereunto belonging or in anywise appertaining, lying, being and situate in Berkeley District, James City County, Virginia, being described as follows: commencing at a point in the center of the county road leading from Five Forks to Virginia State Route #615, said point being 276.13 feet southwest of the concrete marker set by the Highway Department to designate the southwest limit of the right of way for Virginia State Highway Routs #5, at the intersection between the said Route #5 and the road leading from Five Forks to Route #615; thence South 62 15' West a distance of 15 feet to an iron pipe; said iron pipe being the point where the said road and the property therein conveyed converge; thence continuing South 62 15'.W. a distance of 159.19 feet, more or less, to an iron pipe, said pipe being the southwest boundary of the property thereby conveyed; thence North 30 00' West a distance of 105 feet, more or less, to a point, said point being the northwest corner of the property thereby conveyed thence North 76 20' East a distance of 227.3 feet, more or less, to a point, said point being in the center of the road leading from Five Forks to Virginia State Route #615 and being the Northeast corner of the property thereby conveyed; thence South 0 23' East a distance of 65 feet, more or less, to the point of beginning.

Being the same property as that conveyed to the party of the first part from Walter. H. Boswell and Louise C. Boswell, husband and wife, by deed dated September 28, 1970 and recorded in the aforesaid Clerk's Office at Deed Book 128, page 268.

Parcel IV

All that certain lot, piece or parcel of land, containing a total of 2.77 acres +/- lying, being situate in Berkeley Magisterial District, James City County, Virginia, as shown, set forth and designated as 2.00 AC. and 0.77 AC. on that certain plat entitled, "PLAT SHOWING BOUNDARY LINE ADJUSTMENT AND PROPERTY LINE EXTINGUISHMENT BETWEEN THE PROPERTIES OWNED BY : THE PATRICK COMPANIES, INC. AND FIVE FORKS, VIRGINIA INCORPORATED"), DATED April 21, 1998 and prepared by AES, Consulting Engineers, which plat is recorded in the Clerk's Office of the Circuit Court for the City of Williamsburg and County of James City, in Plat Book 69, at page 56.

TOGETHER with all singular the rights, privileges, hereditaments and appurtenances to the said premises belonging or in anywise incident or appertaining.

The foregoing conveyance is made subject to all easements, conditions or restrictions of record or apparent on the ground insofar as they may lawfully affect the property conveyed hereby.

ALL LESS AND EXCEPT that certain portion of the property containing 1.6 acres, more or less, shown and set out on the Master Plan as "Existing B-1 to Remain".

Exhibit B
Formula for Contributions to Intersection Improvements

Any increase in trip generation will increase the contribution according to the following formula:

1. $[(AM * X) + (PM * Y)] / (AM + PM) = \text{Weighted Percent of New Trips}$
2. $\text{Weighted Percent of New Trips} * \$123,850 = \text{Cash Contribution}$

Where AM=additional AM peak trips, PM=additional PM peak trips, X=AM/500, and Y=PM/650.

**REZONING 9-05/MASTER PLAN-6-05. Governor's Grove at Five Forks
Staff Report for the August 9, 2005, Board of Supervisors Public Hearing**

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

PUBLIC HEARINGS

Building F Board Room; County Government Complex

Planning Commission: June 6, 2005, 7 p.m. (deferred)
July 11, 2005, 7 p.m.
Board of Supervisors: August 9, 2005, 7 p.m.

SUMMARY FACTS

Applicant: Mr. Eric Nielsen, National Housing Corporation
Land Owner: Five Forks Virginia, Inc. and E. H. Saunders, Trustee
Proposal: Construction of 132 condominium units and 25,000 square feet of office/commercial
Location: 4310 and 4360 John Tyler Highway; 3181 and 3191 Ironbound Road
Tax Map/Parcel Nos.: (46-2)(1-14), (46-2)(1-37), (47-1)(1-35), and (47-1)(1-36)
Parcel Size: 23.26 acres
Existing & Proposed Zoning: R-8, Rural Residential, and B-1, General Business, to MU, Mixed Use, with proffers
Comprehensive Plan: Moderate Density Residential
Primary Service Area: Inside

STAFF RECOMMENDATION

With the submitted proffers, staff finds the proposal will not negatively impact surrounding property. Staff also finds the proposal generally consistent with surrounding land uses, the Comprehensive Plan and the Primary Principles for Five Forks Area of James City County. Staff recommends approval of the rezoning and master plan applications and acceptance of the voluntary proffers.

Staff Contact: Matthew D. Arcieri Phone: 253-6685

PLANNING COMMISSION RECOMMENDATION

On July 11, 2005, the Planning Commission recommended approval by a vote of 5 to 0. The Planning Commission also approved the proposed buffer reductions. The Commission recommended the applicant amend their proffers to include a turf management plan, encourage shared stormwater management with the adjoining property and minimize curb and gutter in the parking areas.

Proposed Changes Made Since Planning Commission Meeting

The applicant has submitted revised proffers which make the following changes:

Ingram Road Access: The proffers include a provision for the residential portion of the project to have vehicular access onto Ingram Road either as an exit only from the property or a full entrance/exit. The applicant could only construct such an access after receiving approval from VDOT and the Board of Supervisors.

Staff Comments: This proffer has been added at the suggestion of a Board member for consideration by the whole Board. The intent is to help alleviate impacts of the residential entrance on John Tyler Highway. Staff has not evaluated whether this additional access point is acceptable and would not negatively impact Ingram and Ironbound Roads. However, as the proffer language only permits this access after further evaluation by staff and approval of VDOT and the Board, staff finds the language acceptable. Note that the proffer does not require review by the Planning Commission. Staff also notes that, as written the decision to add access onto Ingram Road must be made prior to the issuance of preliminary site plan approval. This language creates a very narrow time frame in which the County must act, potentially lessening the chance of access onto Ingram Road being added.

John Tyler Highway Access: The proffers include a provision for the commercial portion of the project to have vehicular access onto John Tyler Highway as a right-in/right-out access. The applicant could only construct such an access after receiving approval from VDOT and the Board of Supervisors. In addition, the applicant would have to demonstrate that the entrance will alleviate an off-site congestion, delay, or safety problem at the proposed Ironbound Road entrance and the entrance will not increase congestion or delay on John Tyler Highway.

Staff Comments: This proffer has been added at the suggestion of a Board member for consideration by the whole Board. The intent is to help prevent vehicles exiting the commercial parcel from using the driveway at Clara Byrd Baker Elementary to turn around and make a left turn towards the Five Forks intersection. Staff has not evaluated whether this additional access point is acceptable and would not negatively impact John Tyler Highway, including the buffer and tree canopy. However, as the proffer language only permits this access after further evaluation by staff and approval of VDOT and the Board, staff finds the language acceptable. Note that the proffer does not require review by the Planning Commission.

Curb and Gutter: The proffers include language that, as part of the stormwater master plan, the applicant shall attempt to maximize the amount of impervious surface that drains onto pervious surfaces prior to draining into the BMP.

Staff Comments: This proffer has been added at the suggestion of the Planning Commission. Staff, including the Environmental Division, finds this language acceptable. Staff notes that the stormwater master plan will be reviewed and approved by the Environmental Division as part of development plan review, allowing staff the ability to confirm that curb-and-gutter construction has been appropriately minimized.

Turf Management Plan: The applicant has proffered a turf management plan to be reviewed and approved by the Environmental Division during development review.

Staff Comments: This proffer has been added at the suggestion of the Planning Commission. Staff, including the Environmental Division, finds this language acceptable. Note that this proffer mirrors the language approved as part of the Villas at Five Forks rezoning with the exception that the County has been granted approval authority over the plan.

Shared Stormwater: The applicant has proffered to explore the potential of shared stormwater management with the adjacent Villas at Five Forks development.

Staff Comments: This proffer has been added at the suggestion of the Planning Commission. Staff notes that this language only states that the applicant shall explore shared stormwater management. While staff will attempt to address shared stormwater management as part of the development plan review and review of the Master Stormwater Management Plan, no commitment to shared stormwater management is being made nor can it be enforced by staff as written.

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

Cash Proffer Summary (See staff report narrative and attached proffers for further details)	
Use	Amount
Water (CIP contribution)	\$796 per lot
CIP projects (including schools)	\$1,000 per lot
Powhatan Creek Restoration	\$500 per lot
Road Contribution	\$24,162
Total Amount (2005 dollars)	\$327,234
Total Per Lot (excluding road contribution)	\$2,296 per lot

PROJECT DESCRIPTION

National Housing Corporation has submitted an application to rezone 23.26 acres located on John Tyler Highway from R-8, Rural Residential, and B-1, General Business, to MU, Mixed Use, with proffers. The property is bisected by John Tyler Highway into a northern portion of 14.93 acres and a southern portion of 8.33 acres.

If approved, the developer would construct a new multifamily housing complex on the northern portion. The development, to be known as Governor's Grove, would consist of up to 132, one, two- and three-bedroom condominiums. These units would be a for-sale product, sold at market rates. On the southern portion the developer proposes preserving 5.33 acres as permanent open space. The remaining three acres would be reserved for 25,000 square feet of office/commercial, with access exclusively from Ironbound Road adjacent to the Zoom's Convenience Store.

On December 14, 2004, the Board of Supervisors denied the applicant's original proposal for rental apartments for this property. Below is a comparison of this proposal with the original proposal.

	Original Proposal	Revised Proposal
Residential Units/density	213 (9.2 dwelling units per acre)	132 (6.5 dwelling units per acre)
Unit Type/Pricing	Apartment/affordable	Condominium/market rate
Commercial Square Footage	30,000 square feet	25,000 square feet
Commercial Acreage/Acreage of Commercial Buffers	1.4 acres/0.6 acres	1.7 acres/1.3 acres
Open Space (southern portion)	6.33 acres	5.33 acres

PUBLIC IMPACTS

Archaeology

- ◆ **Proffers:** The County archaeological policy is proffered.

Environmental Impacts

- ◆ **Watershed:** Powhatan Creek
- ◆ **Environmental Proffers:**
 - **Conservation Area:** The applicant will preserve 5.33 acres of the property as permanent open space. This constitutes the entire southern frontage of John Tyler Highway. This piece of property will remain undisturbed in a permanent natural state. While normally preservation would be accomplished through a conservation easement dedicated to the County, the applicant has stated, for tax purposes, they do not wish to provide an easement. The open space is protected by the master plan and proffers.
 - **Master Stormwater Management Plan:** In order to address the recommendations of the Powhatan Creek Watershed Management Plan, the applicant has proffered to develop and implement a master stormwater management plan for the property and included the use of low-impact design features as depicted on the master plan.
 - **Cash Contribution for Stream Restoration:** For each unit, a cash contribution of \$500 is proffered to be used for off-site stream restoration and stormwater management.
- ◆ **Staff Comment:** The Environmental Division notes that this project is located in the tidal main stem portion of the Powhatan Creek; therefore, the goals and priorities of the watershed master plan apply to this case. This project will be subject to special stormwater criteria. These issues will be addressed through the proffered Stormwater Master Plan and during development review.

Public Utilities

- ◆ **Primary Service Area (PSA):** The site is inside the PSA and served by public water and sewer.
- ◆ **Public Utility Proffers:**
 - **Cash Contribution:** For each unit, a cash contribution of \$796 is proffered.
 - **Water Conservation:** Water conservation measures will be developed and submitted to the JCSA for review and approval prior to any site plan approval.
- ◆ **JCSA Comment:** The JCSA has reviewed the proposal and concurs with the proffers and master plan as proposed.

Fiscal Impacts

The applicant has provided a fiscal impact statement which is included as an attachment to this report. In summary, at build out, this project is expected to have an annual positive fiscal impact of \$24,400.

- ◆ **Proffers:**
 - **Cash Contribution:** For each unit a cash contribution of \$1,000 for County CIP projects, including schools, is proffered.
- ◆ **Staff Comment:** The Department of Financial and Management Services concludes that annual revenues from the residential units would appear to cover projected annual expenses. Adding the modest projected fiscal benefit of the commercial/office the annual impact is projected to be positive or, at a minimum, break even.

Schools

Per the Adequate Public School Facilities Test policy adopted by the Board of Supervisors, all special use permits or rezoning applications should pass the test for adequate public school facilities. With respect to this test, the following information is offered by the applicant:

School	Design Capacity	Program Capacity	Current Enrollment (9/30/2005)	Projected Students Generated	Enrollment + Projected Students
Clara Byrd Baker Elementary	804	691	772	12	784
James Blair Middle	625	621	583	6	589
Jamestown High	1,250	1,250	1,451	8	1,459

- ◆ **Staff Comments:** The applicant has not proffered that 20 percent of the units will contain only one bedroom and therefore staff has adjusted the above calculations from those listed in the applicant's community impact statement.

Although program capacity is exceeded at the elementary school, the adequate public schools facility test is based on design capacity. In addition, as part of the FY 06 budget, the Board of Supervisors approved construction of an eighth elementary school. Therefore, the proposal passes the adequate public school test at the elementary school.

The proposal passes for the middle school.

Although the capacity of Lafayette High School is clearly exceeded, the Adequate Public School Facilities Test states that if physical improvements have been programmed through the County CIP then the application will be deemed to have passed the test. On November 2, 2004, voters approved the third high school referendum and the new high school is scheduled to open in September 2007; therefore, staff believes that this proposal passes for the high school.

Impacts to the John Tyler Highway Community Character Corridor

Overall this project proposes to preserve a significant portion of the Community Character Corridor through preservation of the southern portion of the site as permanent open space and through a 150-foot buffer along the northern portion of the site. Early on in the rezoning, staff identified preservation of the John Tyler Highway tree canopy as a primary concern for any development of this property. Staff has evaluated the impacts of the proposed turn lanes on the tree canopy. The right-turn taper (reduced from a full-turn lane in the original proposal) will be constructed on already cleared right-of-way and should not impact the adjacent tree canopy on the north side of John Tyler Highway. The left-turn lane has been reduced from a 400-foot turn lane and taper to a 300-foot turn lane and taper and is designed to impact the tree canopy on the south side of John Tyler in order to avoid exposing the power lines along the north side of John Tyler. Staff believes that the loss of trees along the southern property is acceptable as all of the adjoining site will not be developed and the proposal prevents the visual exposure of the power lines. The revised proposal also includes new proffer language that requires a buffer plan be submitted as part of the development plan for review and approval by the Planning Director. The plan will include supplemental landscaping, which will mitigate the impact of tree clearing for the turn lanes, the proposed stormwater facility and where the buffer is thin due to the existing motel that will be demolished during site redevelopment.

Traffic

According to the applicant's traffic study, the residential portion of this property with access onto John Tyler Highway will generate approximately 887 trips per day with 67 a.m. peak-hour vehicle trips and approximately 82 p.m. peak-hour vehicle trips. The commercial portion with access onto Ironbound Road will generate approximately 275 trips per day with 39 a.m. peak-hour vehicle trips and approximately 37 p.m. peak hour vehicle trips.

- ◆ **2005 Traffic Counts:** Ironbound Road: 8,219 vehicles per day; John Tyler Highway: 10,336 vehicles per day.

- ◆ **2026 Volume Projected:** John Tyler Highway shows 12,000 vehicles per day on a two-lane road and is listed in the “watch” category in the 2003 Comprehensive Plan as the capacity for such roads is 13,000 vehicles. This portion of Ironbound Road is not listed in the 2003 Comprehensive Plan although the portion north of the intersection with John Tyler Highway is listed on the “watch” category.
- ◆ **Road Improvements:** The residential component of the property will require the construction of a 150-foot right-turn taper and a 150-foot left-turn lane with a 150-foot left-turn taper. No improvements are required for the commercial property’s entrance on Ironbound Road; however, the commercial entrance will be limited to a right-in right-out only.
- ◆ **Traffic Proffers:**
 - Private Driveways: Roads internal to the project shall remain as private driveways - not VDOT streets. The applicant’s proffers provide for an initial deposit of \$13,200 into the property owners association reserve fund.
 - Road Improvements: The proffers provide for the road improvements listed above and for only one entrance on John Tyler Highway and Ironbound Road.
 - Cash Contribution to the Five Forks Intersection Improvements: The applicant has proffered a pro-rata share of the costs of the intersection improvements (\$24,162) as recommended in the Primary Principles for the Five Forks Area adopted by the Board of Supervisors on September 28, 2004.
 - Limits on Commercial Development: The applicant has proffered out three uses: fast food restaurants, gas stations, and convenience stores. If a commercial use is proposed with higher traffic rates than what was shown in the applicant’s traffic study, the applicant has proffered an updated traffic study for review and approval by the County and proffered to provide an additional cash contribution towards the John Tyler Highway/Ironbound Road intersection improvements. If the additional traffic exceeds the traffic caps adopted as part of the Primary Principles for Five Forks, the use would not be approved.
- ◆ **VDOT Comment:** VDOT concurs with the recommendations of the applicant’s traffic study including recommended entrance improvements to the residential portion of the development.

COMPREHENSIVE PLAN

The James City County Comprehensive Plan Land Use Map designates this property for Moderate Density Residential development. Moderate-density areas are residential developments or land suitable for such developments with a minimum density of four dwelling units per acre, up to a maximum of twelve dwelling units per acre, depending on the character and density of surrounding development, physical attributes of the property, buffers, and the degree to which the development is consistent with the Comprehensive Plan. The location criteria for Moderate Density Residential require that these developments be located within the PSA where utilities are available. Optimum sites are near the intersections of collector streets, have natural characteristics such as terrain and soil suitable for compact residential development, and provide sufficient buffering so that the higher-density development is compatible with nearby development and the natural and wooded character of the County. These Moderate Density Residential areas may serve as transitional uses, primarily to neighborhood commercial, general commercial or mixed-use areas. The timing and density of development for a Moderate Density Residential site may be conditioned on the provision of least cost housing or the provision of open space. Suggested land uses include townhouses, apartments, attached cluster housing, and recreation areas.

- ◆ **Staff Comment:** The proposal is consistent with the Land Use policies of the Comprehensive Plan.

PRIMARY PRINCIPLES FOR FIVE FORKS

On September 28, 2004, the Board of Supervisors adopted the Primary Principles for the Five Forks Area of James City County. The Principles set forth specific recommendations for the Five Forks Area. This proposal addresses the following principles as follows:

- ◆ Pedestrian Improvements: The proposal provides sidewalk connections on the northern property along John Tyler Highway to existing commercial property and to Ingram Road in conformance with the Five Forks sidewalk inventory. The proposal also proffers a 35-foot easement through the southern property. The Greenway Master Plan calls for the construction of a multiuse trail in this easement eventually

connecting Jamestown High School to Five Forks. The proposal proffers a 35-foot easement through the western buffer of the northern property. This easement provides the final trail segment for the County to construct the Powhatan Creek nature trail connecting Monticello Avenue with John Tyler Highway.

- ◆ **New Trip Thresholds:** Trip generation thresholds presented in the Five Forks Area Study indicate the maximum number of vehicle trips that should be allowed within the Five Forks Area during either the a.m. or p.m. peak hours - with or without geometric improvements. The introduction of 106 new trips during the a.m. peak results in the use of approximately 30 percent of the new trip threshold without geometric improvements and approximately 21 percent with geometric improvements. The introduction of 119 new trips during the p.m. peak results in the use of approximately 24 percent of the new trip threshold without geometric improvements and approximately 18 percent with geometric improvements. Currently three other proposals have been reviewed or approved in the Five Forks Area (Oaktree Expansion, Ingram Road Office Building, Villas at Five Forks). When combined with the Governor's Grove proposal 34.8 percent of the intersection capacity (without improvements) has been used.
- ◆ **Environmental:** The proposal sets aside 5.33 acres of the southern property as permanent open space. A 10-foot construction setback from all open space and buffers is proffered. The applicant has proffered a stormwater master plan to implement the recommendations of the Powhatan Creek Watershed Management Plan and included the use of low-impact design features on the master plan.
- ◆ **Land Use:** The proposal proffers architectural review by the Planning Director in accordance with the architectural guidelines contained in the principles and contains a height limit for all structures of 45 feet. Staff is concerned that the three 12-unit buildings, as depicted on the master plan, are not consistent with the Primary Principles recommendation for buildings to be of similar mass with existing structures in Five Forks, such as the historic schoolhouse. However, staff recognizes that the units proposed are, both in mass and general architecture, more in accordance with the principles than the previous proposal. The project's overall residential density is 6.5 dwelling units per acres in accordance with the recommended maximum density for areas designated moderate-density residential. The proposal protects the John Tyler Highway community character corridor through preservation of the property on the south side and the provision of a 150-foot buffer on the north property.

Staff finds that this proposal is generally consistent with the Primary Principles for Five Forks.

SETBACK WAIVER

The applicant has requested modification to the perimeter setback requirements for the commercial parcel. Mixed Use districts require a 50-foot perimeter setback from all adjacent properties. Setbacks shall be left in an undisturbed state and/or planted with additional or new landscape trees, shrubs, and other vegetative cover. It is possible to get a modification granted by the Planning Commission during the rezoning process if one or more of the criteria are met:

1. The proposed setback is for the purpose of integrating proposed mixed use development with adjacent development;
2. The proposed setback substantially preserves, enhances, integrates, and complements existing trees and topography; and
3. The proposed setback is due to unusual size, topography, shape, or location of the property or other unusual conditions, excluding proprietary interests of the developer.

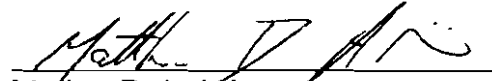
The applicant's requests for setback modifications are summarized below:

1. Reduce the buffer adjacent to the Zoom's Convenience Store from 50 feet to 25 feet; and
2. Reduce the buffer adjacent to the open space parcel from 50 feet to 25 feet.

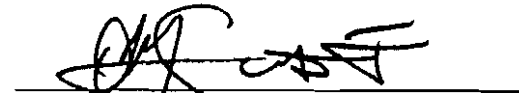
The reduced buffers will still substantially preserve existing vegetation on the site. In addition, the applicant has proffered architectural and landscape review by the Planning Director of any structures built on the site. As part of their review, the Planning Commission has approved the waivers as proposed.

CONCLUSIONS

With the submitted proffers, staff finds the proposal will not negatively impact surrounding property. Staff also finds the proposal generally consistent with surrounding land uses, the Comprehensive Plan and the Primary Principles for Five Forks Area of James City County. Staff also finds that the proposed open space will provide significant protection to the John Tyler Highway Community Character Corridor. Staff recommends approval of the rezoning and master plan applications and acceptance of the voluntary proffers. On July 11, 2005, the Planning Commission recommended approval by a vote of 5 to 0.


Matthew D. Arcieri

CONCUR:


O. Marvin Sowers, Jr.

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ATTACHMENTS:

1. Planning Commission Minutes
2. Location Map
3. Master Plan (under separate cover) Community Impact Statement
4. Proffers
5. Primary Principles for the Five Forks Area of James City County
6. Resolution

RESOLUTION

PRIMARY PRINCIPLES FOR FIVE FORKS AREA OF JAMES CITY COUNTY

- WHEREAS, Economic Development Action 12G of the 2003 Comprehensive Plan recommends that James City County evaluate redevelopment and land use issues in the Five Forks area; and
- WHEREAS, on June 8, 2004, the Board of Supervisors created the Five Forks Area Study Committee to conduct a comprehensive study of the area and develop a set of guiding principles for future development; and
- WHEREAS, these principles will be used by citizens, staff, Planning Commission, and the Board of Supervisors to guide recommendations and decisions in future land use cases and other development activity in the Five Forks area; and
- WHEREAS, after four public meetings the Five Forks Area Study Committee unanimously adopted primary principles for the Five Forks area of James City County; and
- WHEREAS, on September 13, 2004, the James City County Planning Commission recommended the adoption of the primary principles by a vote of 7-0.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, does hereby endorse the following Vision and Principles to be used alongside the 2003 Comprehensive Plan when reviewing Rezonings, Special Use Permits, and other development activities in the Five Forks area:

Primary Principles for the Five Forks Area of James City County

Five Forks is an area with a unique village character. Bounded to the east by Mill Creek and to the west by the Powhatan Creek, Five Forks is within a significant natural area. Five Forks also supports a thriving commercial center and boasts a quality elementary school at its southern edge. Five Forks is generally understood to encompass the area that lies within three quarters of a mile of the intersection of John Tyler Highway and Ironbound Road.

Five Forks has grown and changed. With new growth, however, come questions about traffic levels, housing capacity, and preservation of the village qualities that make the area unique.

The Five Forks Area Study Committee was created by the Board of Supervisors to listen to the views of County citizens, particularly those who live and work in Five Forks. The Committee's purpose was to recommend principles that preserve and build upon the many positive qualities of Five Forks. These principles seek to protect the watersheds and safeguard the village character of the area. The principles will address residential growth, commercial development, traffic concerns, and alternative transportation. The principles will be incorporated into the next regularly scheduled update of the County's Comprehensive Plan. Until that time, these principles, when approved, serve as an addendum to the 2003 Comprehensive Plan.

Vision Statement

Five Forks has a rich heritage and a community character unique to James City County. By cooperating with citizens and with local government we will preserve these qualities for future generations. Through these principles, the Committee envisions that Five Forks will be a place where future redevelopment or development:

- Improves or maintains water quality and other environmental features;
- Preserves Five Forks' unique village character;
- Does not overburden the road network beyond capacity;
- Provides adequate facilities for pedestrians and cyclists;
- Provides goods and services needed by citizens; and
- Ensures housing opportunities for all citizens.

I. Transportation Principles

1. Capitalize on and Enhance Existing Roadway Network (see the Environmental Principles for relevant information related to these recommended actions):
 - Inventory/validate existing pavement and right-of-way width.
 - Reconfigure pavement markings/lane delineations to accommodate a 150-foot full-width exclusive right-turn lane for southbound Ironbound Road (i.e., north leg).
 - Construct a 150-foot full-width right-turn lane along the northbound approach of Ironbound Road (i.e. south leg).
 - Reduce the speed limit to 35 mph approximately a half mile from the intersection of Ironbound Road and John Tyler Highway.
 - Implement AM, Noon, PM, and Off-Peak signal timing modifications to best process traffic, maximize available and enhanced capacity, and to sustain acceptable level of operations for the isolated signalized intersection of Ironbound Road and John Tyler Highway.
2. In conjunction with any development proposals using Ingram Road West for access, encourage developers to make road improvements (reopening access from Ingram Road East from John Tyler Highway was considered but was not recommended. Such reopening might prove to be unsafe and possible benefits appear to be minimal. The initiative might prove to be beneficial at some time in the future depending on future development on Ingram Road East.):
 - Developers using Ingram Road West for access should rebuild this road as a two-lane roadway in accordance with current VDOT street requirements. Improvements could include:
 - 12 - 14-foot lanes to include roadway as well as curb and gutter;
 - 4-foot buffer between curb and sidewalk on one side of roadway;
 - Street trees and other aesthetic improvements; and
 - 25 mph posted speed limit.

3. Promote pedestrian and bicycle facility interconnectivity within Five Forks area (see the Land Use and Environmental Principles for relevant information related to these recommended actions):

- Utilize available funds in the Sidewalk Capital Improvement Program budget as well as alternate sources of funding including grants or private contributions to construct sidewalks and pedestrian crosswalks in accordance with the phasing plan listed below.
- Ensure that new development either provides sidewalks along public road frontages in accordance with the recommendations of the sidewalk inventory, or contributes funds to the Sidewalk Capital Improvement Program.
- Coordinate the design and construction of roadway improvement projects with bicycle and pedestrian facilities. Bicycle and pedestrian facilities should be designed with an emphasis on safety, adequate lighting, signage, and Americans with Disabilities Act (ADA) compliant features.

Phase I

- Using the Five Forks area sidewalk inventory, and considering existing and potential development, and existing sidewalk connections as a guide, develop an implementation plan to extend sidewalks to serve pedestrian activity within the businesses at the Ironbound Road/John Tyler Highway intersection.
- Stripe crosswalks and provide crossing ramps and pedestrian signals for each approach to the Ironbound Road/John Tyler Highway intersection.
- Provide paved shoulders on John Tyler Highway west of the Ironbound Road intersection during the next VDOT repaving to decrease road maintenance and provide more travel space for bicycles and pedestrians.

Phase II

- Using the Five Forks area sidewalk inventory, existing and potential development, and existing sidewalk connections as a guide, develop an implementation plan to construct sidewalk segments that provide greater connectivity between the central business area and Clara Byrd Baker Elementary School, neighborhoods, and recreational areas.
- In accordance with the Greenway Master Plan, construct a multi-use path along John Tyler Highway that can connect to Jamestown High School and the Greensprings Trail.
- Construct shoulder bikeways along Ironbound Road using Federal grants. In accordance with the Greenway Master Plan, construct a multi-use path along Ironbound Road that can connect to Mid-County Park/Monticello Marketplace Shopping Center.
- Utilize Greenway Funds in the Capital Improvement Program budget and other sources of funding such as grants to support the construction of the above multi-use paths.

4. Promote opportunities for bus service in Five Forks:
 - Work with Williamsburg Area Transport (WAT) to investigate areas and routes with the highest ridership and potential for enhanced service (e.g., to serve activity/employment centers).
 - Work with WAT and Traffix to promote public transportation incentives and the use of alternative commuting modes (park-and-ride, ride sharing, express routes, etc.) to both employers and employees.
 - Investigate opportunities to increase ridership to/from centers of activity, businesses, residential areas and special event attractions.

5. Maintain a "C" level of service for traffic conditions in Five Forks by adhering to new trip generation thresholds established in the Five Forks Area Study Traffic Impacts Alternative Analysis prepared by Kimley Horn and Associates when approving new development through the rezoning and special use permit process (trip levels above the threshold result in the Level of Service decreasing from C to D. These new trip generation threshold numbers are on top of projected 2008 background trips.):
 - Without Geometric Improvements
 - AM peak should not exceed 350 new trips
 - PM peak should not exceed 500 new trips
 - With Geometric Improvements recommended by Principle I.1
 - AM peak should not exceed 500 new trips
 - PM peak should not exceed 650 new trips
 - New development should be phased so that new trips do not exceed the lower thresholds until the improvements listed in Principle I.1 are either constructed or fully funded in the VDOT Six-Year Road Plan.
 - New development should provide a pro-rata share of the costs associated with implementing the geometric and signal improvements.

II. Environmental Principles

1. Maintain and improve water quality and reduce flooding risk in the Mill Creek and Powhatan Creek Watersheds by minimizing the amount of additional impervious cover and treating existing and additional stormwater runoff:
 - Develop a coordinated stormwater master plan for Five Forks. The stormwater master plan should address possibilities for regional treatment or other treatment approaches for new and existing development as well as opportunities to reduce and/or treat runoff from the existing roadway into Powhatan Creek and Mill Creek.
 - Minimize drainage of new sidewalks, multiuse paths, or other transportation improvements. Encourage drainage of these improvements into a treatment facility such as a grassy swale, regional and structural Best Management Practices (BMP), or other appropriate options.

- For new or modified residential or commercial development in the Powhatan Creek and Mill Creek watershed, encourage the use of Low Impact Design (LID) and Better Site Design (BSD) techniques such as, but not limited to, those listed in the 2003 Comprehensive Plan; the Builders for the Bay James City County Local Site Planning Roundtable consensus document (expected to be completed in Fall 2004); and the booklet entitled "*Better Site Design: An Assessment of the Better Site Design Principles for Communities Implementing Virginia's Chesapeake Bay Preservation Act.*"
 - Work with the Village Square Homeowners Association to ensure maintenance of the Village Square BMP and encourage the community to improve the existing BMP by pursuing a grant through the County PRIDE mini-grant program. Explore options for retrofitting and/or maintaining other Five Forks area BMPs.
 - Investigate options for and encourage the undertaking of stream restoration projects in the Powhatan Creek and Mill Creek Watersheds.
2. Ensure that any new development in the Powhatan Creek Watershed implements the recommendations of the Powhatan Creek Watershed Management Plan adopted by the Board of Supervisors on February 26, 2002:

Watershed Management Plan Recommendations:

- Non-tidal mainstem in the Five Forks area (west of Ironbound and north of Ingram Road):
By encouraging the use of expanded buffers along the Powhatan Creek mainstem.
 - Tidal mainstem in the Five Forks area (west of Ironbound Road and south of Ingram Road):
By encouraging the use of expanded buffers along the Powhatan Creek mainstem stormwater management with an added focus on fecal coliform removal.
 - Stormwater Recommendations: Use of Special Stormwater Criteria; specialized on-site BMP design with emphasis on removal of nutrients and bacteria; minimize stormwater outfalls on steep slopes.
3. Explore options for land conservation in Five Forks:
- Through the rezoning and special use permit process; encourage developers to set aside land as permanent open space.
 - Continue to target County Green Space Acquisition Funds to acquire properties that are environmentally sensitive or preserve the John Tyler Highway Community Character Corridor.

III. Land Use Principles

1. Promote mixed-use, pedestrian-friendly land-use patterns (see Principles III.6 for Land Use recommendations, including recommendations on moderate- and low-income housing):
- Pursue regulatory and investment strategies that promote a safe and healthy mix of uses (e.g., retail, residential, office, and public facilities).

- Continue to promote Five Forks as a center of community activity with complementary mixed uses.
 - Promote development patterns that support compact development, interconnected streets (connections to existing neighborhoods should be permitted only where practical and desired by those residents), sidewalks, etc., in an effort to encourage walkable neighborhoods within the Five Forks area.
2. Identify and re-utilize vacant buildings and properties that are no longer utilized:
- Encourage master planning of available land for redevelopment or new uses in order to promote shared parking, fewer entrances onto arterial roads, better utilization of land and increased open space.
 - Promote reuse and redevelopment of blighted and no longer utilized properties.
 - Target capital investments by James City County (e.g., infrastructure, underground utility lines, streetscape improvements, etc.) to support private reinvestment and redevelopment.
 - Through the Office of Housing and Community Development, investigate ways to renovate and rehabilitate the existing housing stock in the Five Forks area where appropriate. Work with private nonprofit groups such as Habitat for Humanity, the Community Action Agency and Housing Partnerships, Inc., to improve the condition and availability of the existing housing stock and assist residents that may be displaced by new development.
3. Reduce conflicts between incompatible land uses:
- Promote transitional uses between different land uses.
 - Through the rezoning/special use permit process and standards in the subdivision and zoning ordinance, reduce the impacts of higher intensity on lower intensity uses (requirements for landscaping, buffering, signage, screening, noise, odor, light, traffic, etc.).
4. Connect the land use pattern to a supportive, multi-modal transportation system:
- Establish compact, mixed-use development patterns that create a walkable environment and reduce the need to use the automobile by local residents.
 - Provide convenient pedestrian access from outlying residential areas to the Five Forks community activity center in accordance with Principle I.4.
5. Establish guidelines to define and maintain the historic, cultural, and aesthetic character of the Five Forks area:
- As part of the 2008 Comprehensive Plan update, designate Five Forks as a Community Character Area and incorporate the following guidelines as part of the Community Character element:
 - Building architecture, scale, materials, spacing, height, and color should respect the architectural context of existing structures such as the historic schoolhouse and veterinary

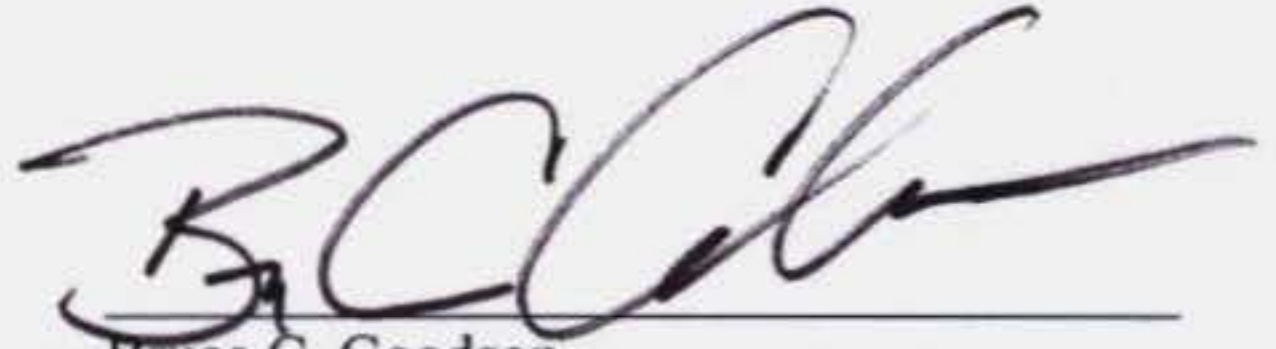
clinic and maintain the village character of Five Forks. New buildings should attempt to emulate distinguishing architectural elements of existing structures such as windows, roof lines, and cornices.

- Buildings that are traditional in character, massing, and detailing are preferred. Contemporary interpretations of traditional architecture are acceptable, if based on the scale and proportions of traditional architecture, and compatible with the context of the Five Forks village character.
 - Building facade materials and architectural treatment should be consistent on all sides of buildings, including side and rear elevations.
 - Where possible, parking should be located to the rear of buildings and should be well landscaped with shrubs and street trees. Shared access and parking should be pursued before constructing new access breaks and parking facilities.
 - Existing specimen trees and shrubs should be preserved to the extent possible. New landscaping should be of a type, size, and scale to complement and enhance the building and site design. Native plant and tree species are encouraged.
 - Signage should be of a scale, size, color, and materials to complement the village character of the area. Monument style signs, rather than pole signs, are the preferred type.
 - All mechanical equipment should be screened from view with architectural elements, fencing, or landscaping.
 - In addition to the above standards, residential buildings should have varied roof lines, wall articulations, window placements, and other features to reduce building mass and unbroken building lines. Arrangement and siting of buildings should preserve the buffers along the Community Character Corridor and complement existing structures such as the historic schoolhouse and maintain the village character of Five Forks.
- Develop and maintain defining traits that can be reflected through landscaping or streetscape design.
 - Protect and enhance the visual character of John Tyler Highway and Ironbound Road. Transportation improvements and new development should be carefully sited to minimize loss to the existing tree canopy over the roads.
6. Ensure that future residential and non residential development/redevelopment is compatible with the vision and principles for the Five Forks area:
- Ensure new trip generating developments do not exceed new trip thresholds in accordance with Principle I.5 through the rezoning/special use permit process.
 - Ensure proposed land uses are in compliance with the land use section of the 2003 Comprehensive Plan. The following descriptions provide additional guidance on acceptable land use proposals:

- Low Density Residential: Recommended gross densities are 1 to 3 dwelling units per acre. Higher densities should provide public benefits such as setting aside property for low-and moderate-cost housing developments; low- and moderate-income (Low income housing is defined as housing for persons earning less than 50 percent of area median income. Moderate income housing is defined as housing for persons earning 50 percent to 80 percent of the area median income.) housing; mixed-cost housing; or extraordinary environmental protection, including low impact design, better site design, open space preservation and implementation of the Powhatan Creek Watershed Management Plan.
 - Moderate Density Residential: Recommended gross densities are 4 to 10 dwelling units per acre. Higher densities should provide public benefits such as setting aside property for low- and moderate-cost housing developments; low-income housing (including persons earning less than 30 percent of area median income); moderate income housing; mixed cost housing; or extraordinary environmental protection, including low-impact design, better site design, open space preservation and implementation of the Powhatan Creek Watershed Management Plan. Recommended housing types include townhouses, apartments, or attached cluster housing.
 - Mixed Use: The recommended mix of uses includes offices and community commercial uses serving residents of the Five Forks area. Moderate-density housing may be a secondary use provided it is designed in accordance with these principles.
- As part of the 2008 Comprehensive Plan update, incorporate the above guidance into the Land-Use element.

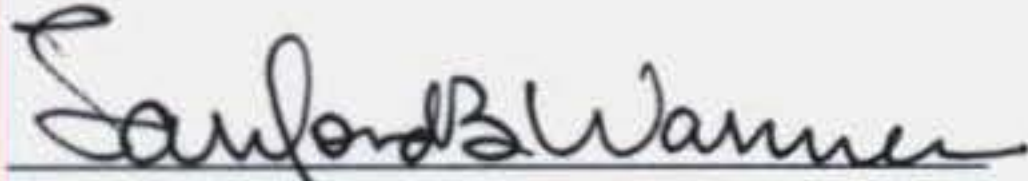
IV. Economic Development Principle

1. Promote and facilitate economic growth through development/redevelopment:
 - Facilitate the location of a new anchor tenant in Governor's Green Shopping Center should Winn-Dixie close.
 - Support the development of remaining undeveloped commercial land and vacant buildings in Five Forks to provide goods and services desired by residents of the Five Forks area.
 - Advise the Economic Development Authority on the outcomes of the Five Forks Study so that they may capitalize on future economic opportunities.



Bruce C. Goodson
Chairman, Board of Supervisors

ATTEST:



Sanford B. Wanner
Clerk to the Board

<u>SUPERVISOR</u>	<u>VOTE</u>
BRADSHAW	AYE
HARRISON	AYE
BROWN	NAY
MCGLENNON	AYE
GOODSON	AYE

Adopted by the Board of Supervisors of James City County, Virginia, this 28th day of September, 2004.

fiveforkredev.res

**Unapproved Minutes of the October 4, 2023,
Planning Commission Regular Meeting**

SUP-22-0017, Z-22-0002, & MP-22-0002, 4399 John Tyler Highway Five Forks Self Storage Facility

Ms. Paxton Condon, Deputy Zoning Administrator/Senior Planner, stated that Mr. Greg Davis, Kaufman & Canoles, P.C., had applied on behalf of Stein Investment Group to amend the adopted Master Plan and proffers for Governors Grove at Five Forks and a Special Use Permit (SUP) for a self-storage facility at 4399 John Tyler Highway. She stated the details regarding the use of a boundary line adjustment at 4365 John Tyler Highway for the use of stormwater facilities.

Ms. Condon noted the details for the acreage and zoning district, adding the properties were inside the Primary Service Area (PSA) and currently undeveloped. She stated the proposed facility would be three stories, approximately 100,000 square feet, and include 700 storage units.

Ms. Condon stated the proposed application included an entrance from the parcel to John Tyler Highway with a center left-turn lane addition onto John Tyler Highway. She noted staff found the proposal to be consistent with the 2045 Comprehensive Plan overall and recommended approval. Ms. Condon further noted the applicant was also available for questions.

Mr. Haldeman asked if one or two buildings were included in the application. Ms. Condon stated one.

Mr. Krapf referenced a staff report point noting the project could serve as a primary commercial use for surrounding neighborhoods. He asked for elaboration as he had not envisioned a self-storage facility as a primary commercial use.

Ms. Condon noted on the original 2005 master plan that parcel had been designated for commercial use.

Mr. Krapf noted Condition No. 3 and his earlier email for insertion of an additional sentence pending no objection from his fellow Commissioners nor the applicant. He referenced supplemental plantings with the insertion to include a minimum 50% of additional plantings to include eastern Virginia native species. He asked if that additional sentence was acceptable to staff.

Ms. Condon confirmed yes.

Mr. Polster asked if the applicant was also agreeable to the addition. Mr. Davis confirmed yes. Mr. Polster opened the Public Hearing as the Commission had no additional questions or disclosures.

Mr. Greg Davis, Kaufman & Canoles, P.C., 4801 Courthouse Street, Suite 300, addressed the Board as representative for the developer, Stein Investment Group. Mr. Davis highlighted details of the project in a PowerPoint presentation. He noted the development team representatives present included Mr. Daniel Ginburg, Mr. Jason Linscott, and Mr. Jeff Stein. Mr. Davis stated he was also joined by Mr. Benny Zhang, his colleague at Kaufman & Canoles, P.C.

Mr. Davis continued the presentation highlighting Stein Investment Group and its projects throughout Virginia. He noted Stein Investment Group's regional locations and proximity to residential areas. Mr. Davis showed various conceptual views of the project and commented on the architectural elevation renderings for conformance with the Primary Principles for the Five Forks Area.

Mr. Davis stated the Commission's Agenda Packet contained the drawings for the center turn lane off Route 5. He noted the evolution of self-storage facilities. Mr. Davis referenced Mr. Krapf's comment on commercial use. He noted Stein Investment Group analyzed these facilities as a local, neighborhood commercial use and not a destination use similar to Target. Mr. Davis identified statistics on the low-intensity use of the facility in relation to vehicle trips, County services, and other factors.

Mr. Davis noted compliance with the additional wording as suggested by Mr. Krapf. He addressed the reference to a more intensive use for the facility, adding further discussion with staff indicated agreement on that point. Mr. Davis noted the process for the conceptual review application had begun in March 2022.

Mr. O'Connor asked Mr. Davis about Exhibit No. 2 of the Traffic Impact Analysis and the depiction of two facilities and if only one 100,000-square-foot building was included or representation of potential redevelopment off Ironbound Road.

Mr. Davis confirmed only one building. He noted initially two buildings had been conceived, but due to changes regarding Ironbound Road, the master plan was revised to include one building.

Mr. O'Connor thanked Mr. Davis for the clarification.

Mr. Polster closed the Public Hearing as there were no additional speakers.

Mr. Rodgers, Berkeley District representative, noted many positive aspects of this project. He stated his support of the application.

Ms. Null commented on the attractiveness of the facility and the buffering. She commented on positive aspects and thought the project was very worthwhile.

Mr. O'Connor commented the concept was great, but not the right location. He referenced the 2045 Comprehensive Plan and use of higher density areas within the PSA. Mr. O'Connor noted opportunities for Mixed Use near schools with walkable environments. He referenced uses of the surrounding area with larger commercial uses moving into the residential area. Mr. O'Connor noted as the application stood that he was not in support of it.

Mr. Krapf noted his deliberation on the pros and cons of this application. He added a positive aspect was the commercial component to a residential area and other factors. Mr. Krapf noted concern at the original master plan which presented a 25,000-square-foot building to a revised plan with a 100,000-square-foot commercial building. He addressed his initial reaction to intensity versus density in relation to the Comprehensive Plan. Mr. Krapf noted while the square footage was increased, he felt the traffic was still negligible. He added he would likely support the application but acknowledged the validity of some of Mr. O'Connor's points.

Mr. Polster addressed the amount of open space that would buffer the project from nearby Clara Byrd Baker Elementary School. He also noted the physical separation from proximity to the Five Forks Desalination Plant. Mr. Polster referenced the long-standing desire to connect sidewalks along the road to the school, adding this project would accomplish that connection. He added the decreased growth intensity and traffic to this area were considerations and he stated his support of the application.

Dr. Rose referenced the sidewalk connections and asked if that slide could be shown. He questioned if the sidewalks stopped at property boundaries and if they were connectors. Mr. Polster clarified he was referencing the connection heading toward Clara Byrd Baker Elementary School. He added there was no connection to the 7-Eleven store.

On a roll call vote, the Commission voted to recommend approval of the SUP, rezoning, and master plan amendment with attached proffers and modification to the wording as suggested by Mr. Krapf. (6-1)

**SPECIAL USE PERMIT-22-0027. 3426 North Riverside Drive Family Subdivision Deferral
Staff Report for the November 14, 2023, Board of Supervisors Public Hearing**

SUMMARY FACTS

Applicant: Mr. Daniel Samuels
Landowner: Mr. David L. Samuels
Proposal: To create a three-lot family subdivision for the Samuels family.
Location: 3426 North Riverside Drive
Tax Map/Parcel No.: 0940100008K
Project Acreage: ± 28.57 acres
Current Zoning: A-1, General Agricultural
Comprehensive Plan: Rural Lands
Primary Service Area: Outside
Staff Contact: Thomas Wysong, Senior Planner II

PUBLIC HEARING DATES

Board of Supervisors: November 14, 2023, 5:00 p.m.
December 12, 2023, 5:00 p.m. (Tentative)

POSTPONEMENT REQUEST

The applicant has requested a deferral of this case until the Board's December 12, 2023, Regular Meeting (see Attachment No. 1). Staff recommends the Board of Supervisors defer this application to its December 12, 2023, Regular Meeting.

TW/ap
SUP22-27_3426NRvrsdDfr

Attachments:
1. Deferral Request

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

October 27, 2023

Thomas Wysong
James City County Planning Department

Re: SUP-22-0027 3426 N. Riverside Dr.

Mr. Wysong,

We would like to formally request a deferral to the December Board of Supervisors meeting. During our review with staff of the project and working through two final items we would like to have them accurately reflected on our proposed subdivision plat prior to a presentation to the board for approval. The first item is the newly approved shared driveway location. VDOT has approved the drive as shown on the newly submitted plat. Secondly we need to reflect reserved drainfields as required by the health department to ensure their recommendation of approval of our project.

If you have any questions feel free to contact me.

Sincerely,



W. Chase Grogg, S.I.T.

V.P. / Survey Coordinator

MEMORANDUM

DATE: November 14, 2023
TO: The Board of Supervisors
FROM: Liz Parman, Deputy County Attorney
SUBJECT: Amendment to Lease Agreement with SBA Structures, LLC

James City County (the “County”) leases a parcel of land located at 101 Mounts Bay Road to SBA Structures, LLC (the “Tenant”) for the operation of a cell phone tower. The current 2003 lease will expire on December 11, 2023. Attached is a proposed amendment that will extend the lease under modified terms. Important aspects of the amendment are outlined below:

Rent: If adopted, the Tenant will pay the County a monthly rent of \$3,300, which increases 3% per year. The current monthly rent is \$1,916. Under the amended lease, the County will realize \$256,149 over the next five years.

Lease Term: This amendment will extend the lease for a five-year term beginning December 12, 2023, and ending December 11, 2028.

Staff recommends approval of the lease.

LP/md
LseAgrAmdSBAStrc-mem

Attachment

RESOLUTION

AMENDMENT TO LEASE AGREEMENT WITH SBA STRUCTURES, LLC

WHEREAS, James City County currently leases a portion of 101 Mounts Bay Road to SBA Structures, LLC (“SBA”) for the operation of a cell tower, which lease is set to expire December 11, 2023; and

WHEREAS, SBA has proposed an amendment that provides an additional five-year term until December 11, 2028, and increases rent; and

WHEREAS, a public hearing was advertised and a hearing conducted on the lease amendment; and

WHEREAS, the Board of Supervisors of James City County finds amendment of the lease to be in the public interest.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of James City County, Virginia, that the County Administrator is authorized to execute those documents necessary to amend the lease agreement with SBA Structures, LLC for the cell tower site located at 101 Mounts Bay Road.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Teresa J. Saeed
Deputy Clerk to the Board

	VOTES			
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
SADLER	_____	_____	_____	_____
ICENHOUR	_____	_____	_____	_____
MCGLENNON	_____	_____	_____	_____
LARSON	_____	_____	_____	_____
HIPPLE	_____	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of November, 2023.

MEMORANDUM

DATE: November 14, 2023
TO: The Board of Supervisors
FROM: Nathaniel Blevins, Extern in the County Attorney's Office
SUBJECT: Conveyance of Easement to Virginia Natural Gas, Inc.

Virginia Natural Gas, Inc. (the "Company") has asked the County to convey an easement to it for the construction and maintenance of a natural gas transmission line across property owned by the County located at 191 Clark Lane.

Attached is a proposed Deed of Easement that will convey the aforesaid rights. The Company will pay the County \$2,972 for the easement.

Staff recommends approval of the easement's conveyance.

NB/ap
ConvEsmtVNG-mem

Attachment

RESOLUTION

CONVEYANCE OF EASEMENT TO VIRGINIA NATURAL GAS, INC.

WHEREAS, James City County currently owns the property located at 191 Clark Lane (the "Property"); and

WHEREAS, Virginia Natural Gas, Inc. has requested a utility easement for the construction and maintenance of a natural gas transmission line across a portion of the Property; and

WHEREAS, a public hearing was advertised and a hearing conducted on the easement's conveyance; and

WHEREAS, the Board of Supervisors of James City County finds the easement's conveyance to Virginia Natural Gas, Inc. to be in the public interest.

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 convey the easement to Virginia Natural Gas, Inc. for the construction and maintenance of a natural gas transmission line.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Teresa J. Saeed
Deputy Clerk to the Board

	VOTES			
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
SADLER	_____	_____	_____	_____
ICENHOUR	_____	_____	_____	_____
MCGLENNON	_____	_____	_____	_____
LARSON	_____	_____	_____	_____
HIPPLE	_____	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of November, 2023.

ConvEsmtVNG-res

This instrument was prepared by
and upon recording return to:
Southern Company Gas
Ten Peachtree Place
Department 1355
Atlanta, GA 30309

**This document was prepared by
VIRGINIA NATURAL GAS, INC.**

EASEMENT of RIGHT OF WAY

THIS DEED OF EASEMENT, made this ____ day of _____, 2023, by and between:

GRANTOR: James City County, Virginia
a political subdivision of the Commonwealth of Virginia with a mailing address at
P.O. Box 8784
101 D Mounts Bay Road
Williamsburg, VA 23187
Hereinafter referred to as "**Owner**",

and

GRANTEE: **VIRGINIA NATURAL GAS, INC.**
a Virginia public service corporation with offices at
544 S Independence Blvd.
Virginia Beach, Virginia 23452
Hereinafter referred to as "**Company**",

WITNESSES THAT:

For the sum of TEN DOLLARS (\$10.00), and other valuable considerations, the receipt and sufficiency of which are hereby acknowledged, Owner grants and conveys unto Company, its successors and assigns, the perpetual right, privilege and easement of right of way of variable width, to lay, construct, operate and maintain one or more lines of underground pipes or conduits, together with all valves, regulators, meters, attachments, equipment, accessories and appurtenances desirable in connection therewith, whether underground or aboveground (hereinafter referred to as "facilities"), for the purpose of transporting or distributing natural gas or any other gases or substances which can be transported through a pipe or conduit. The perpetual rights, privileges and easement of right of way extend over, under, upon and across certain land of Owner situated in James City County, Virginia, and shown on Exhibit "A", attached hereto and incorporated herein. Company will have the right to assign or transfer, without limitation, all or any part of the perpetual rights, privileges and easement of right of way granted herein.

GPIN(S): 3220100113

Company will restore, as nearly as practicable, the surface of the land within the easement of right of way to the condition existing immediately prior to construction. The facilities installed hereunder will remain the property of Company. Company will have the right to inspect, rebuild, remove, repair, improve and relocate the facilities on the right of way and make such changes, alterations, substitutions, additions to or extensions of its facilities as Company may from time to time deem advisable, all of which will hereinafter be referred to as "facility modifications." The facilities will be constructed, operated, maintained, and all subsequent facility modifications will be performed in accordance with applicable safety codes in effect at the time of such activity.

Company will at all times have the right to keep the right of way clear of all buildings, structures and vegetation, except that fences, patios, paving, walkways and movable lawn buildings will not be considered buildings or structures. For the purpose of construction, operation, maintenance and facility modifications, Company will have the right of ingress to and egress from the right of way over the lands of Owner adjacent to the right of way in such manner as will occasion the least practicable damage and inconvenience to Owner. Company will be liable for all damages resulting from its exercise of the right of ingress and egress.

Company will repair damage to fences and other improvements and will pay Owner for any damage, either inside or outside the right of way, when such damage results from construction, operation, maintenance, facility modification or other activities of Company, and its contractors and agents, provided Owner gives written notice thereof to Company within thirty (30) days after such damage occurs.

No buildings or structures will be constructed on the right of way by Owner. Owner may use the right of way for any other purpose not inconsistent with the rights hereby granted including, but not limited to, the right to construct, install, operate and maintain fences, patios, paving, walkways, paths, telephone, electric or other utility lines ("encumbrances") across the right of way, provided that any such use does not interfere with or endanger the construction, operation or maintenance of Company's facilities. Except for the purpose of construction in accordance with the previous sentence, Owner will not excavate or place fill material on the right of way. Owner will not place septic tanks or lay drain fields on the right of way. Company will at all times have the paramount right to cross or cut through such encumbrances constructed and installed after the construction of Company's facilities, and to interrupt the use thereof, for the purpose of construction, operation, maintenance and facility modifications, provided that any damage done by Company in the exercise of such rights will be repaired promptly at Company's own cost and expense.

The cash consideration herein above mentioned is paid by Company and accepted by Owner as full and total payment for the right of way, for all vegetation and other obstructions removed from within the right of way, and for all other rights and privileges herein above set forth and for any damages to the residue of Owner's land.

All rights and privileges reserved to Owner herein will extend to Owner's heirs, administrators, successors and assigns, as the case may be.

Owner covenants that the signer of this Deed of Easement is seized of and has the right to convey the easement of right of way, rights and privileges; that Company will have quiet and peaceable possession, use and enjoyment of the aforesaid easement of right of way, rights and privileges; and that Owner will execute such further assurances as may be required.

NOTICE TO LANDOWNER: You are conveying rights to a public service corporation. A public service corporation may have the right to obtain some or all of these rights through exercise of eminent domain. To the extent that any of the rights being conveyed are not subject to eminent domain, you have the right to choose not to convey these rights and should you not be compelled to do so. You have the right to negotiate compensation for any rights that you are voluntarily conveying.

IN WITNESS WHEREOF, Owner has caused this Deed of Easement to be executed on the date first above written, intending to be legally bound hereby.

Grantor: James City County, Virginia

By: _____
Signature

Print Name: _____

Title: _____

City/County of _____

Commonwealth of Virginia

The foregoing instrument was acknowledged before me this ____ day of _____, 2023, by _____, the _____ of _____, on behalf of said entity, the Grantor of foregoing instrument.

Notary Public:

Signature

Print Name

My Commission Expires: _____
[Notary Seal]

MEMORANDUM

DATE: November 14, 2023
TO: The Board of Supervisors
FROM: Bradley J. Rinehimer, Assistant County Administrator
SUBJECT: Consolidated Government Center Proposal

The Board of Supervisors has previously accepted an unsolicited proposal and one competing proposal for a new government center building. A working group was created to review and evaluate each proposal. In accordance with the state Public-Private Education Facilities and Infrastructure Act (PPEA) guidelines, a conceptual and detailed review of the two proposals was conducted. After careful consideration, the working group and an outside consultant retained to assist in this process have recommended moving forward to the negotiation phase with one of the proposals. Also, in accordance with state PPEA guidelines, a public hearing was also held.

It is staff's recommendation to proceed to the negotiation phase with the intent to come to an interim or comprehensive agreement with the Henderson Inc./Gilbane group for a new government center.

BJR/md
ConsolGovCtrProp-mem

Attachment

RESOLUTION

CONSOLIDATED GOVERNMENT CENTER PROPOSAL

WHEREAS, James City County desires to construct a new consolidated government center; and

WHEREAS, James City County has received an unsolicited proposal and one competing proposal to construct a consolidated government center located at 5231 Longhill Road; and

WHEREAS, James City County staff and an outside consulting firm have performed a conceptual and detailed review of both proposals; and

WHEREAS, a public hearing is required pursuant to Virginia Code § 56-575.17.B and was held on November 14, 2023.

WHEREAS, the Board of Supervisors is of the opinion that the County should enter into the negotiation phase with the intent of reaching an interim and/or comprehensive agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, does hereby authorize and direct the County Administrator to execute those documents necessary to enter into an interim and/or comprehensive agreement with Henderson Inc./Gilbane for the purpose of building a new consolidated government center.

Michael J. Hipple
Chairman, Board of Supervisors

ATTEST:

Teresa J. Saeed
Deputy Clerk to the Board

SADLER
ICENHOUR
MCGLENNON
LARSON
HIPPLE

VOTES			
<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Adopted by the Board of Supervisors of James City County, Virginia, this 14th day of November, 2023.

ConsolGovCtrProp-res

MEMORANDUM

DATE: November 14, 2023

TO: The Board of Supervisors

FROM: Tammy Mayer Rosario, Assistant Director of Community Development

SUBJECT: Requests to Establish a Conditionally Permitted Use and to Exceed the Maximum Structure Size for an Event Facility in a Conservation Easement at 2589 Greensprings Road and 3516 Mott Lane

Ms. Jeanette Brady has submitted requests to establish an event facility use and to exceed the maximum structure size for heated space within a recently constructed pole barn on a property located at 2589 Greensprings Road. Parking is proposed to be accomplished through several new spaces near the pole barn and a combination of new and reconfigured parking on an adjacent property at 3516 Mott Lane. Both properties (together, the “Properties”) are subject to a conservation easement agreement (the “Easement”) (Attachment No. 2) which restricts future uses on the property to agricultural and/or timbering uses and restricts structure sizes to 4,500 square feet of heated space per structure unless the property owner receives prior written approval from the County.

Proposal

In early 2023, staff contacted Ms. Brady regarding the advertisement of the barn as an event facility. Subsequent meetings, field visits, and a conceptual plan review led to a staff determination that the desired use, as well as the size of the structure desired to be heated, were not permitted by-right within the Easement and therefore, required requests for permission from the Board of Supervisors as outlined in the Easement. Subsequently, Ms. Brady has made these requests and provided supporting documentation. To address Zoning Ordinance issues, Ms. Brady has also applied for a Special Use Permit (SUP), which the Planning Commission and Board would consider later this year, if the Board approves these Easement requests. Should the Board not approve the current requests under the Easement process, it would mean the proposed use could not operate, even with an approved SUP. Accordingly, the SUP application would be closed out and the application would not be scheduled for further consideration.

The event facility is proposed to be in a pole barn constructed in 2022 and is currently used to store equipment. The barn was initially approved in late 2021 through the farm structure exemption and conceptual plan process which described it as a 3,600-square-foot unheated barn for the purpose of horse stables and storage of hay and agricultural supplies. A subsequent revision in early 2022 led to the barn being approved for an expansion to 5,040 square feet of enclosed unheated space with two covered side porches adding 2,016 square feet of unheated space, for a total structural footprint of 7,056 square feet.

As noted in her request and associated master plan for the event facility use (Attachment Nos. 3 and 4), Ms. Brady would like to erect a tent behind the barn on an as-needed basis for outdoor events in addition to using the existing pole barn for the event facility. Handicapped parking would be located immediately adjacent to the barn. Several new spaces would be constructed further down the existing driveway to Mott Lane, and the remainder of the spaces would be located in the existing parking lot adjacent to the stable building. Event facility traffic would enter and exit through the Mott Lane driveway, as an Easement provision limits the use of Greensprings Road driveway to the private residence.

As noted in her request and layout for the barn structure size (Attachment Nos. 5 and 6), Ms. Brady would also like to exceed the maximum structure size to 5,046 square feet of heated space to heat the spaces dedicated to the event facility: women's and men's handicap-accessible restrooms, an office/waiting room, a men's room, a serving room, and a large central open area with lofted space. Three stalls and the tack/mechanical room totaling 552 square feet would remain unheated.

Description of Other Uses on the Properties

The Properties contain a single-family dwelling, a large vacant stable/arena building with adjacent parking lot, and several outbuildings, all of which existed at the time of the Easement. Approximately 50 acres of the property are leased to a farmer for an active farming operation.

History of the Conservation Easement

On June 25, 2013, the James City County Board of Supervisors adopted a resolution to acquire a perpetual conservation easement on 2589 Greensprings Road and 3516 Motts Lane, which are now owned by Ms. Brady, as well as 2599 Greensprings Road, which is owned by Jamestown Building Corporation, Inc., for \$2.4 million through the County's Greenspace Program. Both the Board memorandum and the Easement cite numerous conservation benefits to the County including protection of cultural, historic, and scenic resources; biological diversity and natural wildlife habitat; promotion of agricultural and forestal activities; and protection of the quality of the County's surface water and groundwater resources.

In order to protect these values, the Easement establishes restrictions on future structures and uses, among other items. With respect to future uses, Section 4(a) of the Easement establishes agricultural and/or timbering uses, and those accessory to them, as *by-right uses* which would not need Easement approval. Section 4(b) allows the property owners to petition the County for approval to establish a use other than a use permitted by-right, referred to as *conditionally permitted uses*, "provided the proposed use is: (1) not expressly prohibited by this Deed of Easement; (2) consistent with the primary conservation purpose of this Deed of Easement, which is the preservation of the Properties for use as working farm and/or forest land in perpetuity; and (3) otherwise permitted on the Properties by County Code." It further explains that such an approval would not imply or guarantee an approval for an SUP, which would be considered under a separate process.

Regarding future structures, Section 3(b) allows accessory structures incidental to the existing dwelling or otherwise incidental to a bona fide agricultural or forestal use conducted on the Properties to be permitted only with the prior written consent of the County and provided that they are located more than 1,000 feet from the centerline of Greensprings Road. Section 4(c) further states that "No single structure on the Properties, whether residential, accessory, or otherwise, may exceed four thousand five hundred (4,500) square feet of heated space without the prior written consent of the Grantee, except the existing stable building as detailed in the Baseline Study and the Existing Dwelling as authorized in subsection (a) of this section." Additional provisions limit roads and driveways, grading activities, and the total amount of impervious surfaces.

Consistency with the Conservation Easement

As noted previously, the Easement allows the property owner to petition the County to establish a conditionally permitted use provided the proposed use meets certain criteria. Accordingly, staff has evaluated the requests against each criterion and finds the following:

- (1) *Is the proposed use not expressly prohibited by this Deed of Easement?* The Easement does not expressly prohibit an event facility use in any of its provisions, but rather gives the Board of Supervisors discretion in this matter.
- (2) *Is the proposed use consistent with the primary conservation purpose of this Deed of Easement, which is the preservation of the Properties for use as working farm and/or forest land in perpetuity?*
 - At the time the Easement was recorded, the Properties were primarily used for a single-family residence, crop production, and equestrian uses. Since that time, the fields have remained in crop production and are leased by a farmer. According to a farm conservation plan prepared by the United States Department of Agriculture Natural Resources Conservation Services (NRCS) in May, 45.3 acres are planned to remain in crops. The stables building, which is currently vacant and undergoing exterior improvements, would benefit from the improvements planned for its parking lot to support the event facility use. The barn displaced several paddocks associated with the stables; however, the NRCS plan identifies 3.5 acres planned for prescribed grazing. These uses could continue on the Properties; however, with 20 to 40 events per year allowing a maximum of 300 attendees, staff finds that the scale of the event facility use would represent a significant shift toward commercial use of the property which could cause conflicts with the primary uses and the purpose of the Easement.
 - One of the more notable impacts of this use would be increased traffic on Greensprings Road and Mott Lane compared to those with the current residential and agricultural uses. As part of the SUP application, the Virginia Department of Transportation has requested that right- and left- turn lane analyses for access to the site from Greensprings Road. As noted previously, due to the Easement restrictions regarding the use of the driveways, the entrance would need to be located through the adjacent neighborhood via Mott Lane. The Fire Department has noted that the Mott Lane driveway will need to be upgraded to a fire apparatus road for an event facility use.
 - At the time of the farm structure exemption and conceptual plan reviews, the barn was stated to be for personal use for horse stables and storage of hay and agricultural supplies, and therefore met the Easement's requirement for accessory structures to be incidental to the existing dwelling or otherwise incidental to a bona fide agricultural or forestal use. Although the exterior of the structure looks like a barn with access to three stalls and a tack room, the interior was designed and constructed in a manner uncharacteristic of a barn for a working farm (Attachment No. 7). As noted on the event facility's website <https://thebarnatjamestown.com>, the barn features "beautiful handcrafted woodwork," bride and groom suites with separate bathrooms, a full warming kitchen, an outdoor patio, a sound system, a theater projector, and two DJ/band hookups. In addition, the space dedicated to the event facility represents 5,436 square feet or approximately 91% of the enclosed space. In contrast, the three horse stalls and tack/mechanical room represent just 9% of the enclosed space. Staff finds that the design of the barn, in combination with the requested frequency and scale of the events, would likely mean that the building would operate primarily as an event facility rather than as an agricultural operation or incidental to the residence.
 - Per the Easement language, permission to exceed the structure size limitation for heated space is intended to be given with "prior written consent" of the County. Neither staff nor the Board had the opportunity to weigh this request prior to construction with knowledge of the intended use.
- (3) *Is the proposed use otherwise permitted on the Properties by County Code?* As noted previously, the event facility is listed as a specially permitted use for the R-8, Rural Residential District, per the Zoning Ordinance. Should the Board grant Ms. Brady's request to establish an event facility as a use per the Easement, Ms. Brady's application for an SUP would proceed under separate review and consideration.

RECOMMENDATION

Staff finds that while the event facility use is not expressly prohibited by the Easement and could otherwise be permitted on the Properties by County Code via an SUP, it is inconsistent with the primary conservation purpose of the Easement and would have a negative impact on the conservation values of the property. Furthermore, staff finds that the barn would operate primarily as a commercial use separate from the residential and agricultural uses, and therefore, would not further the intended purposes of accessory structures. Staff recommends denial of the requests.

Should the Board decide to approve the requests to establish the event facility use and to exceed the maximum structure size of heated space, staff would appreciate the Board's feedback on restrictions that might be placed on this use or other aspects of the Properties to be considered at a future meeting.

Please note that should the Board approve the Easement requests, the approval would be applicable to the provisions of the Easement only. It would not represent approval of an SUP, which would still be needed to operate the proposed use. The SUP staff report, analysis, findings, and recommendations would follow under separate cover and require a public hearing and consideration by both the Planning Commission and Board. Should the Board not approve the current requests under the Deed of Easement process, it would mean the proposed use could not operate, even with an approved SUP. Accordingly, the SUP application would be closed out and the application would not be scheduled for further consideration.


TMR/ap
ConsEsmtGrnSpgs-rev-mem


Attachments:

1. Property Location Map
2. Deed of Easement
3. Request for Event Facility Use
4. Exhibit A - Proposed Master Plan
5. Request for Larger Structure Size with Heated Space
6. Exhibit B - Barn Layout
7. Photographs of Facility from Website

Conservation Easement Conditional Use and Size Approval at 2589 Greensprings Road and 3516 Mott Lane

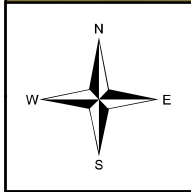


 Subject Parcels

 Conservation Easement

Copyright Commonwealth of Virginia. The data contained herein are the property of the Commonwealth of Virginia. Distribution of any of these data to anyone not licensed by the Commonwealth is strictly prohibited.

0 250 500 1,000 Feet



130017769

NOTE TO TITLE EXAMINERS: This conservation and open-space easement contains restrictions on permitted uses and activities on the property described below, which run with the land and are applicable to the property in perpetuity.

July 23, 2013

JCC TAX ID NOS: # 4630100001B, 4630200001C, and 4630200001A
CONSIDERATION: \$2,400,000.00

THIS DEED IS EXEMPT FROM TAXATION UNDER VIRGINIA CODE
§§ 58.1-811 (A)(3)

DEED OF EASEMENT

THIS DEED OF EASEMENT, made this 23rd day of July, 2013, by and between 71 ACRES LLC, a Virginia limited liability company ("71 Acres") and JAMESTOWN BUILDING CORPORATION, INC., a Virginia corporation ("Jamestown Building" and, together with 71 Acres the "Grantors") and the COUNTY OF JAMES CITY, VIRGINIA, a political subdivision of the Commonwealth of Virginia, (the "County" or the "Grantee" and, together with the Grantors, the "Parties").

WITNESSETH:

WHEREAS, 71 Acres is the owner in fee simple of a parcel of property located at 2589 Greensprings Road in James City County, Virginia and further identified as James City County Real Estate Tax Parcel Number 4630100001B as more particularly described in Exhibit A (the "71 Property"); and

WHEREAS, Jamestown Building is the owner in fee simple of two parcels of property located at 2599 Greensprings Road and 3516 Mott Lane in James City County, Virginia and further identified as James City County Real Estate Tax Parcel Numbers 4630200001C and 4630200001A, respectively, as more particularly described in Exhibit B (the "Jamestown Building Properties" and, together with the 71 Property, the "Properties"); and

WHEREAS, under the County's Purchase of Development Rights Program (the "PDR Program"), codified as Chapter 16A in the Code of James City County, as amended (the "County Code"), the County is authorized to acquire perpetual conservation easements over qualifying properties in order to accomplish the purposes of the PDR Program and the Open-Space Land Act (§§ 10.1-1700 et seq. of the *Code of Virginia*, 1950, as amended (the "Virginia Code")); and

WHEREAS, the Grantors and Grantee desire to protect in perpetuity the historic, archaeological, aesthetic, agricultural, and open-space values on the Properties and Grantors have voluntarily agreed to grant to Grantee the perpetual conservation easement described herein and have the Properties be subject to the terms, limitations, and obligations of this perpetual conservation easement; and

WHEREAS, the County's acquisition of the conservation easement identified herein furthers the purposes of the PDR Program in that such acquisition, among other things, assures that the County's resources are protected and efficiently used, establishes and preserves open space, and furthers the goals of the County's Comprehensive Plan by protecting the County's natural and scenic resources, conserving biological diversity and natural wildlife habitat, promoting the continuation of agricultural and forestal activities, and protecting the quality of the County's surface water and groundwater resources (collectively, "Conservation Values"); and

WHEREAS, the Grantors have offered to sell a conservation easement and the County has agreed to pay the Grantors the sum of Two Million Four Hundred Thousand and 00/100 Dollars (\$2,400,000.00) for this conservation easement, such sum being based upon the fair market value of the easement, as determined by a qualified appraiser.

NOW, THEREFORE, in consideration of the recitals and the mutual benefits, the covenants and terms herein contained, and for other good and valuable consideration, the receipt of which is hereby acknowledged, the Grantors hereby grant, convey, covenant, and agree as follows:

1. GRANT AND CONVEYANCE OF EASEMENT. The Grantors hereby grant and convey to the Grantee and its successors and assigns, with General Warranty and English Covenants of Title, a perpetual conservation easement in gross in, upon, and over the Properties (as are more particularly described in Exhibit A and Exhibit B attached hereto), establishing servitudes, obligations, and limitations restricting in perpetuity the use of the Properties in the manner set forth in this Deed of Easement.

2. EXISTING STRUCTURES. Existing structures on the Properties shall be authorized to continue only as follows:

(a) *Existing residential structures.* The single-family dwelling that exists on the 71 Property (the "Existing Dwelling") shown on and more particularly described in the Baseline Study dated July 19, 2013, a copy of which is maintained in the County file (the "Baseline Study"), may continue in its current condition (reasonable wear and tear excepted), may be repaired, expanded upon up to eight thousand (8,000) square feet of heated space, or replaced; provided that any expansion, relocation, replacement, or remodeling of the Existing Dwelling that materially alters its existing location or external character, as determined by the County Administrator, may be completed only with the prior written consent of the Grantee.

(b) *Existing non-residential structures.* The non-residential structures that exist on the Jamestown Building Properties shown on and more particularly described in the Baseline Study (the "Existing Non-Residential Structures") may continue in their current condition (reasonable wear and tear excepted), may be maintained, repaired, remodeled, rebuilt or removed. Any expansion, relocation, replacement, or remodeling of any Existing Non-Residential Structure that materially alters its existing location or external character, as determined by the County Administrator, may be completed only with the prior written consent of the Grantee.

3. FUTURE STRUCTURES AND IMPROVEMENTS. No structure or other improvement shall be constructed, placed, situated, permitted or maintained on the Properties except as authorized according to the following:

(a) *Residential structure.* No residential structure or dwelling may be situated upon the 71 Property except the Existing Dwelling, which shall not exceed a total of eight thousand (8,000) square feet of heated space, and shall otherwise be subject to the restrictions set forth in Section 2(a) of this Deed of Easement. No residential structure or dwelling may be situated upon the Jamestown Building Properties. In addition to, and not in limitation of, the other restrictions, limitation, and conditions set forth in this Deed of Easement, any permitted dwelling on the Properties shall comply with the PDR Guidelines, as defined in Section 16A-4 of the County Code.

(b) *Accessory structures.* Accessory structures, as defined by the County Code and incidental to the Existing Dwelling or otherwise incidental to a *bona fide* agricultural or forestal use conducted on the Property shall be permitted only with the prior written consent of the Grantee and subject to the provisions of Section 3(e) below. Accessory structures may be maintained, repaired, remodeled, rebuilt, expanded upon or replaced, provided that any expansion or remodeling that materially alters its existing location or external character may be completed only with the prior written consent of the Grantee.

(c) *Structure Size.* No single structure on the Properties, whether residential, accessory, or otherwise, may exceed four thousand five hundred (4,500) square feet of heated space without the prior written consent of the Grantee, except the existing stable building as detailed in the Baseline Study and the Existing Dwelling as authorized in subsection (a) of this section.

(d) *Impervious Surfaces.* The total area of all impervious surfaces on the Properties shall not exceed ten percent (10%) of the surface area of the Properties without the prior written consent of the Grantee.

(e) *Visual Buffer.* Prior written permission shall be obtained from the Grantee prior to the construction or placement of any structure on the Properties. No structure or planting of permanent vegetation (e.g., bushes or trees) with a mature height of three feet or more may be located on the Properties within one thousand feet (1,000') of the centerline of Greensprings Road except as follows: a total of two open sided "run in" sheds to shelter horses, each not to exceed one thousand five hundred (1,500) square feet in footprint, may be constructed no closer to Greensprings Road than seven hundred feet (700') from its centerline.

(f) *Fencing.* The Grantors may enclose any portion of the Properties with wooden fencing or materials that simulate the appearance of wood without prior written approval from the Grantee, provided, however, that such fencing shall not exceed five and one-half feet in height and shall not be privacy fencing. Fencing exceeding five and one-half feet in height may be erected only upon the prior written approval of the Grantee. All fencing shall be kept in good

repair.

(g) *Roads.* No roads or driveways shall be permitted on the Properties except as set forth herein:

1. Greensprings Driveway. The existing private driveway from Greensprings Road in the center of the 71 Property shall remain a private driveway to serve the permitted residential structure on the 71 Property. The private driveway may be paved and maintained; however, in no event shall it be wider than eighteen feet (18').
2. 4H Club Road. A one-hundred-foot-wide (100') fee simple area adjacent to the existing 4H Club driveway may be used to establish road frontage on Greensprings Road to allow subdivision of the property west of the Properties as identified on Exhibit C. If a road is actually to be built in the one-hundred-foot-wide area, the owner shall incorporate the existing access to the 4H camp and the other residential property on the driveway as shown on Exhibit C, with the net result being that only one, twenty-five-foot-wide (25') road would be used. The parties hereto agree that incorporating the existing access to the 4H Club road is the preferable option; accordingly, the County agrees to work with the Grantors to exchange property as necessary to achieve that goal.
3. There is an existing eight-inch (8") water line operated by the James City Service Authority along 4H Club Road and the parties agree that the Grantors intend to connect to this line to service the parcels identified on Exhibit C.

(h) *Public or private utilities to serve any existing or future permitted buildings, structures or improvements.* Public or private utilities to be constructed in whole or in part to serve other properties shall not be constructed over the Properties unless Grantee determines that the construction and maintenance of such utilities will not impair the Conservation Values of the Properties and gives its prior written approval for such construction and maintenance. Approval or disapproval of such construction and maintenance shall take into consideration the visibility and any other adverse impact of such utilities on the Conservation Values of the Properties. Underground public or private utilities may be constructed and maintained without Grantee's permission provided that such underground utilities do not destroy or alter any known archeological sites on the Properties.

4. **FUTURE USES.** No use may be made of or established on the Properties except as authorized, permitted and approved in this Deed of Easement.

(a) *Uses permitted by right.* All agricultural and/or timbering uses (as each is defined in section 24-2 of the County Code) of the Properties, as well as uses that are accessory to such agricultural and/or timbering uses, and the existing stable and equine uses as described in the Baseline Study shall be permitted without the prior written approval of the Grantee to the extent

such uses are: (1) permitted by the County Code; (2) are not otherwise specifically addressed in this Deed of Easement, and (3) are otherwise consistent with the terms and purposes of this Deed of Easement.

(b) *Conditionally permitted uses.* The Grantors may petition the County for approval to establish a use other than a use permitted by right pursuant to Section 4(a) of this Deed of Easement provided the proposed use is: (1) not expressly prohibited by this Deed of Easement; (2) consistent with the primary conservation purpose of this Deed of Easement, which is the preservation of the Properties for use as working farm and/or forest land in perpetuity; and (3) otherwise permitted on the Properties by the County Code. The County's prior written approval pursuant to this section shall be exclusive of any requirement for a special use permit, if such is required by the County Code. Nothing in this Deed of Easement shall be construed so as to require the County to grant any such petition.

(c) *Unlisted uses.* The Grantors may petition the County Board of Supervisors for approval to establish a use which is: (1) not otherwise prohibited herein, (2) consistent with this Deed of Easement, and (3) otherwise permitted on the Properties by the County Code. Nothing in this Deed of Easement shall be construed so as to require the County to grant any such petition.

5. CONFIGURATION/SUBDIVISION OF THE PROPERTY. The Properties are currently comprised of three (3) parcels totaling approximately 81.794 acres, as described in Exhibit A and Exhibit B. The Parties acknowledge and agree that it is the intent and purpose of this Deed of Easement that no further subdivision of the Properties shall be permitted; provided, however, that the Properties may be reconfigured or may be combined to result in fewer than three (3) parcels. To that end, the Properties shall not be subdivided; however, the Properties may be reconfigured, or the Properties may be combined to result in fewer than three (3) parcels provided any such reconfiguration or combination is made in accordance with applicable laws and ordinances.

6. GRADING, EXCAVATION, EARTH REMOVAL, BLASTING, AND MINING. No grading, excavation, earth removal, blasting or mining of the Properties shall be made or conducted except as expressly permitted herein. Earth removal, except for activities incidental to a *bona fide* agricultural or forestry operation, and blasting are prohibited on the Properties. The exploration for, or development and extraction of minerals and hydrocarbons by mining or any other method is prohibited on the Properties. Grading and excavation is permitted on the Properties for activities incidental to the uses permitted by this Deed of Easement, provided that any such grading or excavation shall not materially alter the topography of the Properties. Grading and excavation shall be permitted for dam construction to create private conservation ponds with prior the written approval of Grantee, and grading and excavation shall be allowed during the construction of permitted structures or associated improvements as it relates to such construction. Common and customary agricultural or forestal activities such as plowing, erosion control and reforestation are permitted activities that do not materially alter the topography of the Properties.

7. MANAGEMENT OF AGRICULTURAL AND FORESTAL RESOURCES.

(a) *Management of Forest.* All silvicultural activities on the Properties shall conform to a Forest Stewardship Plan prepared by professionals, at Grantors' expense, and approved by the Grantee. The Forest Stewardship Plan shall include recommended Forest Best Management Practices and other scientifically based recommendations as may be appropriate for protecting the health of the forest, controlling erosion, protecting water quality and providing wildlife habitat. This Plan shall be professionally updated no later than every five years at Grantors' expense. Grantors shall provide Grantee a copy of the Plan and each subsequent Plan update for review and approval. A Pre-Harvest Plan consistent with the Forest Stewardship Plan shall be submitted by Grantors to the Grantee for approval no earlier than one year nor later than forty-five (45) days prior to the anticipated commencement of any material timber harvest. If any aspect of the harvest activities is inconsistent with one or more purposes of this conservation easement, the Grantee reserves the right to require modifications to the harvest activities that will minimize such impacts. Without limiting the foregoing requirement regarding submission of pre-harvest plans, Grantee shall be notified not later than forty-five (45) days prior to the clearing of over ten (10) acres of forestland for conversion into grassland or crop land or in association with the construction of permitted buildings or the installation of permitted roads or permitted accessory uses.

(b) *Agriculture.* All agricultural activities on the Properties shall conform with a Farm Conservation Plan prepared at Grantors' expense by a knowledgeable person certified by an appropriate State or Federal agency as approved by the Grantee. This Plan shall include recommended Agricultural Best Management Practices, an implementation schedule and other scientifically based recommendations as may be appropriate for protecting the soil and natural resources and enhancing water quality. The Plan shall be updated at Grantors' expense no later than every three years by a certified professional and approved as specified above. The Grantors shall provide the Grantee with a copy of the Farm Conservation Plan, including updates.

8. MANAGEMENT OF ARCHEOLOGICAL RESOURCES.

(a) Any and all ground disturbing activities, including grading for construction and the installation of utilities on the Properties are subject to the Grantee's prior written approval. Generally accepted agricultural practices are exempt from this requirement. Ground disturbing activity or earth removal may require archaeological survey and/or investigation if, in the opinion of Grantee, such ground disturbing activity or earth removal may impact the Greate Road or other archaeologically significant deposits, sites, or features on the Properties whether known or unknown on the date of execution of this Deed of Easement. Additional or more intensive survey and/or investigation may be required if, in the opinion of Grantee, such survey or investigation is necessary to identify, protect, preserve, or recover the Greate Road or other archaeologically significant deposits, sites or features. Such additional survey or investigation shall be completed prior to the commencement of the proposed ground disturbing activity.

(b) Archaeological survey and/or investigation may be undertaken on the Properties only if a scope of work for such survey or investigation is reviewed and approved in writing in

advance by Grantee and only if said survey or investigation is performed in accordance with the *Secretary of the Interior's Standards for Archeology and Historic Preservation* and under the supervision of a professionally qualified archaeologist meeting or exceeding the *Secretary of the Interior's Standards for Archeology and Historic Preservation: Professional Qualifications Standards*. Any such survey or investigation shall be designed to protect, preserve, or recover the Greate Road or other archaeologically significant deposits, sites, or features in the area of the proposed ground disturbing activity.

(c) Artifacts, both prehistoric and historic, recovered from the Properties shall remain in Grantor's possession. Grantors may choose to donate any or all artifacts to Grantee or to another educational or museum organization with the prior written approval of Grantee. All artifacts professionally excavated from archaeological deposits, sites, or features on the Properties shall be treated, curated, and preserved according to the *Virginia Department of Historic Resources State Collection Management Standards* (March 22, 2007, as amended or superseded).

(d) Grantors shall take all reasonable precautions to protect the Greate Road, as well as any other archaeological deposits, sites or features on the Properties, whether known or unknown as of the date of execution of this Deed of Easement, from looting, vandalism, erosion, mutilation, or destruction from any cause. Grantors shall notify Grantee as soon as practicable but within thirty calendar (30) days following discovery or knowledge of any looting, vandalism, erosion, mutilation, or destruction of archaeological deposits, sites, or features on the Properties.

9. ACCUMULATION OF WASTE MATERIAL. There shall be no accumulation or dumping of trash, refuse, or junk (including, without limitation, old or scrap copper, brass, rope, rags, batteries, paper, trash, rubber, debris, waste, or junked, dismantled, or wrecked automobiles, or parts thereof, iron, steel, and other old or scrap ferrous or nonferrous material) on the Properties. This restriction shall not prohibit customary agricultural, horticultural, or wildlife management practices including, but not limited to, establishing brush, compost piles, or the routine and customary short-term accumulation of household trash.

10. NOTICE AND PERMISSION.

(a) *Notice.* Whenever notice is to be given pursuant to any of the provisions of this Deed of Easement, or where a request for a required permission is to be submitted to the Grantee, or for a change of notice address, such notice or request for permission shall be in writing and shall be deemed to have been given upon (i) delivery by hand, (ii) three days after deposit in the U.S. mail with postage prepaid, for delivery by certified mail, return receipt requested, or (iii) one day after delivery to a recognized national courier service for overnight delivery to:

If to Grantors:
C. Lewis Waltrip, II
213 Ingram Road
Williamsburg, VA 23185

With Copy To:
Joseph H. Latchum, Jr., Esq.
Williams Mullen
721 Lakefront Commons, Suite 200
Newport News, VA 23606

If to County:
County Administrator
101-D Mounts Bay Road
P.O. Box 8784
Williamsburg, VA 23187-8784

With Copy To:
County Attorney
101-D Mounts Bay Road
P.O. Box 8784
Williamsburg, VA 23187-8784

(b) *Permission.* When permission of the Grantee is sought by the Grantors, the Grantors shall submit such request and any supporting documentation in writing to the County. The request shall be considered by the Board of Supervisors at a public meeting. Nothing in this Deed of Easement shall be construed as obligating the County to give or grant any requested permission.

11. MISCELLANEOUS PROVISIONS.

(a) *No public right-of-access to Properties.* This Deed of Easement does not create, and shall not be construed to create, any right of the public to enter upon or to use the Properties or any portion thereof, except as Grantors may otherwise allow in a manner consistent with the terms of this Deed of Easement and the PDR Program.

(b) *Continuation.* The covenants, terms, conditions, servitudes, and restrictions of this Deed of Easement shall apply to the Properties as a whole, and shall run with the land perpetually and be binding upon the parties, their successors, assigns, personal representatives, and heirs, and be considered a servitude running with the land in perpetuity.

(c) *Enforcement.* In addition to any remedy provided by law or equity to enforce the terms of this Deed of Easement, the parties shall have the following rights and obligations:

(1) Monitoring. Employees or agents of Grantee may enter the Properties from time to time, at reasonable times, for the purpose of monitoring compliance with the terms of this Deed of Easement. The Grantee shall give reasonable prior notice before entering the Properties. The Grantors shall not unreasonably withhold permission.

(2) Baseline Data. In order to establish the present condition of the Properties, the Grantee has examined the Properties and prepared an inventory of relevant features, conditions, and improvements included in the Baseline Study which is incorporated by this reference. A copy of the Baseline Study has been provided to Grantors, and the original shall be placed and remain on file with Grantee. The Grantors and Grantee agree that the Baseline Study is an accurate representation of the Properties at the time of this grant and is intended to serve as an objective information baseline for monitoring compliance with this Deed of Easement. The Grantors and Grantee further agree that in the event a controversy arises with respect to the condition of the Properties or a particular resource thereof, the Grantors and Grantee shall not be foreclosed from utilizing any other relevant document, survey, or report to assist in the resolution of the controversy.

(d) *Action at law inadequate remedy.* The Parties agree that monetary damages would not be an adequate remedy for the breach of any terms, conditions and restrictions herein contained, and therefore, in the event that the Grantors, their successors or assigns, violate or breach any of the terms, conditions and restrictions herein contained, the Grantee, its successors, or assigns, in addition to all other remedies available at law and in equity, may institute a suit, and shall be entitled, to enjoin by *ex parte* temporary injunction and/or permanent injunction such violation and to require the restoration of the Properties to its prior condition.

(e) *Restoration.* Upon any breach of the terms of this Deed of Easement by Grantors, Grantee may require by written demand to the Grantors that the Properties be restored promptly to the condition required by this Deed of Easement. The Grantors shall have ten (10) calendar days in which to respond in writing to the written demand. The Grantor's written response shall set forth the proposed restoration activities and shall include a date by which the restoration will be completed. If the Grantors do not: (1) provide a timely response to the written demand; or (2) if the response does not include a reasonable date by which the restoration will be complete; or (3) if the restoration is not properly completed by the stated date, the Grantee retains the right, but not the obligation, to enter upon the Properties and to restore the Properties to a condition consistent with the terms of this Deed of Easement and assess the costs of such restoration against the owner(s) of the parcel in violation of this Deed of Easement. Such assessed costs, together with collection costs and reasonable attorney's fees, shall be a charge on the land and shall be a continuing lien upon the parcel or parcels for which costs of restoration were assessed. Such assessments for restoration costs, together with collection costs and reasonable attorney's fees, shall also be the personal obligation of the owner(s) of the applicable parcel(s) at the time when the restoration costs were assessed for which Grantee may bring an action at law to recover. No such lien shall affect the rights of a subsequent bona fide purchaser for value unless a memorandum of such lien was recorded among the land records prior to such purchase, and such lien shall be subordinate to any deed of trust recorded prior to the recordation of a memorandum of such lien.

(f) *Failure to enforce does not waive right to enforce.* The failure of the Grantee to enforce any right, provision, covenant, restriction, term or condition of this Deed of Easement shall not constitute a waiver of the right of the Grantee to enforce such right, provision,

covenant, restriction, term or condition in the future. All rights, remedies and privileges granted to the Grantee pursuant to any term, provision, covenant, restriction, or condition of this Deed of Easement shall be deemed to be cumulative and the exercise of any one or more thereof shall not be deemed to constitute an election of remedies, nor shall it preclude the Grantee from exercising such other privileges as may be granted by this Deed of Easement, or at law or in equity. Furthermore, the Grantors hereby waive any defense of laches, estoppel, or prescription.

(g) *Costs of enforcement.* Any reasonable, documented costs incurred by the Grantee in enforcing the terms of this Deed of Easement against the Grantors, including, without limitation, costs of suit and reasonable attorneys' fees shall be borne by the Grantors, provided, however, if the Grantors prevails in any claim, litigation, or administrative order or ruling, the Grantee shall not be entitled to any of the costs or fees described herein.

(h) *No right of enforcement by the public.* This Deed of Easement does not create, and shall not be construed to create, any right of any member of the public exclusive of the County itself to maintain a suit for any damages against the Grantors for any violation of this Deed of Easement.

(i) *Extinguishment and exchange.* The Parties intend that this conservation easement be perpetual and not extinguished, and agree that extinguishment of the conservation easement is not permitted under the Open Space Land Act (Virginia Code §§ 10.1-1700 et seq.), except in conformity with Virginia Code § 10.1 – 1704. The Parties further agree that the Properties shall not be converted or diverted, as the Open-Space Land Act employs those terms, from the uses permitted by the Deed of Easement until and unless twenty-five (25) years have elapsed between the recordation date of this Deed of Easement and the date of the Grantor's petition to the County Board of Supervisors for such conversion or diversion, which shall conform to all procedures and requirements set forth in the PDR Ordinance (County Code Chapter 16A) on the recordation date of this Deed of Easement. Furthermore, the Parties intend and agree that pursuant to any decision by the County Board of Supervisors to extinguish this Deed of Easement, the Grantors shall convey to the Grantee a Deed of Easement on a different but similar parcel approved by the Grantee, located in James City County and in accordance with the PDR Ordinance in place at the time of the recording of this Deed of Easement.

(j) *Property right.* Grantors agree that Grantee's purchase of the perpetual conservation easement, servitudes, conditions, limitations, and restrictions contained in this Deed of Easement gives rise to a property right, immediately vested in Grantee, with a fair market value that is at least equal to the proportionate value that the perpetual conservation easement at the time of the purchase bears to the value of the Properties as a whole, exclusive of the value of all improvements, at that time, which is fifty-five and seventy-five one hundredths percent (55.75%) as established by the appraisal conducted by Simerlein Appraisals Ltd., dated March 25 2013. If a subsequent unexpected change in the conditions surrounding the Properties make impossible or impractical the continued use of the Properties for the conservation purposes specified herein, and the restrictions set forth in this Deed of Easement are extinguished, whether in whole or part, by a judicial proceeding, such extinguishment shall also satisfy the requirements of the Open-Space Land Act and Chapter 16A of the County Code. The Grantee,

upon a sale, exchange or involuntary conversion due to an extinguishment, shall be entitled to a portion of any monetary proceeds derived therefrom, which shall be determined by multiplying the proceeds for the land taken (but not proceeds for improvements or damages to the residue or any other award) by the proportionate value established above. The Grantee shall not receive any portion of the proceeds attributable to improvements, timber or crops.

All proceeds to which Grantee is thereafter entitled to retain from such sale, exchange or involuntary conversion shall be used by the Grantee in a manner consistent with the original conservation purposes of this Deed of Easement and the Open-Space Land Act.

(k) *Notice of proposed transfer or sale.* The Grantors shall notify the Grantee in writing at the time of closing on any transfer or sale of any of the Properties. In any deed conveying all or any part of the Properties, this Deed of Easement shall be referenced by recorded instrument number in the deed of conveyance and Grantors shall cause such deed to state that this Deed of Easement is binding upon all successors in interest in the Properties in perpetuity.

(l) *Relation to applicable laws.* Notwithstanding any other provision of this Deed of Easement, the County Code shall apply to the Properties. In the event of a conflict between any applicable law and this Deed of Easement, the more restrictive provision shall apply.

(m) *Severability.* If any provision of this Deed of Easement is determined to be invalid by a court of competent jurisdiction, the remainder of this Deed of Easement shall not be affected thereby. The Grantors shall remunerate Grantee for the proportionate loss of value in the Conservation Easement as determined by the County Board of Supervisors due to any invalidated provision.

(n) *Recordation.* Upon execution by the Parties, this Deed of Easement shall be recorded with the record of land titles in the Clerk's Office of the Circuit Court for the City of Williamsburg and the County of James City, Virginia.

(o) *Authority to convey easement.* The Grantors covenant that they are vested with good title to the Properties and may convey this Deed of Easement.

(p) *Authority to accept easement.* The Grantee is authorized to accept this Deed of Easement pursuant to Virginia Code § 10.1-1701.

(q) *Proceeds from eminent domain.* If all or any part of the Properties is taken by exercise of the power of eminent domain or acquired by purchase in lieu of condemnation, whether by public, corporate or other authority, so as to extinguish the terms of this Deed of Easement, in whole or part, Grantors and Grantee shall act jointly to recover the full value of the interests in the Properties subject to the taking and all direct or incidental damages resulting therefrom. All expenses reasonably incurred by Grantors and Grantee in connection with the taking or in lieu purchase shall be paid out of the amount received. Grantee's share of the balance of the amount recovered shall be determined by multiplying the proceeds by the

proportionate value established in Section 10(j), above. Grantee shall have the right to appear as a party in any eminent domain proceeding concerning the Properties.

(r) *Transfer of easement by Grantee.* Neither Grantee nor its successors and assigns may convey or lease the conservation easement established and conveyed hereby unless the Grantee conditions the conveyance or lease on the requirements that: (1) the conveyance or lease is subject to contractual arrangements that will assure that the Properties are subject to the restrictions and conservation purposes set forth in this Deed of Easement, in perpetuity; and (2) the transferee is an organization then qualifying as an eligible donee as defined by Section 170(h)(3) of the Internal Revenue Code of 1986, as amended, and the applicable Treasury Regulations promulgated thereunder, or is a public body within the meaning of Virginia Code § 10.1-1700.

(s) *Construction.* This Deed of Easement shall be construed to promote the purposes of this Deed of Easement and the PDR Program.

(t) *Liability and indemnification.* Grantors agree that Grantee has no obligations, express or implied, relating to the maintenance or operation of the Properties. Grantors agree to indemnify and hold Grantee harmless from any and all costs, claims or liability, including but not limited to reasonable attorneys' fees arising from any personal injury, accidents, negligence, damage, or any claim relating to the Properties. Grantors warrant that Grantors have no actual knowledge of a release or threatened release of hazardous substances or wastes on the Properties and agrees to hold harmless, indemnify, and defend Grantee from and against all liabilities, penalties, costs, losses, damages, expenses, causes of action, claims, demands, or judgments, including, without limitation, reasonable attorneys' fees arising from or out of the existence, actual or alleged, of any and all environmentally hazardous or toxic substances or materials on or under the Properties.

(u) *Taxes and assessments.* Grantors shall be responsible for paying all taxes, levies, assessments and other governmental charges levied on or assessed against the Properties.

(v) *Controlling law.* The interpretation and performance of this Deed of Easement shall be governed by the laws of the Commonwealth of Virginia.

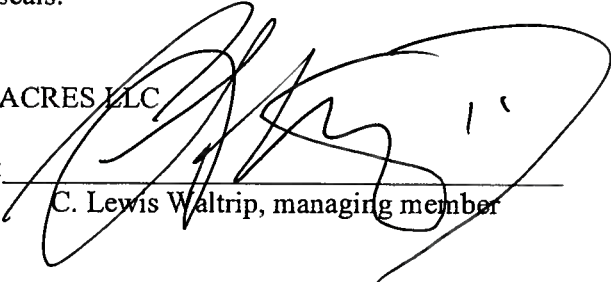
(w) *Entire agreement.* This instrument sets forth the entire agreement of the Parties with respect to this Deed of Easement and supersedes all prior discussions, negotiations, understandings, or agreements relating to this Deed of Easement, all of which are merged herein.

(x) *Amendments.* This Deed of Easement may be amended only with the written consent of the Grantee and Grantors, and such amendment shall be duly recorded. Any amendment shall be at the sole discretion of the Grantee, and shall be consistent with the Open-Space Land Act and Chapter 16A of the County Code. Any such amendment shall also be consistent with the overall purposes and intent of this Deed of Easement.

WITNESS the following signatures and seals:

71 ACRES LLC

By:

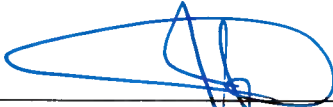

C. Lewis Waltrip, managing member

COMMONWEALTH OF VIRGINIA

City/County of James City, to-wit:

The foregoing Deed of Easement was signed, sworn to and acknowledged before me this 24th day of July, 2013, by C. Lewis Waltrip, II, the managing member of 71 Acres LLC, Grantor.

WITNESS my signature and notarial seal.



Notary Public

My commission expires: 1-31-14



JAMESTOWN BUILDING CORPORATION, INC.

By: [Signature]
C. Lewis Waltrip, II, President

COMMONWEALTH OF VIRGINIA

City/County of James City, to-wit:

The foregoing Deed of Easement was signed, sworn to and acknowledged before me this 24 day of July, 2013, by C. Lewis Waltrip, II, President of Jamestown Building Corporation, Inc., Grantor.

WITNESS my signature and notarial seal.

[Signature]

Notary Public

My commission expires: 1-31-17



The form of this Deed of Easement is approved, and pursuant to Resolution of the Board of Supervisors of James City County, Virginia, duly executed on the 25 day of JUNE, 2013 and this conveyance is hereby accepted on behalf of said County.

July 24, 2013
Date

Adariusman
County Attorney

Subject: C-23-0007

2589 Greensprings Road

August 3, 2023

Description of barn uses:

There are three stalls for horses. I plan to get another horse that is well trained and will require an enclosed stall. Currently, I have two horses, two miniature horses, two goats, chickens, and ducks.

I use the barn to store equipment. The family will use the barn, and we would like to have weddings on occasion. It is hard to say how many times each month because that would vary from month to month. I have a granddaughter getting married in October and another in the spring of next year.

I would like to request approval to establish a use other than a use permitted by right Section 4(b). I would like to lease the barn and/or field out occasionally for weddings to help support the barn and the rescue animals.

I will include pictures of the outside space for weddings. The tents will be leased from a rental company on an as needed basis. I do not know what we will charge for lease of field behind the barn for weddings at this time.

I would guess 20-40 weddings per year. The maximum occupancy per event would be three hundred people.

Currently, I lease the field to a farmer who plants corn and soybeans rotation each year. He leases around fifty acres of land. We have a small personal garden and do not sell the produce. The trees on the property are the same as when I purchased the property. We built some of the barn from trees on our 400-hundred-acre property in Gloucester and bought the rest from timber companies.

I am including a larger view of the property records from 2021 where I had stormwater approved and archaeological resource study completed. The easement off Greensprings Road is not shared and is included in the trust. I own the house and the driveway to the house starts at the bend in the road.

The parking lot in the sand lot is more than 1.5 acres. It has great compaction and will hold more than the required number of parking spaces including handicap. We will also have six handicap spaces near the left side of the building.

Please feel free to call my office on 757-220-9960 with any questions. I am more than happy to answer any questions.

Thanks for helping me move forward.

Best Regards,

Jeanette Brady



TAX MAP PARCEL #146-3(2-10)
 PIN: 463020001C
 LOT 10, DRUMMONDS FIELD
 #2599 GREENSPRINGS ROAD
 NOW OR FORMERLY
 JAMESTOWN BUILDING CORPORATION, INC.
 D.B. 608, PG. 604
 P.B. 59, PG. 46
 ZONED RB RURAL RESIDENTIAL

TAX MAP PARCEL #146-3(2-1A)
 PIN: 463020001A
 LOT 1A, DRUMMONDS FIELD
 #308 MOTT LANE
 NOW OR FORMERLY
 JAMESTOWN BUILDING CORPORATION, INC.
 D.B. 608, PG. 604
 P.B. 59, PG. 46
 ZONED RB RURAL RESIDENTIAL

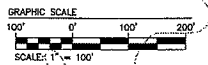
TAX MAP PARCEL #146-3(2-18)
 PIN: 463020001B
 LOT 18, DRUMMONDS FIELD
 #3316A MOTT LANE
 NOW OR FORMERLY
 JAMESTOWN BUILDING CORPORATION, INC.
 ZONED RB RURAL RESIDENTIAL

TAX MAP PARCEL #146-3(1-18)
 PIN: 463010001B
 JEANETTE B. BRADY, TRUSTEE
 2989 GREENSPRINGS ROAD
 INSTR. # 190018911
 P.B. 53, PG. 41
 P.B. 44, PG. 47
 ZONED RB- RURAL RESIDENTIAL

PARCEL A
 3017,285 S.F.
 69.27 AC.

PARCEL C
 325,820 S.F.
 7.48 AC.

NEW PARCEL B
 130,340 S.F.



Page No.	Description
1	Sheet 1 of 2

650 Old Town Road, Suite 1
 Williamsport, Virginia 22691
 Phone: (540) 861-1111
 Fax: (540) 861-1112
 Email: info@ads-engineers.com

ADS
 CONSULTING ENGINEERS

Hampton Roads | Central Virginia | Northern Virginia | Maryland

BARN ADDITION FOR
2569 GREENSPRINGS ROAD
 BERKELEY DISTRICT JAMES CITY COUNTY, VIRGINIA

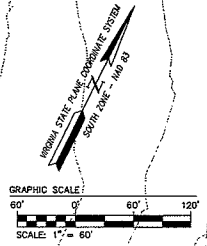
Project Controls: CIVC
 Project Number: W-1005-00
 Date: 07/16/2023
 Scale: 1" = 100'
 Sheet Title: EXISTING PARCELS DISPLAY



PARKING CALCULATIONS:
 PARKING REQUIRED = 72 SPACES
 PARKING PROVIDED = 72 SPACES (INCLUDING 3 HC SPACES)

SITE DATA:

PARCEL AREA (2589 GREENSPRINGS)	=	69.27 ACRES
PARCEL AREA (3615 MOTT)	=	5.43 ACRES
COMBINED PARCELS AREA	=	74.67 ACRES
EX. IMPERVIOUS AREA (2589 GREENSPRINGS)	=	1.27 ACRES (1.83% OF PARCEL)
EX. IMPERVIOUS AREA (3615 MOTT)	=	2.16 ACRES (40.0% OF PARCEL)
COMBINED EX. IMPERVIOUS AREA	=	3.43 ACRES (4.59% OF PARCELS)
PROP. IMPERVIOUS AREA (2589 GREENSPRINGS)	=	1.32 ACRES (1.91% OF PARCEL)
PROP. IMPERVIOUS AREA (3615 MOTT)	=	1.94 ACRES (53.37% OF PARCEL)
COMBINED PROP. IMPERVIOUS AREA	=	3.26 ACRES (4.37% OF PARCELS)




AES
 CONSULTING ENGINEERS
 1400 Pennsylvania Avenue, Suite 200
 Philadelphia, PA 19102
 Phone: (215) 763-0000
 Fax: (215) 763-0001
 www.aes-engineers.com

BARN ADDITION FOR
2589 GREENSPRINGS ROAD
 JAMES CITY COUNTY, VIRGINIA
 BRUNNEN DISTRICT | GREENSPRINGS | GREENSPRINGS | GREENSPRINGS

Project Council: CVC
 Project Number: W10695-00
 Scale: Dwg
 Date: 04/2023
 Sheet Title:
CONCEPT PARKING LAYOUT FOR WEDDING VENUE
 Sheet Number:
2 OF 2

Subject: 2589 Greensprings Road

August 31, 2023

Attention: County of James City, Virginia "Grantee"

I would like to request approval to heat five thousand four hundred thirty-six (5,436) square feet of the barn at 2589 Greensprings Road. Please reference section 3(c) Structure Size. No single structure on the Properties, whether residential, accessory, or otherwise, may exceed four thousand five hundred (4,500) square feet of heated space without the prior written consent of the Grantee.

Best Regards,

Jeanette Brady



JW RANCH

SCALE: 3/16" = 1'	APPROVED BY:	DRAWN BY: AWB
DATE: 10-2-2023		REVISED:
		DRAWING NUMBER:



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FAQs



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