

**AGENDA**  
**JAMES CITY COUNTY BOARD OF SUPERVISORS**  
**REGULAR MEETING**  
**COUNTY GOVERNMENT CENTER BOARD ROOM**  
**101 MOUNTS BAY ROAD, WILLIAMSBURG, VA 23185**  
**May 13, 2025**  
**5:00 PM**

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**A. CALL TO ORDER**

**B. ROLL CALL**

**C. MOMENT OF SILENCE**

**D. PLEDGE OF ALLEGIANCE**

1. Pledge Leader - Hanley Rolando, a 3rd grade student at James River Elementary School

**E. PRESENTATION**

1. Proclamation - National Police Week
2. Virginia Animal Protection Group - Kids, Cats & K9s Program

**F. PUBLIC COMMENT**

**G. CONSENT CALENDAR**

1. Budget Appropriation of Proffered Stormwater Funds - \$120,000
2. Budget Appropriation of Proffered Transportation Funds - \$511,759
3. Contract Award- 206,800- James City County Fire Station 4 Energy Recovery Ventilator Replacement
4. Dedication of the Streets in the Burlington Woods Subivision

**H. PUBLIC HEARING(S)**

1. SUP-24-0034. 7649 Cypress Drive Rental of Rooms
2. SUP-24-0032. 232 Lakeview Drive Contractor's Office Equipment Storage Yard
3. Z-24-0014 & MP-25-0001. Fort Magruder Mixed Use Rezoning
4. Z-24-0012 & SUP-24-0023. Chickahominy Haven Marina Rezoning and Special Use Permit (R-2 to A-1)
5. Disposal of County Property Located at 4601 Ironbound Road

**I. BOARD CONSIDERATION(S)**



1. FY2026 Budget Adoption & Resolution of Appropriation

**J. BOARD REQUESTS AND DIRECTIVES**

**K. REPORTS OF THE COUNTY ADMINISTRATOR**

**L. CLOSED SESSION**

1. Discussion of the award of a public contract involving the expenditure of public funds, and discussion of the terms or scope of such contract, where discussion in an open session would adversely affect the bargaining position or negotiating strategy of the public body, pursuant to Section 2.2-3711(A)(29) of the Code of Virginia, and pertaining to the contract for the joint operation of schools between the County and the City of Williamsburg.
2. Discussion or consideration of the acquisition of real property for a public purpose, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the public body pursuant to Section 2.2-3711 (A)(3) of the Code of Virginia and pertaining to 3926 Vass Lane, Williamsburg, VA.
3. Certification of Closed Session

**M. ADJOURNMENT**

1. Adjourn until May 20, 2025, at 6:30 pm for the Ford's Colony Town Hall Meeting at the Ford's Colony Swim and Tennis Club, St. Andrews Drive, Williamsburg, VA

## MEMORANDUM

DATE: May 13, 2025

TO: The Board of Supervisors

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

SUBJECT: Budget Appropriation of Proffered Stormwater Funds - \$120,000

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In 2006, the James City County Board of Supervisors approved a master plan and rezoning request for Sections 7 and 8 of New Town. In consideration of the rezoning request, proffers were accepted with certain requirements designed to mitigate impacts.

Proffer No. 13(b) and (c) required monitoring of a certain stream separating Section 7 from Section 8. The County has determined that the required water quality monitoring and stream stability monitoring reports revealed remediation of the stream was necessary, and that a remediation plan was required, as described in Proffer No. 13(e).

The County has also determined that in addition to the required \$60,000 for remediation funding of the stream, as described in Proffer No. 13(e), an additional payment of \$60,000 will be paid and accepted in lieu of a physical remediation site plan.

Staff recommends approval of the attached resolution which would appropriate the proffered funds to the applicable Stormwater account in the County's Capital Projects Fund. This will allow the County to move forward in developing plans and a project to remediate the stream.

PDH/md  
BdgtAppProfSWFds-mem

Attachments:

1. Resolution
2. Location Map

## RESOLUTION

### BUDGET APPROPRIATION OF PROFFERED STORMWATER FUNDS - \$120,000

WHEREAS, in 2006, the James City County Board of Supervisors approved a master plan and rezoning request for Sections 7 and 8 of New Town. In consideration of the rezoning request, proffers were accepted with certain requirements designed to mitigate impacts; and

WHEREAS, Proffer No. 13(b) and (c) required monitoring of a certain stream separating Section 7 from Section 8; and

WHEREAS, the County has determined that the required water quality monitoring and stream stability monitoring reports revealed remediation of the stream was necessary, and that a remediation plan was required, as described in Proffer No. 13(e); and

WHEREAS, the County has also determined that in addition to the required \$60,000 for remediation funding of the stream, as described in Proffer No. 13(e), an additional payment of \$60,000 will be paid and accepted in lieu of a physical remediation site plan; and

WHEREAS, the proffered funds will allow the County to move forward in developing plans and a project to remediate the stream.

NOW THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the appropriation to the applicable Stormwater account in the Capital Projects Fund for the purposes described above.

Revenue:

|                            |                  |
|----------------------------|------------------|
| Proffered Stormwater Funds | <u>\$120,000</u> |
|----------------------------|------------------|

Expenditure:

|                                               |                  |
|-----------------------------------------------|------------------|
| Powhatan Creek Watershed Management Retrofits | <u>\$120,000</u> |
|-----------------------------------------------|------------------|

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James O. Icenhour, Jr.  
Chair, Board of Supervisors

ATTEST:

\_\_\_\_\_  
Teresa J. Saeed  
Deputy Clerk to the Board

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| HIPPLE    |
| NULL      |
| LARSON    |
| MCGLENNON |
| ICENHOUR  |

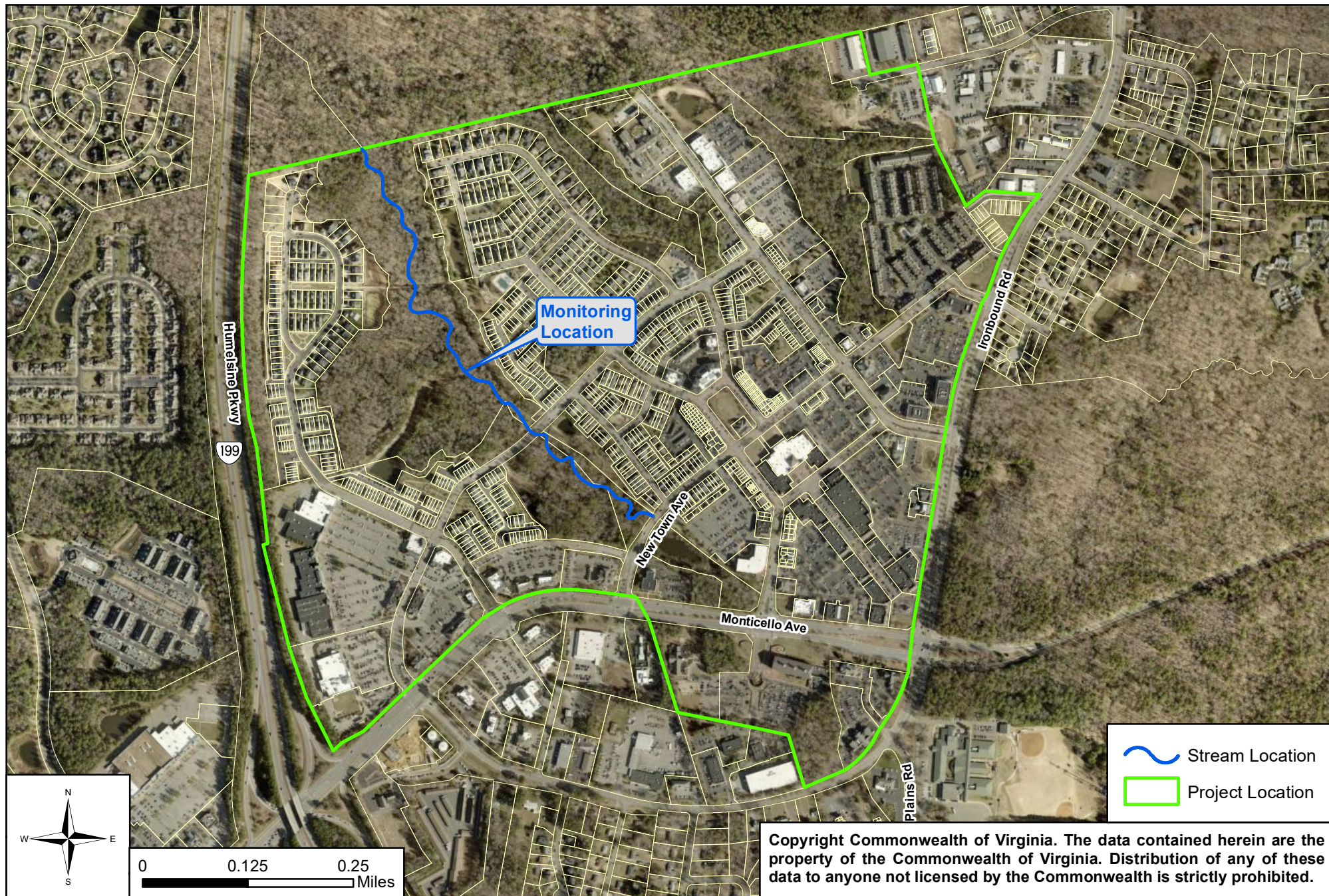
VOTES

| <u>AYE</u> | <u>NAY</u> | <u>ABSTAIN</u> | <u>ABSENT</u> |
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Adopted by the Board of Supervisors of James City County, Virginia, this 13th day of May, 2025.



# Stream Location Map – Sections 7 and 8 of New Town





## MEMORANDUM

DATE: May 13, 2025

TO: The Board of Supervisors

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

SUBJECT: Budget Appropriation of Proffered Transportation Funds - \$511,759

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In 2004, the James City County Board of Supervisors approved a master plan and rezoning amendment request for Colonial Heritage. In consideration of the amendment request, proffers were accepted with certain requirements designed to mitigate impacts.

Proffer No. 3(B)(1) requires installation of a traffic signal at the western median crossover entrance to Colonial Heritage on Richmond Road, when warranted. Proffer No. 3(F)(4) requires installation of a traffic signal at the Centerville Road entrance to Colonial Heritage on Richmond Road, when warranted.

Furthermore, Proffer No. 3(L) states that prior to the issuance of final site plan or subdivision plat for the 1,500th residential unit, a cash deposit in the amount of \$150,000 per traffic signal (plus inflation adjustment stated in Proffer No. 9 in Section II) shall be made to the County for any traffic signal not warranted. The approved number of units has now exceeded 1,500, and neither traffic signal is warranted at this time.

Staff recommends approval of the attached resolution which would appropriate the related proffered funds in the amount of \$511,759 to the County's Transportation Match account in the Capital Projects Fund. At such time the signals become warranted, this will allow the County to move forward developing plans and a project to construct the signals.

PDH/ap  
BA-ProfTranspFnd-mem

Attachment

## RESOLUTION

### BUDGET APPROPRIATION OF PROFFERED TRANSPORTATION FUNDS - \$511,759

WHEREAS, in 2004, the James City County Board of Supervisors approved a master plan and rezoning amendment request for Colonial Heritage and in consideration of the amendment request, proffers were accepted with certain requirements designed to mitigate impacts; and

WHEREAS, Proffer No. 3(B)(1) requires installation of a traffic signal at the western median crossover entrance to Colonial Heritage on Richmond Road, when warranted and Proffer No. 3(F)(4) requires installation of a traffic signal at the Centerville Road entrance to Colonial Heritage on Richmond Road, when warranted; and

WHEREAS, Proffer No. 3(L) states that prior to the issuance of final site plan or subdivision plat for the 1,500th residential unit, a cash deposit in the amount of \$150,000 per traffic signal (plus inflation adjustment stated in Proffer No. 9 in Section II) shall be made to the County for any traffic signal not warranted; and

WHEREAS, the approved number of units has now exceeded 1,500, and neither traffic signal is warranted at this time; and

WHEREAS, at such time the signals become warranted, this will allow the County to move forward developing plans and a project to construct the signals.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the following appropriation to the Transportation Match account in the Capital Projects Fund for the purposes described above:

Revenue:

|                                |                  |
|--------------------------------|------------------|
| Proffered Transportation Funds | <u>\$511,759</u> |
|--------------------------------|------------------|

Expenditure:

|                      |                  |
|----------------------|------------------|
| Transportation Match | <u>\$511,759</u> |
|----------------------|------------------|

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James O. Icenhour, Jr.  
Chair, Board of Supervisors

ATTEST:

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Teresa J. Saeed  
Deputy Clerk to the Board

HIPPLE  
NULL  
LARSON  
MCGLENNON  
ICENHOUR

VOTES

| <u>AYE</u> | <u>NAY</u> | <u>ABSTAIN</u> | <u>ABSENT</u> |
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Adopted by the Board of Supervisors of James City County, Virginia, this 13th day of May, 2025.

BA-ProfTranspFnd-res

## MEMORANDUM

DATE: May 13, 2025

TO: The Board of Supervisors

FROM: Mark Abbott, Capital Projects Coordinator

SUBJECT: Contract Award - \$206,800 - James City County Fire Station 4 Energy Recovery Ventilator Replacement

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The existing Energy Recovery Ventilator (ERV) system has reached the end of its service life and will be replaced with a new, energy-efficient unit. The primary function of the ERV is to condition outside air before it enters the building, while simultaneously removing exhaust air from the interior spaces. This process significantly improves indoor air quality, maintains comfortable temperatures, and reduces the overall energy load on the HVAC system.

The replacement project is aimed at ensuring a more reliable and effective ventilation system that meets current standards for energy efficiency and occupant comfort. Work will be scheduled to minimize disruption to station operations.

General Services, in consultation with the Purchasing Division, and under the contract for HVAC Equipment, Installation, Service, Controls and Related Products (#19-13739), determined that Trane U.S. Inc. proposal to replace the ERV at a proposed cost of \$206,800 is reasonable in comparison to other current County HVAC installations and construction cost indices. This project is part of the Capital Improvement Program budget.

Staff recommends approval of the attached resolution authorizing the contract award of installation services from Trane U.S. Inc. in the amount of \$206,800 for the James City County Fire Station 4 ERV system replacement.

MA/ap  
CA-FS4ERSysRpl-mem

Attachment

## RESOLUTION

### CONTRACT AWARD - \$206,800 - JAMES CITY COUNTY FIRE STATION 4

#### ENERGY RECOVERY VENTILATOR REPLACEMENT

- WHEREAS, the James City County Department of General Services is standardizing HVAC building controls and equipment in County facilities to promote operational efficiency and safety; and
- WHEREAS, the James City County Fire Station 4 replacement of the Energy Recovery Ventilator system for means of conditioning outside air is necessary; and
- WHEREAS, it has been determined by General Services, in consultation with the Purchasing Division, that under the contract for HVAC Equipment, Installation, Service, Controls and Related Products (#19-13739), that Trane U.S. Inc. will install the HVAC equipment required; and
- WHEREAS, Trane U.S. Inc. submitted a proposal to perform the required services, the proposed rates have been determined to be reasonable, and adequate funds are available in the Capital Improvement Program budget.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the contract award in the amount of \$206,800 to Trane U.S. Inc. for the James City County Fire Station 4 Energy Recovery Ventilator system replacement.

\_\_\_\_\_  
James O. Icenhour, Jr.  
Chair, Board of Supervisors

ATTEST:

\_\_\_\_\_  
Teresa J. Saeed  
Deputy Clerk to the Board

HIPPLE  
NULL  
LARSON  
MCGLENNON  
ICENHOUR

#### VOTES

| <u>AYE</u> | <u>NAY</u> | <u>ABSTAIN</u> | <u>ABSENT</u> |
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Adopted by the Board of Supervisors of James City County, Virginia, this 13th day of May, 2025.

CA-FS4ERVSysRpl-res



## MEMORANDUM

DATE: May 13, 2025

TO: The Board of Supervisors

FROM: Toni E. Small, Director of Stormwater and Resource Protection Division

SUBJECT: Dedication of the Streets in the Burlington Woods Subdivision

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Attached is a resolution requesting acceptance of the streets in the Burlington Woods Subdivision which are proposed as public rights-of-way into the State Secondary Highway System. The streets proposed for acceptance are Burlington Lane and Burlington Court. They are shown in red on the attached map. The streets have been inspected and approved by representatives of the Virginia Department of Transportation (VDOT) as meeting the minimum requirements for secondary roadways.

VDOT's Secondary Street Requirements (SSR), effective January 2005, outline processes on how streets are designed, constructed, and officially accepted for maintenance as part of the Secondary System of State Highways. Upon the satisfactory completion of construction of streets, VDOT advises and coordinates with the local governing body of the street's readiness for acceptance through the use of VDOT's Form AM-4.3. As part of the initial acceptance process, the County Board of Supervisors must request, by resolution, that VDOT accept the street for maintenance as part of the Secondary System of State Highways. Administrative procedures outlined in the 2005 Subdivision Street Requirements. 2005 Subdivision Street Requirements §33.1-229 lists criteria for street acceptance and what information is required on the local resolution. Once the resolution is approved, the signed Form AM-4.3 and the resolution are then returned to VDOT. VDOT then officially notifies the locality of the street's acceptance into the Secondary System of State Highways and the effective date of such action. This notification serves as the start of VDOT maintenance responsibility. As part of the process, the County will hold an appropriate amount of subdivision or public improvement surety for the roadway, as required by local Ordinances, until the acceptance process is complete. Also, within 30 days of the local governing body's request (resolution), VDOT requires a maintenance surety to be posted by the developer to guarantee performance of the street for one year from the date of acceptance.

Staff recommends the adoption of the attached resolution.

TES/md  
DedStBurlgtnWds-mem

Attachments:

1. Resolution
2. AM-4.3
3. Map

## RESOLUTION

### DEDICATION OF THE STREETS IN THE BURLINGTON WOODS SUBDIVISION

WHEREAS, the streets described on the attached Virginia Department of Transportation (VDOT) Form AM-4.3 for the Burlington Woods Subdivision, fully incorporated herein by reference, are shown on plats recorded in the Clerk's Office of the Circuit Court of James City County, Virginia; and

WHEREAS, the Residency Administrator for VDOT advised the Board that the streets meet the Secondary Street Requirements (SSR) of VDOT; and

WHEREAS, the County and VDOT entered into an agreement on July 1, 1994, for comprehensive stormwater detention, which applies to this request for addition; and

WHEREAS, the County and VDOT will enter into a three-party agreement for inspection and maintenance of a grade separation structure, which applies to this request for addition.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby requests VDOT to add the streets described in the attached VDOT Form AM-4.3 for the Burlington Woods Subdivision to the Secondary System of State Highways, pursuant to §33.1-229 of the Code of Virginia and VDOT's SSR.

BE IT FURTHER RESOLVED that the Board guarantees clear and unrestricted rights-of-way as described and any necessary easements for cuts, fills, and drainage.

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

\_\_\_\_\_  
James O. Icenhour, Jr.  
Chair, Board of Supervisors

ATTEST:

\_\_\_\_\_  
Teresa J. Saeed  
Deputy Clerk to the Board

HIPPLE  
NULL  
LARSON  
MCGLENNON  
ICENHOUR

VOTES

AYE    NAY    ABSTAIN    ABSENT

|       |       |       |       |
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Adopted by the Board of Supervisors of James City County, Virginia, this 13th day of May, 2025.

DedStBurlgtnWds-res



COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION  
Form AM 4.3

In James City County

by Resolution of the governing body adopted 5/13/2025

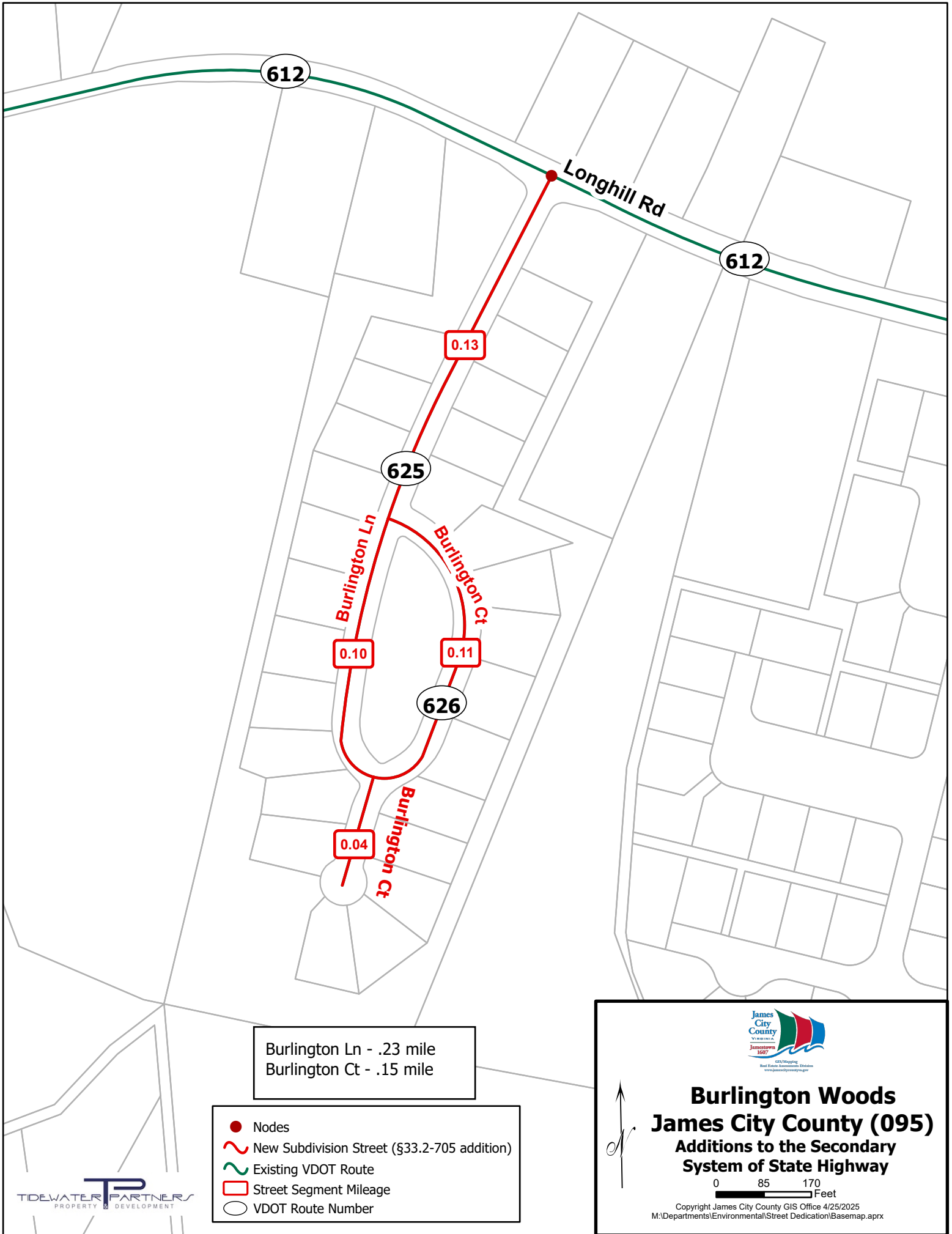
The following VDOT Form AM-4.3 is hereby attached and incorporated as part of the governing body's resolution for changes to the secondary system of state highways.

A Copy Testee      Signed (County Official): \_\_\_\_\_

Report of Changes in the Secondary System of State Highways

Project/Subdivision: Burlington Woods

| CHANGE TYPE | RTE NUM & STREET NAME     | CHANGE DESCRIPTION               | FROM TERMINI  | TO TERMINI    | LENGTH | NUMBER OF LANES | RECORDATION REFERENCE | ROW WIDTH |
|-------------|---------------------------|----------------------------------|---------------|---------------|--------|-----------------|-----------------------|-----------|
| Addition    | Rt. 625 - Burlington Lane | New subdivision street §33.2-705 | 612           | Burlington Ct | 0.23   | 2               |                       | 50        |
| Addition    | Rt. 626 - Burlington Ct   | New subdivision street §33.2-705 | Burlington Ln | CDS           | 0.15   | 2               |                       | 50        |



**SPECIAL USE PERMIT-24-0034. 7649 Cypress Drive Rental of Rooms  
Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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**SUMMARY FACTS**

Applicant: Ms. Sharon Elliot

Landowners: Mr. Kenneth M. and Ms. Sharon L. Elliot

Proposal: To allow for a short-term rental of one bedroom within the existing three-bedroom house.

Location: 7649 Cypress Drive

Tax Map/Parcel No.: 0930100015

Property Acreage: ± 0.55 acres

Zoning: A-1, General Agricultural

Comprehensive Plan: Rural Lands

Primary Service Area: Outside

Staff Contact: Terry Costello, Senior Open Space Planner

**PUBLIC HEARING DATES**

Planning Commission: April 2, 2025, 6:00 p.m.

Board of Supervisors: May 13, 2024, 5:00 p.m.

**FACTORS FAVORABLE**

1. There is adequate off-street parking.
2. The applicant has acknowledged that, should this application be approved, she will obtain the proper licensing and inspections through the County and will be subject to appropriate use-based taxes.
3. The owners will reside on-site during the time of the rentals.
4. Impacts: See Impact Analysis on Pages 3-4.
5. See Comprehensive Plan Analysis on Page 5.

**FACTORS UNFAVORABLE**

1. Staff finds the proposal is not fully consistent with the short-term rental recommendations of the *Our County, Our Shared Future: James City County 2045 Comprehensive Plan*.
2. Impacts: See Impact Analysis on Pages 3-4.
3. See Comprehensive Plan Analysis on Page 5.

**SUMMARY STAFF RECOMMENDATION**

Per the Impact Analysis noted below, staff finds the proposed use will not negatively impact surrounding property or development nor is it expected to negatively impact Level of Service (LOS) for roads or other public services. While staff believes that this location is generally considered appropriate for this use, staff finds the proposal not fully consistent with the Comprehensive Plan recommendations for short-term rentals. Staff, therefore, cannot recommend approval of

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*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-24-0034. 7649 Cypress Drive Rental of Rooms  
Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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this application. Should the Board of Supervisors approve this application, staff has included proposed conditions for consideration (Attachment No. 1).

**PLANNING COMMISSION RECOMMENDATION**

At its April 2, 2025, meeting, the Planning Commission recommended approval of this Special Use Permit (SUP) application by a vote of 5-1.

**PROPOSED CHANGES MADE SINCE THE PLANNING COMMISSION MEETING**

None.

**PROJECT DESCRIPTION**

Ms. Sharon Elliot has applied for an SUP to allow for the rental of one room located within a single-family dwelling. The residence is a three-bedroom home. The proposal includes no changes to the size or footprint of the house.

Unlike the “Tourist Home” use, the “Rental of Rooms” use limits rentals to a maximum of three bedrooms and requires the homeowners to continue residing at the property during the time of rentals. This use prohibits the rental of the dwelling as a whole. While the use permits the rental of a maximum of three rooms, the applicant states that it is her intent to rent out only the one bedroom on a regular basis. The property takes access from Cypress Drive. There is an existing parking area that is sufficient to accommodate guests. The three-bedroom home is on private well water and a private sewer system. In previous short-term rental applications, staff calculated the number of occupants to be two people per bedroom. Therefore, proposed

Condition No. 3 states that the maximum number of occupants per contract, including children, is two.

**PLANNING AND ZONING HISTORY**

- There was an approved SUP for a tourist home on the property approved on September 12, 2023. This SUP expired September 12, 2024, due to the condition that a new Certificate of Occupancy be obtained within 12 months of the issuance of the SUP.
- The current house located on the parcel was constructed in 2010.

**SURROUNDING ZONING AND DEVELOPMENT**

- This property is located within the Cypress Point Subdivision.
- The following table lists the information on the adjacent parcels:

|       | ZONING DESIGNATION        | EXISTING LAND USE         | FUTURE LAND USE DESIGNATION |
|-------|---------------------------|---------------------------|-----------------------------|
| NORTH | A-1, General Agricultural | Single-Family Residential | Rural Lands                 |
| SOUTH | A-1, General Agricultural | Chickahominy River        | Rural Lands                 |
| EAST  | A-1, General Agricultural | Single-Family Residential | Rural Lands                 |
| WEST  | A-1, General Agricultural | Single-Family Residential | Rural Lands                 |

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**SPECIAL USE PERMIT-24-0034. 7649 Cypress Drive Rental of Rooms**  
**Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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| <b>Impacts/Potentially Unfavorable Conditions</b>                                                 | <b>Status</b><br><i>(No Mitigation Required/Mitigated/Not Fully Mitigated)</i> | <b>Considerations/Proposed Mitigation of Potentially Unfavorable Conditions</b>                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Public Transportation: Vehicular</u>                                                           | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- The proposal is not anticipated to generate traffic exceeding a typical residential use.</li> <li>- The subject property is located on Cypress Drive (State Route 673), a publicly maintained road that is classified by the Virginia Department of Transportation as a local road; however, staff believes that the road is adequate for this use.</li> </ul> |
| <u>Public Transportation: Bicycle/Pedestrian</u>                                                  | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- Pedestrian/bicycle accommodations are not shown on the adopted Pedestrian/Bicycle Accommodations Master Plan.</li> </ul>                                                                                                                                                                                                                                       |
| <u>Public Safety</u>                                                                              | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- Fire Station 1 on Forge Road serves this area of the County and is approximately 5.7 miles from the proposed short-term rental.</li> <li>- Staff finds this project does not generate impacts that require mitigation to the County's Fire Department facilities or services.</li> </ul>                                                                       |
| <u>Public Schools</u>                                                                             | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- N/A since no residential dwelling units are proposed.</li> </ul>                                                                                                                                                                                                                                                                                               |
| <u>Public Parks and Recreation</u>                                                                | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- N/A since no residential dwelling units are proposed.</li> </ul>                                                                                                                                                                                                                                                                                               |
| <u>Public Libraries and Cultural Centers</u>                                                      | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- Staff finds this project does not generate impacts that require mitigation.</li> </ul>                                                                                                                                                                                                                                                                         |
| <u>Groundwater and Drinking Water Resources</u>                                                   | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- The property is served by a private well and private septic system.</li> <li>- The proposal does not generate impacts that require mitigation to groundwater or drinking water resources.</li> </ul>                                                                                                                                                           |
| <u>Watersheds, Streams, and Reservoirs</u><br>Project is located in the Yarmouth Creek Watershed. | <u>Mitigated</u>                                                               | <ul style="list-style-type: none"> <li>- The Stormwater and Resource Protection Division has reviewed this application and had no objections. No new impervious surface is proposed as part of this SUP request. Should exterior site improvements be made in the future, those improvements would be subject to additional environmental review at that time.</li> </ul>                               |

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*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-24-0034. 7649 Cypress Drive Rental of Rooms**  
**Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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| <b>Impacts/Potentially Unfavorable Conditions</b> | <b>Status</b><br><i>(No Mitigation Required/Mitigated/Not Fully Mitigated)</i> | <b>Considerations/Proposed Mitigation of Potentially Unfavorable Conditions</b>                                                                                                                                                                                                      |
|---------------------------------------------------|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Cultural/Historic</u>                          | <u>No Mitigation Required</u>                                                  | - The subject property has been previously disturbed and has no known cultural resources on-site.                                                                                                                                                                                    |
| <u>Nearby and Surrounding Properties</u>          | <u>Mitigated</u>                                                               | - Traffic is anticipated to be typical of a residential home, the subject property must adhere to the County's Noise Ordinance, and the proposed SUP conditions will restrict commercial signage and exterior lighting. Future expansions of the use would require an SUP amendment. |
| <u>Community Character</u>                        | <u>No Mitigation Required</u>                                                  | - Cypress Drive is not designated as a Community Character Corridor and this parcel is not located within a Community Character Area.                                                                                                                                                |
| <u>Covenants and Restrictions</u>                 | <u>No Mitigation Required</u>                                                  | - The applicant has verified that she is not aware of any covenants or restrictions on the property that prohibit the proposed use.                                                                                                                                                  |

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**SPECIAL USE PERMIT-24-0034. 7649 Cypress Drive Rental of Rooms  
Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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**COMPREHENSIVE PLAN**

The site is designated Rural Lands on the Comprehensive Plan Land Use Map. All surrounding properties are designated Rural Lands. The property is along the Chickahominy River.

Per the Comprehensive Plan, appropriate primary uses include traditional agricultural and forestal activities, but also innovative agriculture, horticulture, silviculture, specialty or niche farming, commercial and noncommercial equine opportunities, agri-tourism, rural-based public or commercial recreation, rural-support businesses, and certain public or semi-public and institutional uses that require a spacious site and are compatible with the natural and rural surroundings. Staff finds this use to generally fit within these categories as nearby lodging options could support agri-tourism and eco-tourism uses in Rural Lands.

Per the Comprehensive Plan language, uses in Rural Lands should reflect and enhance the rural character of the County. Particular attention should be given to locating structures and uses outside of sensitive areas, and maintaining existing topography, vegetation, trees, and tree lines to the maximum extent possible, especially along roads and uses.

Per the Impact Analysis noted above, staff finds the proposed use will not negatively impact surrounding property or development nor is it expected to negatively impact LOS for roads or other public services.

Specific to short-term rentals, the Comprehensive Plan states that, if located within a residential context, short-term rentals should serve to complement the residential character of the area rather than altering its nature. Therefore, while every location can be considered uniquely, short-term rentals are most appropriately located subject to the following development standards:

- Be located on lands designated Rural Lands, Neighborhood Commercial, Community Commercial, Mixed Use, or Economic Opportunity.

*This property is designated Rural Lands on the Comprehensive Plan Land Use Map.*

- Be located on the edge or corner of an existing platted subdivision, rather than internal to it.

*This parcel is located within an existing platted subdivision, the Cypress Point neighborhood.*

- Be located on a major road.

*Cypress Drive is classified as a local road; therefore, this property does not front on a major road.*

- Be operated in a manner such that the property owner will continue to live and reside on the property during the rental.

*The owners of the property will live on the property during its use as a short-term rental.*

**STAFF RECOMMENDATION**

Per the Impact Analysis noted above, staff finds the proposed use will not negatively impact surrounding property or development nor is it expected to negatively impact LOS for roads or other public services. While staff believes that this location may be considered appropriate for this use, staff finds the proposal not fully consistent with the Comprehensive Plan recommendations for short-term rentals. Staff, therefore, cannot recommend approval of this application. Should the

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*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-24-0034. 7649 Cypress Drive Rental of Rooms  
Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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Board of Supervisors approve this application, staff has included proposed conditions for consideration (Attachment No. 1).

TC/md  
SUP24-34\_7649Cyp

Attachments:

1. Resolution
2. Location Map
3. Master Plan
4. Applicant Narrative
5. Citizen Comments
6. Unapproved Minutes from the April 2, 2025, Planning Commission Meeting

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*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-24-0034. 7649 CYPRESS DRIVE

### RENTAL OF ROOMS

WHEREAS, the Board of Supervisors of James City County, Virginia (the “Board”), has adopted by Ordinance specific land uses that shall be subjected to a Special Use Permit (“SUP”) process; and

WHEREAS, Ms. Sharon Elliot has applied for an SUP to allow for a short-term rental of one bedroom within the existing three-bedroom dwelling located at 7649 Cypress Drive and further identified as James City County Real Estate Tax Map Parcel No. 0930100015 (the “Property”); and

WHEREAS, the Planning Commission, following its public hearing on April 2, 2025, recommended approval of Case No. SUP-24-0034 by a vote of 5-1; and

WHEREAS, a public hearing was advertised, adjoining property owners notified, and a hearing conducted on Case No. SUP-24-0034; and

WHEREAS, the Board of Supervisors of James City County, Virginia, finds this use to be consistent with good zoning practices and the 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 (the “County Code”), does hereby approve the issuance of Case No. SUP-24-0034 as described herein with the following conditions:

1. Master Plan. This SUP shall permit a Rental of Rooms on property located at 7649 Cypress Drive and further identified as James City County Real Estate Tax Map Parcel No. 0930100015 (the “Property”). The use and layout of the Property shall be generally as shown on the document entitled “JCC SUP-24-0034, 7649 Cypress Drive Rental of Rooms” and date stamped February 24, 2025 (the “Master Plan”), with any deviations considered per Section 24-23(a)(2) of the Zoning Ordinance, as amended. This condition does not restrict improvements typical of a residential property as determined by the Director of Planning.
2. Commencement. Evidence of a business license and updated Certificate of Occupancy shall be provided to the Director of Planning within twelve (12) months from the issuance of the SUP, or this SUP shall automatically be void.
3. Number of Rental Room Occupants. There shall be no more than one (1) bedroom available for rent to visitors and no more than two (2) rental occupants total at any one time.
4. Contracts per Rental Period. There shall not, during any period of time, be simultaneous rentals of the Property under separate contracts.

5. Signage. No signage related to the use of the Rental of Rooms shall be permitted on the Property.
6. Parking. Off-site parking for this use shall be prohibited. No oversized commercial vehicles associated with the Rental of Rooms, such as, but not limited to, buses, commercial trucks, and trailers shall be allowed to park on the Property.
7. Validity. This SUP shall be valid until December 31, 2028.
8. Severance Clause. This SUP is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

\_\_\_\_\_  
James O. Icenhour, Jr.  
Chair, Board of Supervisors

ATTEST:

\_\_\_\_\_  
Teresa J. Saeed  
Deputy Clerk to the Board

HIPPLE  
NULL  
LARSON  
MCGLENNON  
ICENHOUR

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 13th day of May, 2025.

SUP24-34\_7649Cyp-res



# JCC SUP-24-0034, 7649 Cypress Drive Short Term Rental





# SUP-24-0034, 7649 Cypress Drive Rental of Rooms



Property Information

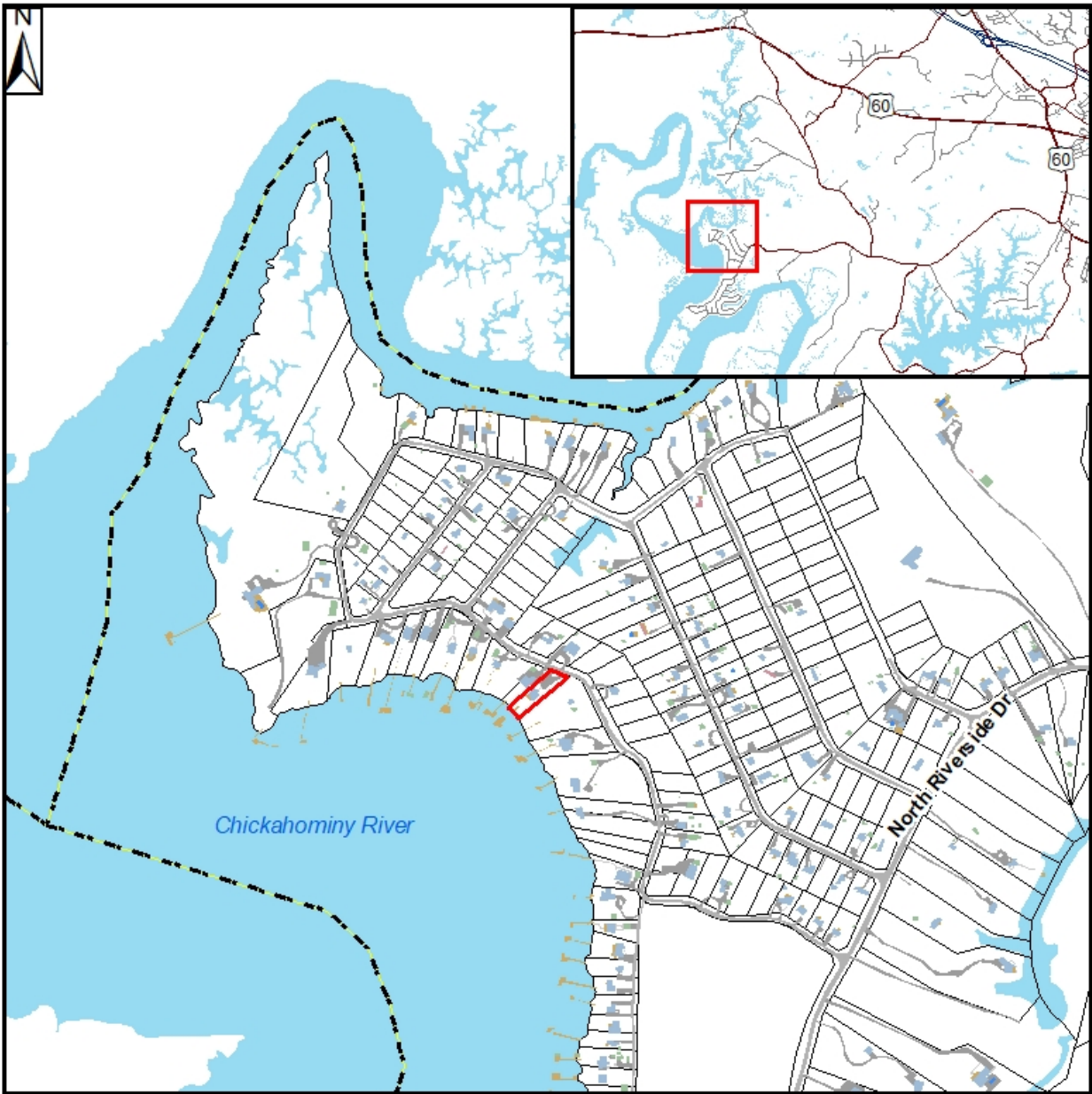
0930100015  
Kenneth & Sharon Elliot  
7649 Cypress Drive  
Lanexa, VA 23089  
Zoning: A1 General Agriculture  
2045 Comp Plan: Rural Lands  
Parcel Acreage: 0.55 acres  
PSA: Outside

General Notes

- 1. Site is not served by public water and sewer.
- 2. Property is partially located in a FEMA Flood zone.
- 3. Property does contain a Resource Protected Area.
- 4. Property has an existing driveway.
- 5. A minimum of two parking spaces shall be provided (one more parking space than the total number of rooms to be rented).

Sheet Index

- 1. Cover Page
- 2. Location Map
- 3. Site Details



February 24, 2025

Maps Not to Scale

Adjacent Properties

0930100014  
Wein, Barry K. & Allerton, Joella M.  
2800 Burrard St  
Henrico, VA 23233-1726  
A-1, General Agricultural

0931000024  
Pillow, Jeffrey D.  
7644 Cypress Dr  
Lanexa, VA 23089-9319  
A-1, General Agricultural

0931000023  
Caputo, Andrew R. Sr. & Brenda L.  
7642 Cypress Dr  
Lanexa, VA 23089-9319  
A-1, General Agricultural

0930100016  
Hodge, Kenneth B. & Cynthia A.  
7647 Cypress Dr  
Lanexa, VA 23089-9319  
A-1, General Agricultural

32-9 (Charles City, VA)  
JGB Family Limited Partnership  
c/o Glenn Sheppard  
170 Beach Rd  
Poquoson, VA 23662  
Agricultural

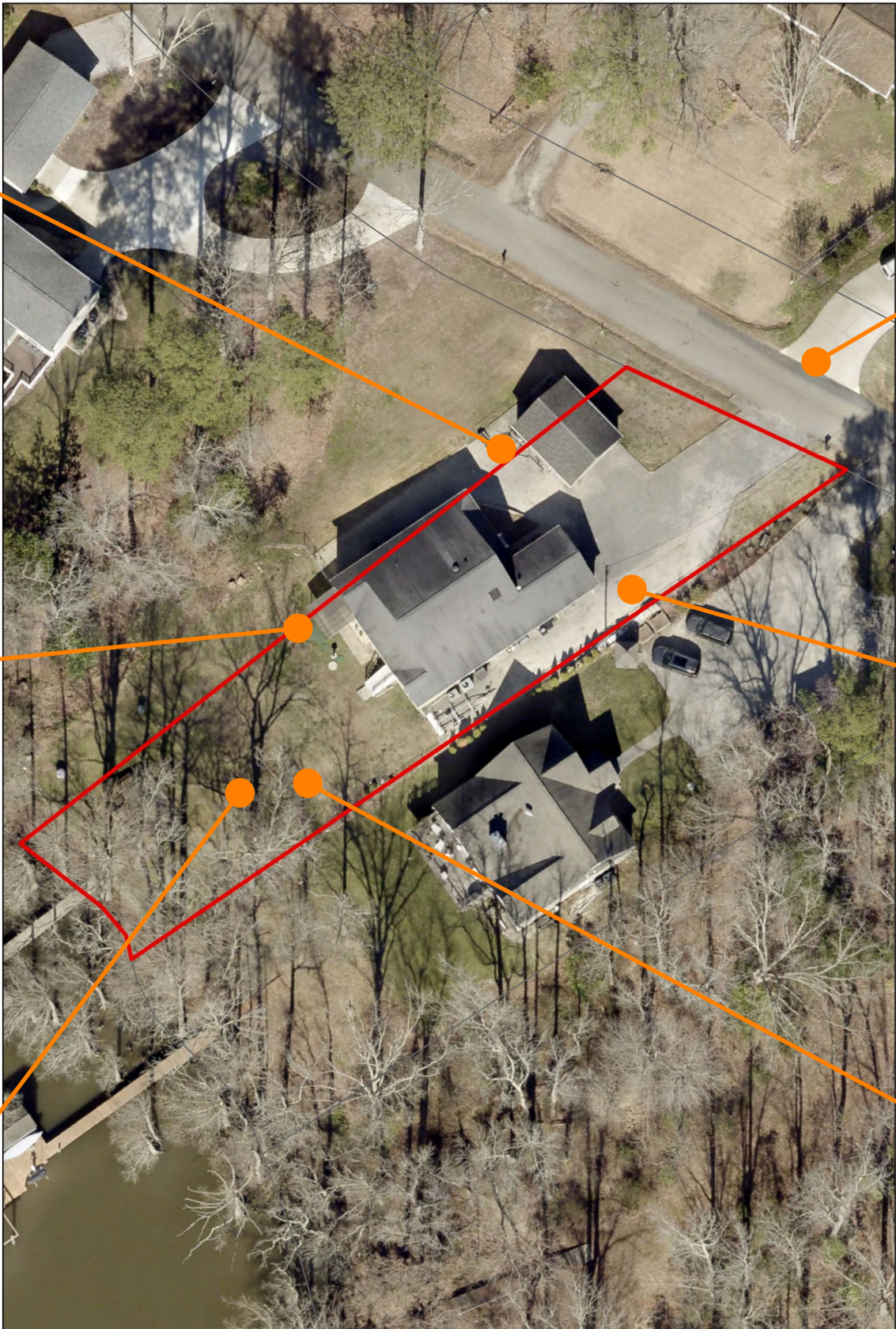


# JCC SUP-24-0034, 7649 Cypress Drive Short Term Rental





# SUP-24-0034, 7649 Cypress Drive Rental of Rooms





1/17/25

#### SUP234-0034 Narrative

I am requesting a SUP for a short term rental of a portion of my current home. I had an approved SUP 23-0014 that expired due to a lack of understanding on my part concerning the Certificate of Occupancy combined with a failure of JCC to reply to my request for assistance.

After the Board of Supervisors approval of my first SUP 23-0014 for a short term rental, I provided JCC with my Business License in a timely manner but failed to provide the Certificate of Occupancy due to confusion on my part and SUP 23-0014 was voided.

I am including below my original narrative for SUP 23-0014.

4/7/23

#### SUP 23-0014 Narrative

I am requesting a SUP for a short term rental of a portion my current home. I currently live in an area that is zoned A1. I am not hooked to county water or sewer. I would rent it out several days per week from May through Oct or Nov.

The area of my home that I would like to rent is one bedroom, one bathroom, one sitting room with sofa, refrigerator and microwave. I have a locked door between this area and the rest of my home.

I would ALWAYS be on premises during a rental. I will ALWAYS meet the renter rather than have a door code or a key lockbox. This renter would be staying in my home so I would be very alert to any negative actions on their part. I have cameras pointed to my front door, the driveway and the back yard.

I have already spoken to the neighbors on either side of me as well as the neighbor across the street and they indicated that they are confident that I would operate a short term rental in a manner that is not detrimental to the neighborhood.

The renter would have to officially agree to abide by my House Rules – some are listed below:

Only one vehicle. Must park in driveway in space indicated by owner

No parties

No guests

No drugs

Quiet time 10pm to 8am

Owner must meet renter to obtain a key and owner will give renter a walkthrough tour.

No pets

I believe that I meet the 4 criteria for the 2045 Comprehensive Plan with the possible exception of being on a major road. I am limiting my renter to 1 vehicle so as not to unduly impact traffic on Cypress Drive.

My mother is 90 and is legally blind. I had to retire early because she could no longer safely use a taxi therefore she needed my assistance getting to doctor appointments, picking up prescriptions, paying bills, going to grocery store, cleaning her home etc. I was unable to meet those needs while working a full time 9-5 job. I still need an income, but I need something very flexible so that I can care for her and I believe a short term rental is the best option. She stays at my home sometimes but she lives by herself in Hampton in her own home and she does not want to move to assisted living. I want her to be able to continue to enjoy living in her home as long as possible and she can only do this with my help.

Thank you for your consideration.

Sharon Elliot  
757-869-3100

12/27/24

To: James City County Planning Commission

RE: SUP 24-0034 Sharon Elliot 7649 Cypress Drive, Lanexa

I, Jeffrey Pillow of 7644 Cypress Drive live across the street from the applicant and do not oppose a Special Use Permit being granted to operate a short term rental. The applicant retired early to take care of her elderly mother. In May of 2022 she told me of her intentions to operate a short term rental of a bedroom in her home for financial reasons and received my approval. In the years that she has operated the rental I have never heard or seen any negative behavior from the renters.

I give my consent to this particular rental because I know that the applicant will be diligent in ensuring that her guests are not a nuisance to our community. I know that she never accepts renters when she is away. She does not allow parties or pets and she enforces quiet hours. She limits the guests to one vehicle which is always parked in a designated spot in her very large driveway.

I encourage the Planning Commission and the Board of Supervisors to approve this Special Use Permit.

Thank you,

A handwritten signature in black ink, appearing to read "Jeffrey Pillow", written over the printed name.

Jeffrey Pillow

7644 Cypress Drive

Joella Allerton and Barry Wein  
7653 Cypress Drive  
Lanexa, Virginia 23089

December 27, 2024

Mr. Paul D. Holt  
Director of Community Development and Planning, James City County  
101-A Mounts Bay Road  
Williamsburg, Virginia 23187-8784

RE: SUP 24-0034 7649 Cypress Drive Short Term Rental

Dear Mr. Holt,

We are writing this letter in support of Sharon Elliot who resides at 7649 Cypress Drive (JCC Real Estate Tax Map No.09301000150) and lives in the lot adjacent to our property. She has operated a short term rental of a bedroom in her home since May 2022. Prior to her starting this, she talked to us extensively and kept us apprised of her plans and what steps she had taken to make sure there would not be any issues that would affect us as her neighbors and the rest of our community.

During the time that she has operated the room rental there have been absolutely no issues of any kind. She has very clear and concise House Rules in place to make sure there are no disturbances to any of her neighbors and she always communicates with us when she will have a renter. She has continually reiterated that if we have any issues, problems or questions about her renting this room to please contact her immediately. She limits her renters to one vehicle, prohibits parties and pets and has clearly stated quiet hours.

She has discussed this with us at length and we are aware that she carefully screens her guests and only accepts reservations from renters with positive reviews. She also has outdoor cameras that she can easily access from her phone at any time and can review footage if a problem were to arise. There have absolutely NO problems of any kind.

She lives on the premises and never rents to anyone unless she is home. She carefully supervises her guests to make sure all rules are followed.

We are confident that she will continue to operate the short-term rental in a manner that is in no way disruptive to us or anyone else in the neighborhood. We support her completely in her request to continue operating the short-term rental. We are hopeful and confident that you will grant her request. If you have any questions or need any additional information, please do not hesitate to contact us.

Best regards,

  
Joella Allerton (804) 690-6478



My adjacent neighbor, Sharon Elliot has been operating a short term rental in her home since July 2022. Although I see guests from time to time, they are always quiet and respectful.

I know that she is always on the premises when guests are staying in the rental and she has outdoor cameras that can be reviewed in case there is a problem. Furthermore, she does not allow parties and has set quiet hours for the renters.

I am confident that she will continue to operate the short term rental in a manner that is respectful of her neighbors and community. I do not oppose her continuing to operate the rental.

Kenneth Hodge

A handwritten signature in black ink, appearing to read 'K. Hodge', with a long horizontal flourish extending to the right.

7647 Cypress Drive, Lanexa

December 27, 2024

**Unapproved Minutes of April 2, 2025,  
Planning Commission Regular Meeting**

Ms. Terry Costello, Senior Planner, addressed the Commission stating that Ms. Sharon Elliot had applied for a Special Use Permit to allow the operation of the rental of rooms at 7649 Cypress Drive. Ms. Costello explained that the rental of rooms SUP will allow for the short-term rental of one bedroom within the existing three-bedroom residence. Ms. Costello noted that the property is zoned A-1, General Agricultural, is designated Rural Lands on the Comprehensive Plan, and is located outside of the Primary Service Area.

Ms. Costello stated that staff considered the home's location, parking provisions, and that the owner will reside on site during the time of the rentals, to be favorable factors in the evaluation of this application. Ms. Costello explained that the property has an existing driveway and parking area sufficient to accommodate guests. Ms. Costello stated that staff is recommending conditions which are intended to mitigate the impacts of the use and preserve the residential character of the home. Ms. Costello noted that such conditions include limitations on the number of rooms rented and total number of rental occupants per stay.

Ms. Costello explained that there was a previously approved SUP for a tourist home which expired due to a condition not being met within the required time frame.

Ms. Costello stated that while staff believes that this location is generally considered appropriate for this use, staff finds that the proposal is not fully consistent with the Comprehensive Plan recommendations for short-term rentals and therefore staff cannot recommend approval. Ms. Costello explained that should the Planning Commission wish to recommend approval to the Board of Supervisors, staff has included proposed conditions for consideration.

Ms. Sharon Elliot, 7649 Cypress Drive, Lanexa, VA addressed the Commission stating that her previous SUP had expired due to the need for an updated Certificate of Occupancy.

Mr. Everson stated that he would not support the case as it is not consistent with the Comprehensive Plan.

Mr. Maye made a statement regarding approving cases that are not consistent with the Comprehensive Plan.

Discussion ensued.

Mr. Rodgers made a motion to recommend approval of SUP-24-0034. 7649 Cypress Drive Rental of Rooms.

On a roll call vote, the Commission voted to recommend approval. (5-1).

**SPECIAL USE PERMIT-24-0032. 232 Lakeview Drive Contractor's Office Equipment Storage Yard  
Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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**SUMMARY FACTS**

|                             |                                                                                           |
|-----------------------------|-------------------------------------------------------------------------------------------|
| Applicant:                  | Mr. James Beavers, Williamsburg Contracting, LLC                                          |
| Landowners:                 | Mr. James and Ms. Amanda Beavers                                                          |
| Proposal:                   | To allow for a contractor's office and storage of vehicles and equipment on the property. |
| Location:                   | 232 Lakeview Drive                                                                        |
| Tax Map/Parcel No.:         | 2110500005                                                                                |
| Property Acreage:           | ± 6.57 acres                                                                              |
| Zoning:                     | A-1, General Agricultural                                                                 |
| Comprehensive Plan:         | Rural Lands and Community Character Conservation, Open Space, or Recreation               |
| Primary Service Area: (PSA) | Outside                                                                                   |
| Staff Contact:              | Jose Ribeiro, Senior Planner II/Landscape Planner                                         |

**PUBLIC HEARING DATES**

|                       |                                        |
|-----------------------|----------------------------------------|
| Planning Commission:  | February 5, 2025, 6:00 p.m. (deferred) |
| Planning Commission:  | April 2, 2025, 6:00 p.m.               |
| Board of Supervisors: | May 13, 2025, 5:00 p.m.                |

**FACTORS FAVORABLE**

1. The proposal is compatible with surrounding zoning and development.
2. The proposal is generally consistent with the recommendation of the Comprehensive Plan designation for Rural Lands.
3. Impacts: See Impact Analysis on Pages 4-6.

**FACTORS UNFAVORABLE**

1. The proposal is generally inconsistent with the recommendation of the Comprehensive Plan designation for Community Character Conservation, Open Space, or Recreation.
2. Impacts: See Impact Analysis on Pages 4-6.

**PLANNING COMMISSION RECOMMENDATION**

At its April 2, 2025, meeting, the Planning Commission recommended approval of this Special Use Permit (SUP) application to the Board of Supervisors by a vote of 6-0.

**CHANGES SINCE THE PLANNING COMMISSION MEETING**

No changes were made to this application after the last Planning Commission meeting on April 2, 2025.

**SUMMARY STAFF RECOMMENDATION**

Staff recommends approval of the proposed SUP application, subject to the proposed conditions.

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**SPECIAL USE PERMIT-24-0032. 232 Lakeview Drive Contractor's Office Equipment Storage Yard  
Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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**PROJECT DESCRIPTION**

Mr. Beavers is currently operating his business at 232 Lakeview Drive, on property zoned A-1, General Agricultural, and designated as Community Character Conservation, Open Space, or Recreation and Rural Lands on the Comprehensive Plan. A contractor's warehouse and office are a special permitted use on property zoned A-1, General Agricultural. According to information provided by the applicant, the operation is a professional contractor's business that specializes in custom masonry and concrete work and operates with the following characteristics:

- The outdoor storage area is limited to an area of approximately 1,875 square feet located at the southernmost part of the property and contains one 8-foot by 20-foot Connex container.
- There is an existing 30-foot by 60-foot detached metal shed of which approximately 110 square feet is dedicated as an administrative office for the business.
- Current vehicles stored on the property consist of two vehicles (one being a small, non-Commercial Driver's License (CDL) dump truck) and up to seven company-owned utility trailers.
- Hours of operation are generally Monday through Friday, 7:30 a.m. to 4 p.m.
- Mr. Beavers is the only employee who works on the site on a daily basis. All other employees work on specific jobsites but occasionally an employee may come to the site.
- There are no deliveries made to this location. All of the materials used by employees are delivered directly to the jobsites.

- Customers typically do not come to the property.
- The outdoor storage area is dedicated solely to the storage of vehicles and trailers. The applicant has indicated that no bulk material storage or hazardous (i.e., fuel, oil, grease, etc.) materials will be stored at the site.

There is a 6-foot-tall privacy fence that extends from the southernmost property line along the property line to the north that screens the parking/outdoor storage area from view from the west. The area where parking/outdoor storage is located will be further screened from adjacent properties to the east and right-of-way by fencing and/or landscaping (Condition No. 7).

**PLANNING AND ZONING HISTORY**

- There have been no legislative cases associated with the property.
- On August 2024, upon review of a permit application, it came to the attention of the Zoning Administrator that part of the property located at 232 Lakeview Drive was possibly being used for a contractor's storage area for vehicles, equipment, and materials that could be associated with a contractor's business (Williamsburg Contracting, LLC). The Zoning Ordinance requires issuance of an SUP for this type of land use. The applicant was notified, via letter, of the Zoning Administrator's findings.
- There are no County records associated with the existing gravel area. There is an existing 30-foot by 60-foot shed which has been fully permitted (BLDR-18-2018). Staff proposes Condition No. 6 to ensure that any nonpermitted building and/or structure on the site is inspected and approved via the County's building permit application process.

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**SPECIAL USE PERMIT-24-0032. 232 Lakeview Drive Contractor's Office Equipment Storage Yard  
Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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**SURROUNDING ZONING AND DEVELOPMENT**

- All surrounding parcels are zoned A-1, General Agricultural.
- All surrounding parcels are designated Rural Lands and Community Character Conservation, Open Space, or Recreation on the Comprehensive Plan.

|       | ZONING<br>DESIGNATION        | EXISTING<br>LAND USE             | FUTURE LAND<br>USE<br>DESIGNATION                                       |
|-------|------------------------------|----------------------------------|-------------------------------------------------------------------------|
| NORTH | A-1, General<br>Agricultural | Single-<br>Family<br>Residential | Rural Lands                                                             |
| SOUTH | PL, Public Lands             | Little Creek<br>Reservoir        | Community<br>Character<br>Conservation,<br>Open Space, or<br>Recreation |
| EAST  | A-1, General<br>Agricultural | Single-<br>Family<br>Residential | Rural Lands                                                             |
| WEST  | A-1, General<br>Agricultural | Single-<br>Family<br>Residential | Rural Lands                                                             |

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**SPECIAL USE PERMIT-24-0032. 232 Lakeview Drive Contractor's Office Equipment Storage Yard**  
**Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

| <b>Impacts/Potentially Unfavorable Conditions</b> | <b>Status</b><br>(No Mitigation Required/Mitigated/Not Fully Mitigated) | <b>Considerations/Proposed Mitigation of Potentially Unfavorable Conditions</b>                                                                                                                                                                                                                                |
|---------------------------------------------------|-------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Public Transportation: Vehicular</u>           | <u>Mitigated</u>                                                        | <ul style="list-style-type: none"> <li>- The contractor's office/warehouse will not exceed 100 peak hour trips.</li> <li>- There is an existing driveway accessing Lakeview Drive.</li> <li>- The Virginia Department of Transportation has reviewed this application and had no comments to offer.</li> </ul> |
| <u>Public Transportation: Bicycle/Pedestrian</u>  | <u>No Mitigation Required</u>                                           | <ul style="list-style-type: none"> <li>- Per the Adopted Regional Bikeways Map and Pedestrian Accommodations Master Plan, neither a bike lane nor pedestrian accommodations are required.</li> <li>- This location is not within walking distance of a WATA bus stop.</li> </ul>                               |
| <u>Public Safety</u>                              | <u>Mitigated</u>                                                        | <ul style="list-style-type: none"> <li>- Fire Station 1 on Forge Road serves this area of the County and is approximately 5 miles from the property.</li> <li>- The Fire Department has reviewed the proposal and does not have concerns with the Master Plan.</li> </ul>                                      |
| <u>Public Schools</u>                             | <u>No Mitigation Required</u>                                           | <ul style="list-style-type: none"> <li>- N/A since no residential dwelling units are proposed.</li> </ul>                                                                                                                                                                                                      |
| <u>Public Parks and Recreation</u>                | <u>No Mitigation Required</u>                                           | <ul style="list-style-type: none"> <li>- N/A since no residential dwelling units are proposed.</li> </ul>                                                                                                                                                                                                      |
| <u>Public Libraries and Cultural Centers</u>      | <u>No Mitigation Required</u>                                           | <ul style="list-style-type: none"> <li>- Staff finds this project does not generate impacts that require mitigation.</li> </ul>                                                                                                                                                                                |
| <u>Groundwater and Drinking Water Resources</u>   | <u>Mitigated</u>                                                        | <ul style="list-style-type: none"> <li>- The property is on a private well and septic.</li> <li>- The Virginia Department of Health has reviewed the proposal and does not have concerns with the Master Plan.</li> </ul>                                                                                      |

| <b>Impacts/Potentially Unfavorable Conditions</b>                                                                                                                                                                                                                                                                         | <b>Status</b><br>(No Mitigation Required/Mitigated/Not Fully Mitigated) | <b>Considerations/Proposed Mitigation of Potentially Unfavorable Conditions</b>                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Watersheds, Streams, and Reservoirs</u><br>Project is located in the Yarmouth Creek Watershed.                                                                                                                                                                                                                         | <u>Not Fully Mitigated</u>                                              | <ul style="list-style-type: none"> <li>- The Stormwater and Resource Protection Division has reviewed this application and recommended a wetlands delineation prior to site development.</li> <li>- This project will need to demonstrate full compliance with environmental regulations to provide development to the Planning Commission and Board of Supervisors.</li> </ul> |
| <p><i>This staff report is prepared by the James City County Planning Commission and Board of Supervisors to assist them in making a recommendation on this application.</i></p> <p><i>The Planning Commission and Board of Supervisors will review the application and make a recommendation on the application.</i></p> |                                                                         |                                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                                                                                                                                                                                                                                           |                                                                         | <ul style="list-style-type: none"> <li>- Newport News Waterworks (NNWW) staff has reviewed this application and indicated concerns with the proximity of the storage area to the Little Creek Reservoir. The concerns are that there will be an increased potential for leaks and/or spills from vehicles and equipment that could adversely impact the</li> </ul>              |

**SPECIAL USE PERMIT-24-0032. 232 Lakeview Drive Contractor's Office Equipment Storage Yard**  
**Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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| <b>Impacts/Potentially Unfavorable Conditions</b>                                                          | <b>Status</b><br><i>(No Mitigation<br/>Required/Mitigated/Not<br/>Fully Mitigated)</i> | <b>Considerations/Proposed Mitigation of Potentially Unfavorable Conditions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><u>Watersheds, Streams, and Reservoirs</u><br/> Project is located in the Yarmouth Creek Watershed.</p> | <p><u>Not Fully Mitigated</u></p>                                                      | <ul style="list-style-type: none"> <li>- The Stormwater and Resource Protection Division has reviewed this application and recommended a wetlands delineation prior to site development.</li> <li>- This project will need to demonstrate full compliance with environmental regulations at the development plan stage. The existing gravel area associated with the commercial activity will require compliance with current stormwater management regulations.</li> <li>- Newport News Waterworks (NNWW) staff has reviewed this application and indicated concerns with the proximity of the storage area to the Little Creek Reservoir. The concerns are that there will be an increased potential for leaks and/or spills from vehicles and equipment that could adversely impact the drinking water reservoir.</li> <li>- The NNWW staff has indicated that its preference would be that the outdoor storage be located elsewhere on the site away from the reservoir and the buffer. If relocation of the outdoor storage/material is not possible then some type of containment or treatment for a potential runoff could be offered as a means of mitigation by the applicant.</li> <li>- The applicant has indicated that he is not willing to make any changes to the location of the outdoor storage area. The applicant further stated that the majority of items stored in the outdoor storage area will be trailers with no equipment loaded onto them. For the trailers that have equipment loaded onto them, none of the equipment leaks any type of fluid (i.e., fuel, oil, etc.). The applicant has indicated that he will place catch pans containing absorbent material under the two vehicles and/or equipment to address any leakage concerns. Staff has drafted SUP Condition No. 8, Spill Prevention and Containment Plan, which has been reviewed and is supported by the NNWW staff. Additionally, Condition No. 4 Resource Protection Area (RPA), requires that no parking, storage of equipment and/or vehicles, and/or additional soil disturbance associated with the Project will occur within 15 feet of an RPA buffer (Attachment No. 7).</li> </ul> |

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*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-24-0032. 232 Lakeview Drive Contractor's Office Equipment Storage Yard**  
**Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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| <b>Impacts/Potentially Unfavorable Conditions</b> | <b>Status</b><br><i>(No Mitigation Required/Mitigated/Not Fully Mitigated)</i> | <b>Considerations/Proposed Mitigation of Potentially Unfavorable Conditions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------------|--------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                   |                                                                                | <ul style="list-style-type: none"> <li>- The southernmost point of the property, where the storage/outdoor parking occurs, is adjacent to an RPA (Little Creek Reservoir). An RPA delineation will be required to identify its correct location and whether or not existing activities occurring in this area directly impact the RPA. The RPA buffer area has been delineated and there appears to be no encroachment into the buffer area by the storage area.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                            |
| <u>Cultural/Historic</u>                          | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- The subject property has been previously disturbed and has no known cultural resources on-site.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <u>Nearby and Surrounding Properties</u>          | <u>Not Mitigated</u>                                                           | <ul style="list-style-type: none"> <li>- The project will need to demonstrate full compliance with lighting and landscaping regulations in the Zoning Ordinance at the development plan stage.</li> <li>- Proposed Condition No. 2 prohibits retail sales on the property.</li> <li>- Proposed Condition No. 3 prohibits outdoor storage of material, including stockpiles.</li> <li>- Proposed Condition No. 5 provides for lighting standards for the project.</li> <li>- A vegetated buffer and fencing to screen the project area from nearby properties and the right-of-way will be required as specified in proposed Condition No. 7.</li> <li>- Proposed Condition No. 9 prohibits outdoor signage advertising the project or commercial activity.</li> <li>- Proposed Condition No. 10 limits deliveries to the site from 8 a.m. to 5 p.m., Monday through Friday.</li> </ul> |
| <u>Community Character</u>                        | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- Lakeview Drive is not a Community Character Corridor and this parcel is not located within a Community Character Area.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <u>Covenants and Restrictions</u>                 | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- The applicant has verified that he is not aware of any covenants or restrictions on the property that prohibit the proposed use.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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**SPECIAL USE PERMIT-24-0032. 232 Lakeview Drive Contractor's Office Equipment Storage Yard  
Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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**COMPREHENSIVE PLAN**

The site is designated Rural Lands and Community Character Conservation, Open Space, or Recreation on the Comprehensive Plan Land Use Map.

Rural Lands

Per the Comprehensive Plan, appropriate primary uses include traditional agricultural and forestal activities, but also innovative agriculture, horticulture, silviculture, specialty or niche farming, commercial and noncommercial equine opportunities, agri-tourism, rural-based public or commercial recreation, rural-support businesses, and certain public or semi-public and institutional uses that require a spacious site and are compatible with the natural and rural surroundings.

Retail and other commercial uses serving Rural Lands are encouraged to be located at planned commercial locations on major thoroughfares inside the PSA. However, appropriately scaled and located direct agricultural or forestal-support uses (including agri-business and eco-tourism), home-based occupations, or certain uses which require very low-intensity settings relative to the site in which it will be located may be considered on a case-by-case review, provided such uses are compatible with the natural and rural character of the area and are in accordance with the Rural Lands Development Standards.

According to the Rural Lands Development Standards, uses should reflect and enhance the rural character of the County. Particular attention should be given to locating structures and uses outside of sensitive areas, and maintaining existing topography, vegetation, trees, and tree lines to the maximum extent possible, especially along roads and uses.

While it is not an agricultural or forestal use, staff finds the proposed scale of the business would be a very low-intensity operation which would not negatively impact the natural and rural character of the area. Further, staff finds that the undisturbed vegetation (RPA) located west of where the project will be located provides a partial natural buffer from neighboring properties to the west. The outdoor storage area will be required to be fenced in and landscaped to improve screening from adjacent properties and the right-of-way.

Community Character Conservation, Open Space, or Recreation

Per the Comprehensive Plan land uses that are most appropriate for this designation are those that currently contribute to the rural, historic, and scenic character of James City County, whether inside or outside the PSA, and are used for that purpose. Categories for these properties include those larger, undeveloped areas within the PSA that are protected by historic or scenic easements.

Other properties that are appropriate for this designation are those that provide buffers to historic sites and environmentally sensitive areas such as reservoirs, natural heritage resources, educational resources, and areas for recreation and enjoyment.

For this particular property the Community Character Conservation, Open Space, or Recreation designation and the RPA function as protection, to further protect sensitive environmental areas such as the Little Creek Reservoir. Currently, the entire storage area and the shed associated with this SUP application are located within the conservation/open space designation. Although the current use of this area is not consistent with the intent of this designation, the use has already been established in this area since 2019. SUP Conditions such as Condition No. 4 which prohibits parking, storage of equipment and/or vehicles and/or additional soil disturbance within 15 feet of the RPA buffer area, and Condition No. 11 which limits the number of

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**SPECIAL USE PERMIT-24-0032. 232 Lakeview Drive Contractor's Office Equipment Storage Yard  
Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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vehicles associated with the project that can be parked on the site ensure that the area subject to this SUP will not expand further into the conservation and recreational area. Proposed new Condition No. 12 also prohibits further development within this Comprehensive Plan designation.

**STAFF RECOMMENDATION**

Per the Impact Analysis noted above, staff finds the proposed use does not negatively impact surrounding property or development nor is it expected to negatively impact roads or other public services. Staff finds that this proposal is consistent with the Zoning Ordinance and generally consistent with the Rural Lands designation of the Comprehensive Plan. Staff finds this use generally inconsistent with the intent of the Community Character Conservation, Open Space, or Recreation designation.

Staff recommends approval of the proposed SUP application, subject to the proposed conditions.

JR/md  
SUP24-32\_232Lakevw

**Attachments:**

1. Resolution
2. Location Map
3. Master Plan
4. Applicant's Narrative
5. Applicant's Pictures of the Current Operation on the Site
6. RPA Delineation Report
7. Exhibit Showing 15-foot-wide Area from the Delineated RPA
8. Email from Adjacent Property Owner

9. Approved Minutes from the February 5, 2025, Planning Commission Meeting
10. Unapproved Minutes from the April 2, 2025, Planning Commission meeting

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## RESOLUTION

### CASE NO. SUP-24-0032. 232 LAKEVIEW DRIVE CONTRACTOR'S OFFICE EQUIPMENT

#### STORAGE YARD

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. James Beavers, of Williamsburg Contracting, LLC, has applied for an SUP to allow for a contractor's office and storage of vehicles and equipment (the "Project"), on a property located at 232 Lakeview Drive, and further identified as James City County Real Estate Tax Map Parcel No. 2110500005 (the "Property"), as shown on the Master Plan titled "JCC SUP-24-0032, 232 Lakeview Drive Contractor's Office and Warehouse" dated December 27, 2024 (the "Master Plan"), with any deviations considered per Section 24-23(a)(2) of the James City County Zoning Ordinance, as amended; and

WHEREAS, the Property is currently owned by Mr. James and Mrs. Amanda Beavers; and

WHEREAS, the Planning Commission, following its public hearing on February 5, 2025, deferred Case No. SUP-24-0032 by a vote of 6-0; and

WHEREAS, the Planning Commission, following its public hearing on April 2, 2025, recommended approval of Case No. SUP-24-0032 by a vote of 6-0; and

WHEREAS, a public hearing was advertised, adjoining property owners notified, and a hearing conducted on Case No. SUP-24-0032; and

WHEREAS, the Board of Supervisors of James City County, Virginia, finds this use to be consistent with good zoning practices and the Comprehensive Plan Land Use Map designation for the Properties.

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-24-0032 as described herein with the following conditions:

1. Master Plan. This SUP shall be valid for the operation of a contractor's office and warehouse, and associated accessory uses thereto (the "Project"), on property located at 232 Lakeview Drive and further identified as James City County Real Estate Tax Map No. 2110500005 (the "Property"). The Project shall be developed and constructed substantially in accordance with the Master Plan titled "JCC SUP-24-0032, 232 Lakeview Drive Contractor's Office and Warehouse" dated December 27, 2024 (the "Master Plan"), with any deviations considered per Section 24-23(a)(2) of the James City County Zoning Ordinance, as amended. There shall be one entrance to the Project as shown on the Master Plan.
2. Limitations. No retail sales shall occur on the Property.

3. Outdoor Storage and Dumpsters. With the exception of the parking of vehicles as defined in Condition No. 11 no outdoor storage of equipment, tools, machinery, stockpiles, and/or materials associated with the Project, shall be permitted.
4. Resource Protection Area. The location of any Resource Protection Area (“RPA”) shall be identified and indicated on any site plan or development plan that is submitted to James City County for approval. As of the day of this approval no parking, storage of equipment and/or vehicles, and/or additional soil disturbance associated with the Project shall occur within fifteen (15) feet of an RPA buffer, as delineated as of the date of this SUP. Identification of these areas must be approved by the James City County Stormwater and Resource Protection Division prior to the issuance of preliminary site plan approval.
5. Lighting. if any exterior lighting is proposed for the Project, the Director of Planning or designee shall review and approve a lighting plan for the Property prior to final approval of any site plan. All new light poles shall not exceed sixteen (16) feet in height from finished grade unless otherwise approved in writing by the Director of Planning prior to site plan approval. There shall be no light trespass, defined as light intensity measured 0.1-foot candle or higher extending beyond the boundaries of the Property, as a component of or result of this Project. Lights shall be operated by a motion detector or be able to be turned on as needed. Lights shall not be routinely illuminated from dusk until dawn.
6. Permitted Structures. Prior to the issuance of a preliminary site plan approval, the applicant shall demonstrate: (1) to the satisfaction of the Director of Building Safety and Permits that all buildings/structures associated with the Project have been properly permitted and (2) to the satisfaction of the Zoning Administrator that all buildings/structures shall comply with all applicable building setbacks.
7. Landscape and Screening Plan. A landscape and screening plan shall be submitted to the Director of Planning or designee for review and approval prior to site plan approval. The landscape and screening plan shall show, at a minimum, all trees proposed for removal, as well as landscaping and/or fencing that shall effectively screen any dumpsters and parking areas associated with the Project from public roads and adjacent properties. The clearing on the Property shall be limited to that shown on the approved landscape and screening plan.
8. Spill Prevention and Containment Plan. A spill Prevention Control and Countermeasure Plan (SPCCP) for the Property shall be submitted to the County Director of Stormwater and Resource Protection or designee for review and approval prior to approval of any site plan for this Project. The SPCCP shall outline measures and procedures necessary for the operation of the Project and activities conducted on the Property and shall detail protective measures designed to prevent leakage of materials including fuel and oil from the Property onto the Little Creek Reservoir.
9. Signage. No outdoor signage advertising the Project shall be allowed on the Property.
10. Deliveries. Deliveries, including trash pickup, shall be limited to 8 a.m.-5 p.m., Monday through Friday.



11. Parking of Vehicles. No more than nine (9) vehicles associated with the Project may be parked at the property at a given time. "Vehicles" shall be defined as and limited to passenger vehicles, one dump truck, and utility trailers.
12. Community Character Conservation, Open Space or Recreation Comprehensive Plan Designation. The project shall not expand its physical area further within the area designated as Community Character Conservation, Open Space or Recreation by the 2045 Comprehensive Plan Land Use Map
13. Site Plan. A site plan shall be required for the Project. Final approval of the site plan shall be obtained within 24 months of issuance of this SUP, or the SUP shall become void.
14. Severability. This SUP is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

\_\_\_\_\_  
James O. Icenhour, Jr.  
Chair, Board of Supervisors

ATTEST:

\_\_\_\_\_  
Teresa J. Saeed  
Deputy Clerk to the Board

HIPPLE  
NULL  
LARSON  
MCGLENNON  
ICENHOUR

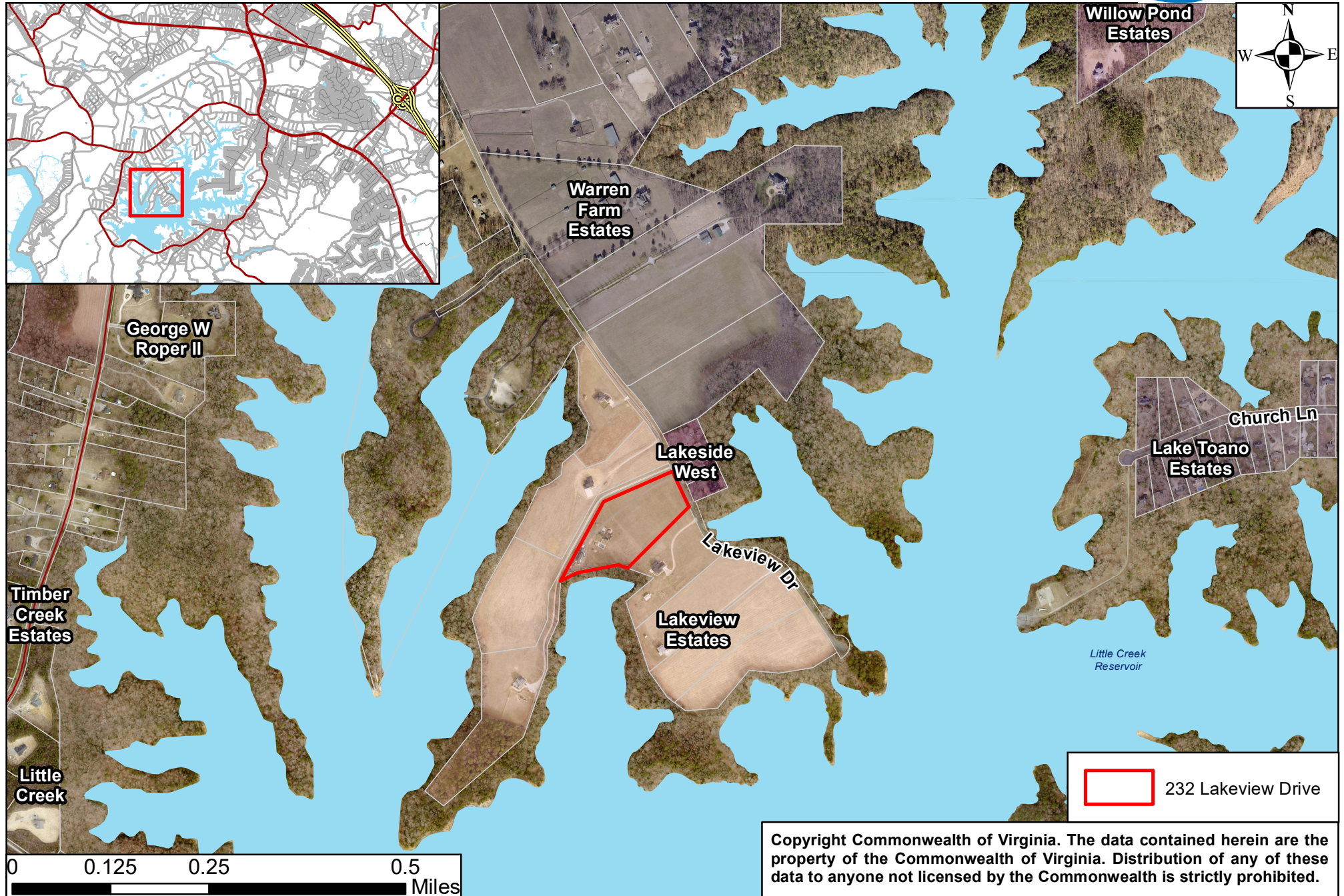
VOTES

| <u>AYE</u> | <u>NAY</u> | <u>ABSTAIN</u> | <u>ABSENT</u> |
|------------|------------|----------------|---------------|
| _____      | _____      | _____          | _____         |
| _____      | _____      | _____          | _____         |
| _____      | _____      | _____          | _____         |
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Adopted by the Board of Supervisors of James City County, Virginia, this 13th day of May, 2025.

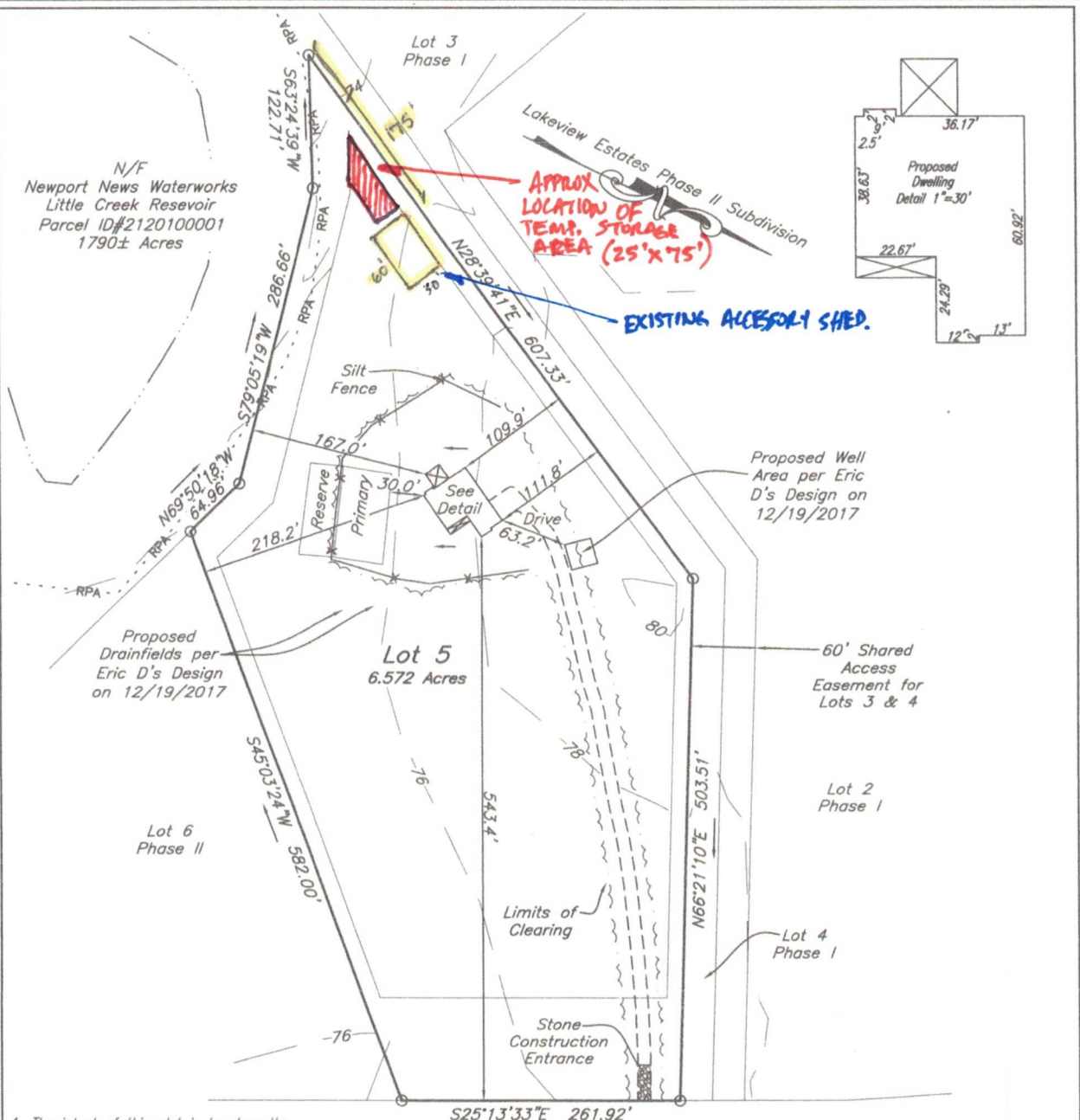
SUP24-32\_232Lakevw-res

# SUP-24-0032, 232 Lakeview Drive Contractor's Office Equipment Storage Yard





N/F  
Newport News Waterworks  
Little Creek Reservoir  
Parcel ID#2120100001  
1790± Acres



1. The intent of this plat is to show the location of a proposed dwelling for building permit purposes and is not intended to represent an actual field survey.
2. This plat is compiled from plats of record and without the benefit of a title report. No improvements and not all easements may be shown.
3. Contours and elevations are unregulated topographic information obtained from County GIS and is for general information only. Topographic information should be field verified and certified by an appropriate professional prior to its use in the design, modification or construction of improvements or flood plain determination.
4. Silt Fence, Limits of Clearing and Stone Construction Entrance as shown are approximate and should be adjusted per field conditions or as directed by the County Inspector.

DATE: 12/20/2017  
SCALE: 1"=100'  
JOB NO.: 55171070.HS  
RE: Blue Ridge Custom Homes

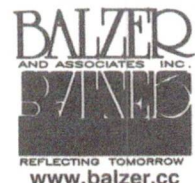
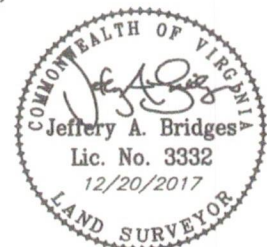
CHK: JAB  
DWG: BCW

S25°13'33"E 261.92'  
**LAKEVIEW DRIVE**  
STATE ROUTE #776  
40' R/W

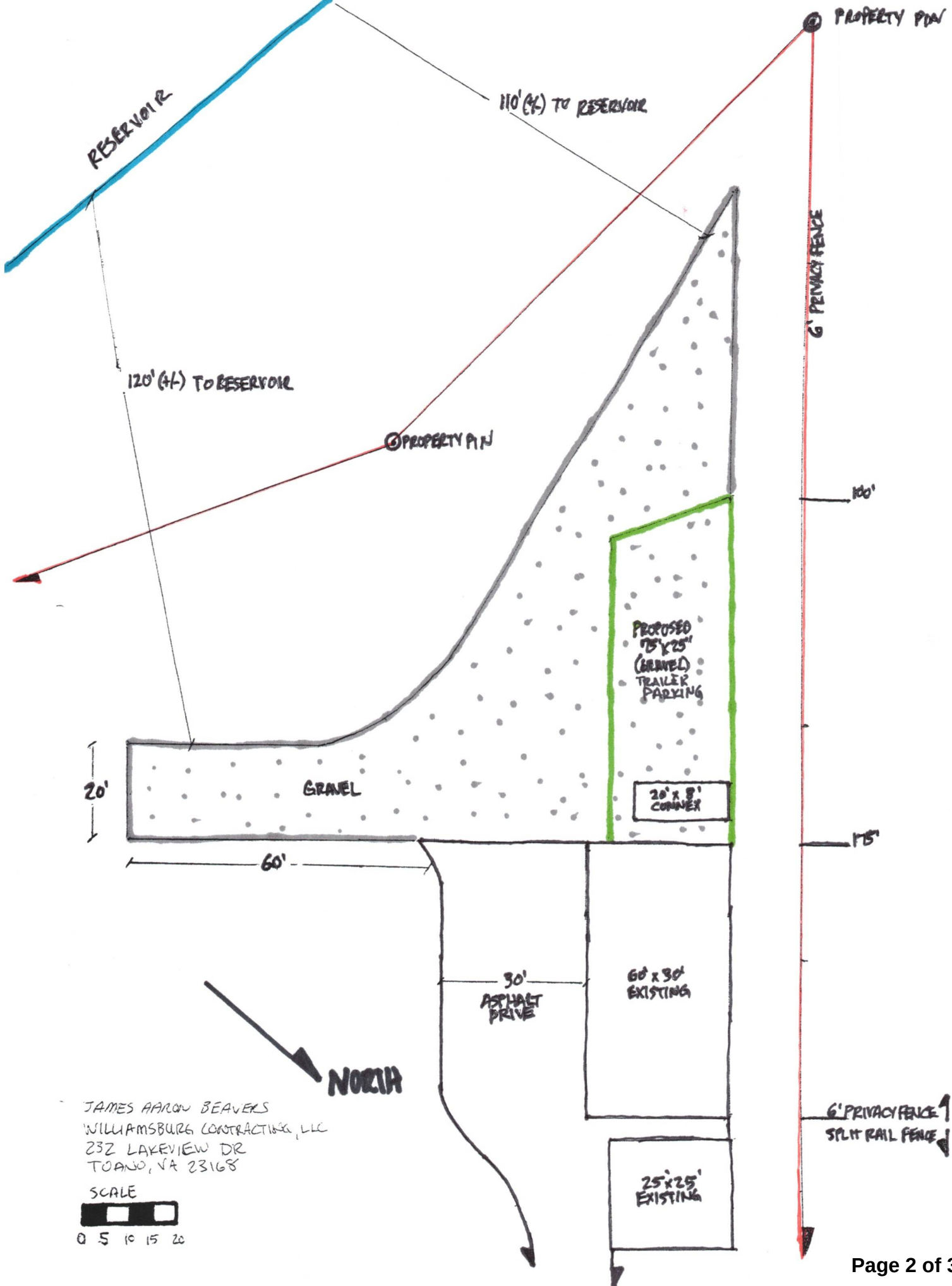
Setbacks  
F=100'  
S=15'  
R=35'

**JCC SUP-24-0032, 232 Lakeview  
Drive Contractor's Office and  
Warehouse 12/27/2024**

PROPOSED  
IMPROVEMENTS ON  
LOT 5, PHASE II  
**LAKEVIEW ESTATES**  
James City County, Virginia



PLANNERS • ARCHITECTS • ENGINEERS • SURVEYORS  
15871 City View Drive Suite 200 • Midlothian, Virginia 23113 • Phone (804) 794-0571 • Fax (804) 794-2635







ASPHALT  
DRIVEWAY

GRAVEL

PROPOSED 75x25  
(GRAVEL)  
TRAILER PARKING

RESERVOIR





**Williamsburg Contracting, LLC**  
**232 Lakeview Dr Toano, VA, 23168**  
**WilliamsburgContracting@gmail.com**  
**757-414-4230**

JCC Planning  
JCC Zoning  
JCC Board Of Supervisors

11/27/2024

Ref: Special Use Permit, 232 Lakeview Drive, Toano, VA 23168

This letter is to provide a detailed description of my Special Use Permit (SUP) request as well as provide a better understanding of the purpose of the SUP as it relates to my business, Williamsburg Contracting, LLC. I will also provide responses to questions/concerns posed during the conceptual plan review.

I, James Aaron Beavers, Owner of Williamsburg Contracting, LLC (a residential masonry and concrete contractor), and owner of the property located at 232 Lakeview Dr, Toano VA, 23168 (6.572 Acres), am requesting approval for a Special Use Permit to utilize a portion (25' x 75', 1,875 square feet) of the southernmost part of my property as a parking area for vehicles (2), trailers (7), and one 8' x 20' storage connex, owned by my business. Also, I am requesting to use approximately 110 square feet of space in an existing auxiliary structure as an administrative office for my business. My business hours of operation are Monday – Friday, 7:30am – 4:00pm.

**Description of area:** The area that the SUP would cover is the southernmost point of my property, which was once a completely cleared agricultural planting field. This area abuts the Newport News Waterworks owned Little Creek Reservoir. Although part of my property extends into the Reservoir RPA buffer, the area that the SUP would cover does not extend into the RPA buffer, and is entirely contained within the area that has been clear and used for decades, prior to our purchase of the property, as a planting field. There is a 6' tall privacy fence that extends from the southernmost property pin along the property line to the north that completely screens the SUP area from view from the west. The SUP area is gravel from previous personal storage use of a personally owned RV, jon boat and personal utility trailers.

**Parking area intent:** It is my intent to utilize the 25' x 75' (1,875 square feet) portion of the southernmost part of my property to temporarily park company owned assets. This would include up to two company owned vehicles (one being a small, non-CDL dump truck) as well as up to seven company owned utility trailers. None of the vehicles or trailers are branded with any company logo or writing. The parking of these assets would be temporary, as most of the time the trailers and vehicles are on jobsites around the area (Richmond to Virginia Beach). The utility trailers in question would contain nothing more than scaffolding or small power equipment. Furthermore, in this area, there is an 8' x 20' storage connex, painted to match the existing auxiliary structures in the area, which is used as dry storage for small hand tools. Nowhere on my property, whether in this SUP area, or anywhere else, is there any bulk material storage (masonry or concrete materials), nor any bulk hazardous material storage (fuel, oil, grease, etc.). Another major factor in keeping these assets on my property is for safety and security reasons, as I am able to monitor everything on a continual basis.



**Williamsburg Contracting, LLC**  
**232 Lakeview Dr Toano, VA, 23168**  
**WilliamsburgContracting@gmail.com**  
**757-414-4230**

Administrative office intent: It is my intent to utilize approximately 110 square feet of space in an existing auxiliary structure, directly north of the parking area, as an administrative office for my business. In this space, there is a desk with a computer and two printers, four filing cabinets and a storage cabinet that will be used by myself, solely for administrative purposes (payroll, taxes, quotes, etc.). I am the only employee of my business who works out of this office and property, as all of my employees work out of their company provided vehicles on specific jobsites every day, and do not ever have a need to come to my property.

Responses to questions/concerns from conceptual plan review:

Landscaping:

On the west side of the area, as stated above, there is a 6' tall privacy fence that completely screens the area from view. Also in this area, I partnered with my neighbor (Steve and Angela Campitel) to purchase and plant a mix of shrubs and trees, 48 in total, along this property line. Along the east side of the property, on recommendation during the 11/13/24 meeting with my project planner, I plan to plant ten arborvitae trees to screen the view from my neighbor to the east, on lot 6 Lakeview Estates (John and Cindy Middleton).

SRP:

1. There is no impervious cover in this area. The area was covered by gravel (pervious) for previous personal use.
2. TBD
3. As stated above, the RPA does run through a very small portion of my property, but it is not impacted by this SUP area, according to the site plan from when my home was built back in 2017. I am, however, going to have the RPA delineated again as part of this process. For this SUP, I will not make any alterations whatsoever to the existing RPA.

Planning:

\* Community Character, Conservation, Open Space, Or Recreation: As discussed at length during the 11/13/24 meeting with JCC Planners, this area, although in this type of designated area, is not now, nor will ever be in an area that will impact this type of classification. This space is not visible from the Little Creek Reservoir, as you can see in the exhibit photos. Furthermore, this area will not be further developed by Newport News Waterworks nor James City County.

\* Planning Question 1: As stated above, this area is solely for the temporary storage of vehicles and trailers. No material, hazardous or non-hazardous, will be stored here.

\* Planning Question 2: There will only be one employee (myself) here on an everyday basis, as I handle 100% of the administrative actions for my business. All of my other employees work on specific jobsites and have no need to ever be present and on site here. I do, occasionally, have an employee that would need to stop by for one reason or another, but their visit is always short. I would say one – two visits per week at a maximum, from employees other than myself.



*Williamsburg Contracting, LLC*  
*232 Lakeview Dr Toano, VA, 23168*  
*WilliamsburgContracting@gmail.com*  
*757-414-4230*

\* Planning Question 3: There will be no vehicle access to the site for loading and unloading, as I do not get deliveries at this location. All of the material my employees use is delivered to the jobsite and not to this location.

Newport News Waterworks:

\* I am proposing an open lot within an existing gravel (pervious) area. This area does not have any runoff at all, as all rain water perks into the ground. This area also does not impact the RPA.

\* The majority of what will be parked here will be trailers with no equipment loaded on them, which do not pose any risk of any fluids leaking. For the trailers that have equipment loaded onto them, none of the equipment leaks any type of fluid (fuel, oil, etc). For the two vehicles, there are no leaks from them either. I do not think there is any risk at all of fluid leaks and/or spills that would adversely impact the drinking water reservoir. I will, however, place catch pans containing absorbent material under each vehicle or piece of equipment in the very unlikely event of a fluid leak or spill, to make certain that nothing ever makes it to the reservoir.

In summary, I want to thank you all for your consideration, and hopefully approval, of my special use permit for my parking area and my small office space. I assure you that it will greatly aid me in being able to run my business as efficiently and as cost effectively as possible. I can absolutely guarantee that the use of the parking area will not negatively impact the area in any way, shape, or form. It has been a pleasure working with you on this permitting process and I hope for favorable outcome from the process.

Respectfully

A handwritten signature in dark ink, appearing to read "J. Beavers", followed by a long horizontal line.

James "Aaron" Beavers  
President/Owner  
Williamsburg Contracting, LLC

































Stantec Consulting Services Inc.  
5209 Center Street  
Williamsburg, VA 23188

March 17, 2025  
File: 203402975

**Attention: Mr. Mike Woolson**  
Section Chief, Resource Protection  
101 Mounts Bay Road, Building E  
Williamsburg, VA 23185

**Reference: Resource Protection Area (RPA) Determination – 232 Lakeview Drive, James City County, Virginia**  
**Latitude: 37.363811°      Longitude: -76.835992°**

Dear Mr. Woolson,

Stantec Consulting Services Inc. (Stantec) has been retained by James and Amanda Beavers to conduct a Resource Protection Area (RPA) Determination on the above-referenced Project. The approximately 6.57-acre site is located within the Little Creek drainage basin in James City County, Virginia. The site is adjacent to Lakeview Drive and is situated south of Forge Road (Route 610), north and east of Little Creek Dam Road (Route 631), and west of Chickahominy Road (Route 631). The site can be accessed via Lakeview Drive (Figures 1 and 2). The purpose of this investigation was to delineate on-site and off-site wetlands and other surface water features within 100-feet of the Project boundary in order to determine the limits of RPA buffers within the Project area.

## On-Site Resources

Based on a detailed delineation of wetlands and other surface waters performed by Stantec in March 2025, no wetlands or other surface waters are present within the study limits. The off-site investigation within 100-feet of the study limits identified a lacustrine unconsolidated bottom feature (Little Creek Reservoir) in the vicinity of the Project. The USGS 7.5-Minute Topographical Quadrangle Map (Quad) for Norge, Virginia (2022) does not depict any stream or wetland resources within the Project boundaries; however, Little Creek Reservoir is shown near the southern Project limits. In addition, the James City County Property Information system depicts a peripheral intrusion of an RPA buffer into the southern limits of the Project area.

## Methodology

Stantec conducted a delineation to identify wetlands and other surface waters present onsite or within 100-feet of the Project area on March 12, 2025. The delineation adhered to the Routine Determination Method as outlined in the 1987 *Corps of Engineers Wetland Delineation Manual* and methods described in the 2010 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Version 2.0)*. The purpose of this delineation was to identify the limits of any resources that could potentially be RPA resources. Pursuant to Section 23-8 and 23-10(2) of the Chesapeake Bay Preservation Ordinance of the James City County Code, site-specific field evaluations shall be used to determine the boundaries of RPA buffers. According to Section 23-3, the RPA is defined as "A buffer area



**Reference:** Resource Protection Area (RPA) Determination – 232 Lakeview Drive, James City County, Virginia

not less than 100 feet in width located adjacent to and landward of tidal wetlands, tidal shores, non-tidal wetlands connected by surface flow and contiguous to tidal wetlands or water bodies with perennial flow, and along both sides of any water body with perennial flow.” In addition, pursuant to 9 VAC25-830-80 et seq. and Section 23-10(2) of the James City County Code, non-tidal wetlands are considered RPA resources when such features are “...connected by surface flow and contiguous to tidal wetlands or water bodies with perennial flow.” Little Creek Reservoir is a known RPA feature; therefore, Stantec evaluated the results of the recent delineation of on-site features and within 100-feet of the Project area to determine the extent of the RPA buffer area associated with the Little Creek Reservoir.

## Results

The delineation identified no wetlands or stream channels within the study limits or within 100-feet of the Project area. The only resource located within 100-feet of the Project area is Little Creek Reservoir. The limits of this resource extend to the ordinary-high-water-mark (OHWM). Stantec delineated the OHWM associated with Little Creek Reservoir to determine the limits of the RPA buffer since no wetlands are adjacent to the reservoir.

## Conclusion

Based on the results of the delineation, the RPA extends 100-feet from the OHWM of the Little Creek Reservoir. No wetlands are associated with the Little Creek Reservoir in the vicinity of the Project area; therefore, a 100-foot RPA buffer has been established from the limits of this resource. The resultant RPA buffer is depicted on the attached Resource Protection Area Map (Figure 3).

Stantec respectfully requests verification of these findings. Please call to set up a meeting or to discuss any questions regarding our investigation.

Regards,

**Stantec Consulting Services Inc.**



---

**Mitch Dannon**

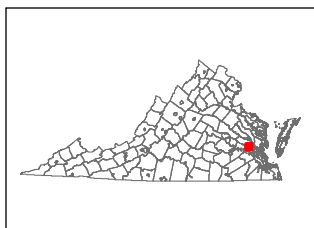
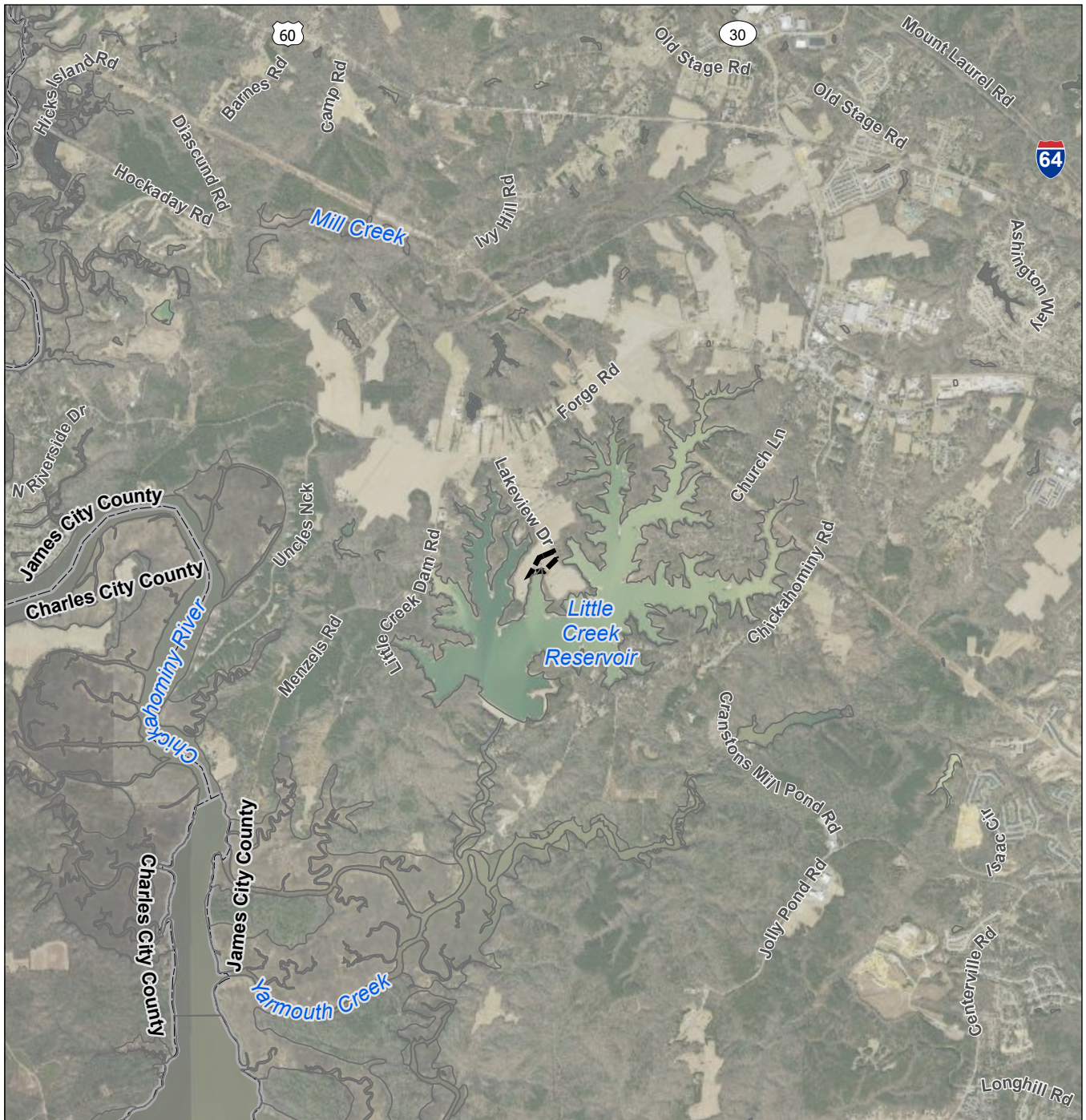
Ecologist II

Phone: (757) 345-1329

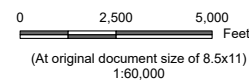
Email: mitch.dannon@stantec.com

Attachment: Figures 1-3, Representative Site Photos

- c. Mr. Chuck Roadley – Stantec  
Mr. James and Amanda Beavers



 Project Limits



|                          |                               |
|--------------------------|-------------------------------|
| <b>Project Location</b>  | Prepared by MPD on 2025-03-12 |
| James City County        | TR by JMM                     |
| <b>Client/Project</b>    | IR by KHP                     |
| James and Amanda Beavers | 203402975                     |
| 232 Lakeview Drive       |                               |

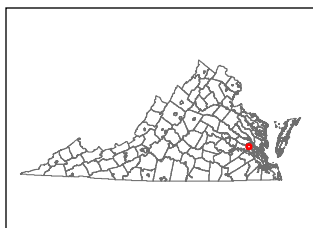
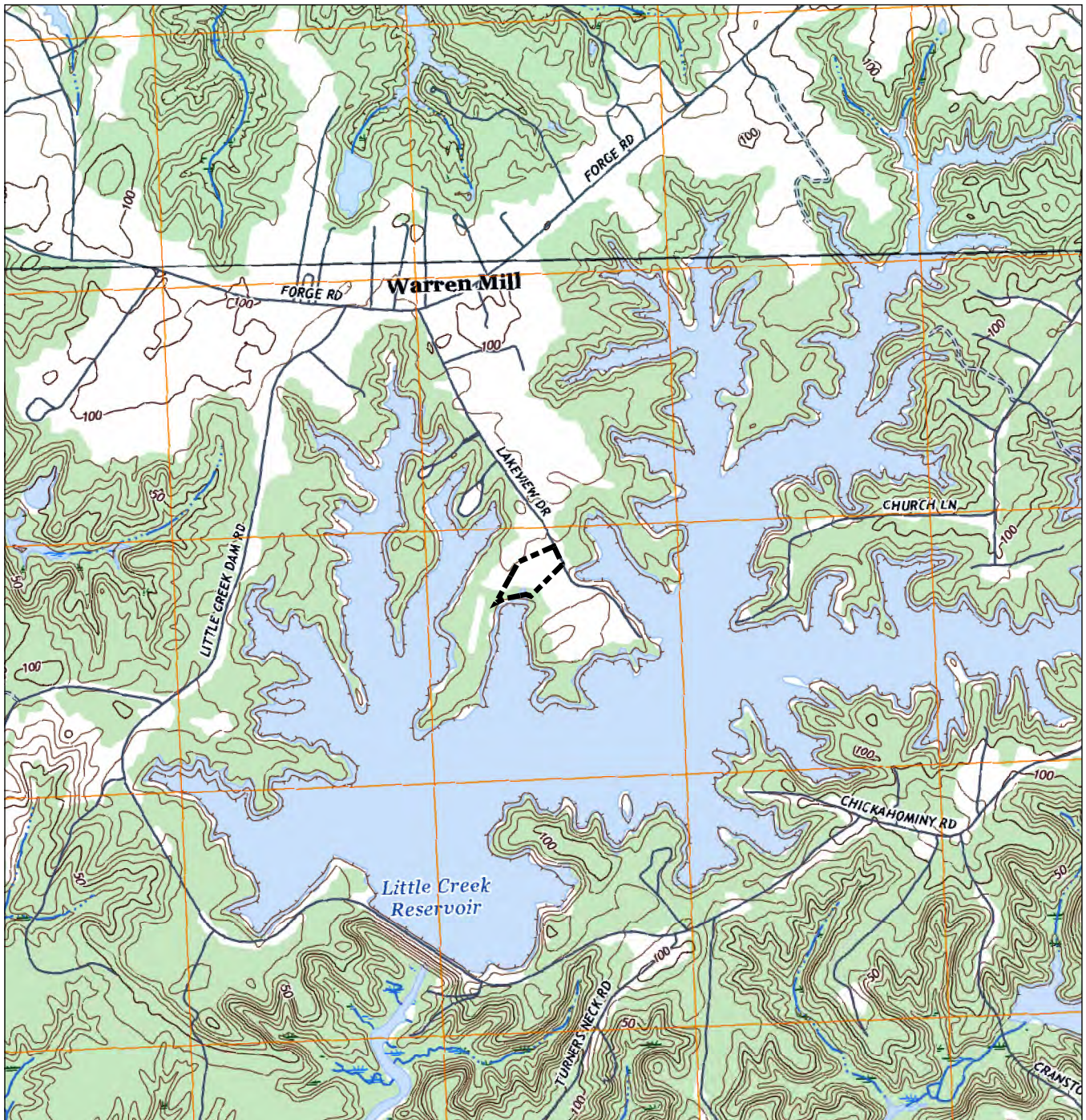
**Figure No.**

**1**

**Title**

**Project Vicinity Map**





#### Project Limits

Latitude: 37.363811°  
Longitude: -76.835992°

0 1,000 2,000 Feet  
(At original document size of 8.5x11)  
1:24,000



**Project Location** Prepared by MPD on 2025-03-12  
James City County TR by JMM  
IR by KHP  
**Client/Project** 203402975  
James and Amanda Beavers  
232 Lakeview Drive

**Figure No.**  
**2**

**Title**  
**Project Location Map**



U:\203402975\03\_data\gis\cad\02975\_ecology.aprx    Revised: 2025-03-17 By: mdanmon

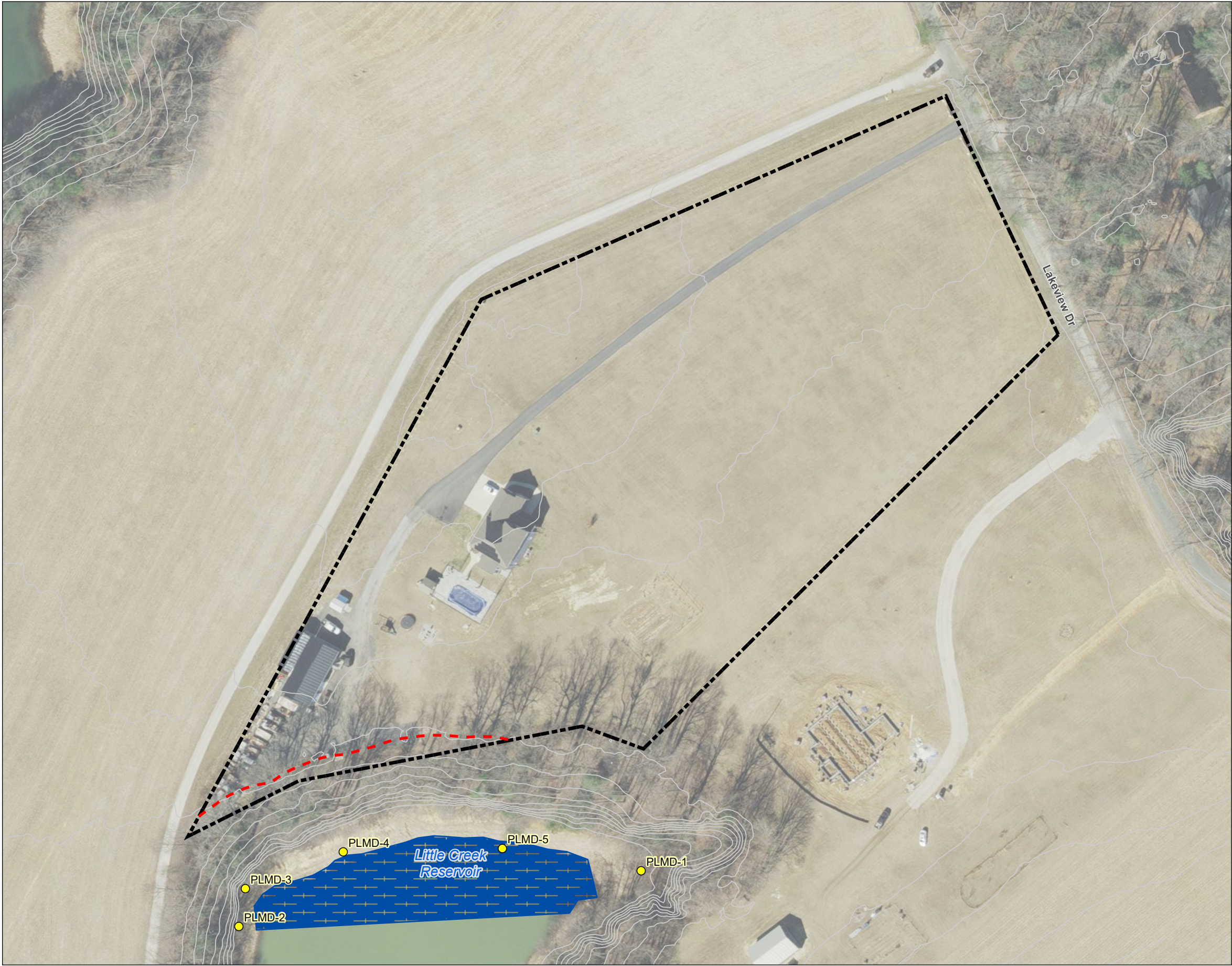
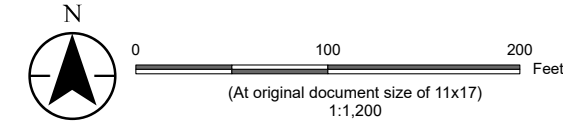


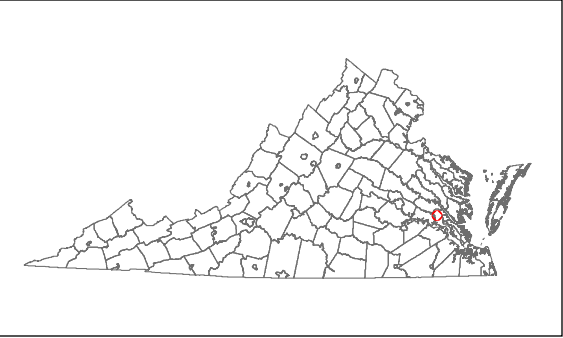
Figure No.  
**3**  
Title  
**Resource Protection Area Map**

Client/Project  
James and Amanda Beavers  
232 Lakeview Drive  
203402975

Project Location  
James City County, Virginia  
Prepared by MPD on 2025-03-12  
TR by JMM  
IR by KHP



- ABCD  
● Photo Location
- ▬ Project Limits
- ▬ Lacustrine Unconsolidated Bottom (L1UBH) Beyond Project Limits
- - Resource Protection Area
- 2-Foot Contour



Notes  
1. Coordinate System: NAD 1983 StatePlane Virginia South FIPS 4502 Feet  
2. Data Sources: James City County GIS, U.S. Census Bureau, VGIN, USGS National Hydrography Dataset (NHD)  
3. Orthoimagery © Virginia Geographic Information Network (VGIN)  
4. The limits of wetlands and other surface waters shown on this map have been field located by means of sub-meter capable GPS technology and are for planning purposes only.  
5. Topography generated from digital elevation model derived from VGIN LiDAR. Two-foot contours do not meet National Map Accuracy Standards and are for planning purposes only.





## **REPRESENTATIVE SITE PHOTOS**

|                                                                                                                     |                                                                                      |                       |                                    |
|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-----------------------|------------------------------------|
| <b>Client:</b>                                                                                                      | <b>James and Amanda Beavers</b>                                                      | <b>Project:</b>       | <b>203402975</b>                   |
| <b>Site Name:</b>                                                                                                   | <b>232 Lakeview Drive</b>                                                            | <b>Site Location:</b> | <b>James City County, Virginia</b> |
| <b>Photograph ID:</b> PLMD-2                                                                                        |   |                       |                                    |
| <b>Photo Location:</b>                                                                                              |                                                                                      |                       |                                    |
| <b>Direction:</b><br>East                                                                                           |                                                                                      |                       |                                    |
| <b>Survey Date:</b><br>3/12/2025                                                                                    |                                                                                      |                       |                                    |
| <b>Comments:</b><br>Representative view of Little Creek Reservoir and the adjacent uplands.                         |                                                                                      |                       |                                    |
| <b>Photograph ID:</b> PLMD-3                                                                                        |  |                       |                                    |
| <b>Photo Location:</b>                                                                                              |                                                                                      |                       |                                    |
| <b>Direction:</b><br>East                                                                                           |                                                                                      |                       |                                    |
| <b>Survey Date:</b><br>3/12/2025                                                                                    |                                                                                      |                       |                                    |
| <b>Comments:</b><br>Representative view of the trees and vegetation growing adjacent to the Little Creek Reservoir. |                                                                                      |                       |                                    |



|                                                                                                 |                                                                                      |                       |                                    |
|-------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-----------------------|------------------------------------|
| <b>Client:</b>                                                                                  | <b>James and Amanda Beavers</b>                                                      | <b>Project:</b>       | <b>203402975</b>                   |
| <b>Site Name:</b>                                                                               | <b>232 Lakeview Drive</b>                                                            | <b>Site Location:</b> | <b>James City County, Virginia</b> |
| <b>Photograph ID:</b> PLMD-4                                                                    |   |                       |                                    |
| <b>Photo Location:</b>                                                                          |                                                                                      |                       |                                    |
| <b>Direction:</b><br>East                                                                       |                                                                                      |                       |                                    |
| <b>Survey Date:</b><br>3/12/2025                                                                |                                                                                      |                       |                                    |
| <b>Comments:</b><br>Representative view of the Little Creek Reservoir and the adjacent uplands. |                                                                                      |                       |                                    |
| <b>Photograph ID:</b> PLMD-5                                                                    |  |                       |                                    |
| <b>Photo Location:</b>                                                                          |                                                                                      |                       |                                    |
| <b>Direction:</b><br>West                                                                       |                                                                                      |                       |                                    |
| <b>Survey Date:</b><br>3/12/2025                                                                |                                                                                      |                       |                                    |
| <b>Comments:</b><br>Representative view of the shoreline along little Creek Reservoir.          |                                                                                      |                       |                                    |



|                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                     |                       |                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------|------------------------------------|
| <b>Client:</b>                                                                                                                                                                                                                                                                                                                                                                        | <b>James and Amanda Beavers</b>                                                     | <b>Project:</b>       | <b>203402975</b>                   |
| <b>Site Name:</b>                                                                                                                                                                                                                                                                                                                                                                     | <b>232 Lakeview Drive</b>                                                           | <b>Site Location:</b> | <b>James City County, Virginia</b> |
| <b>Photograph ID:</b> PLMD-1                                                                                                                                                                                                                                                                                                                                                          |  |                       |                                    |
| <b>Photo Location:</b>                                                                                                                                                                                                                                                                                                                                                                |                                                                                     |                       |                                    |
| <b>Direction:</b><br>West                                                                                                                                                                                                                                                                                                                                                             |                                                                                     |                       |                                    |
| <b>Survey Date:</b><br>3/12/2025                                                                                                                                                                                                                                                                                                                                                      |                                                                                     |                       |                                    |
| <b>Comments:</b><br>Representative view of the vegetation growing in the uplands adjacent to the Little Creek Reservoir. A soil boring taken down to a depth of 20" at this location revealed an absence of hydric soils. Soil depletions in the matrix were observed beginning at a depth of 16", however not at a sufficient concentration to exhibit properties of a hydric soil . |                                                                                     |                       |                                    |



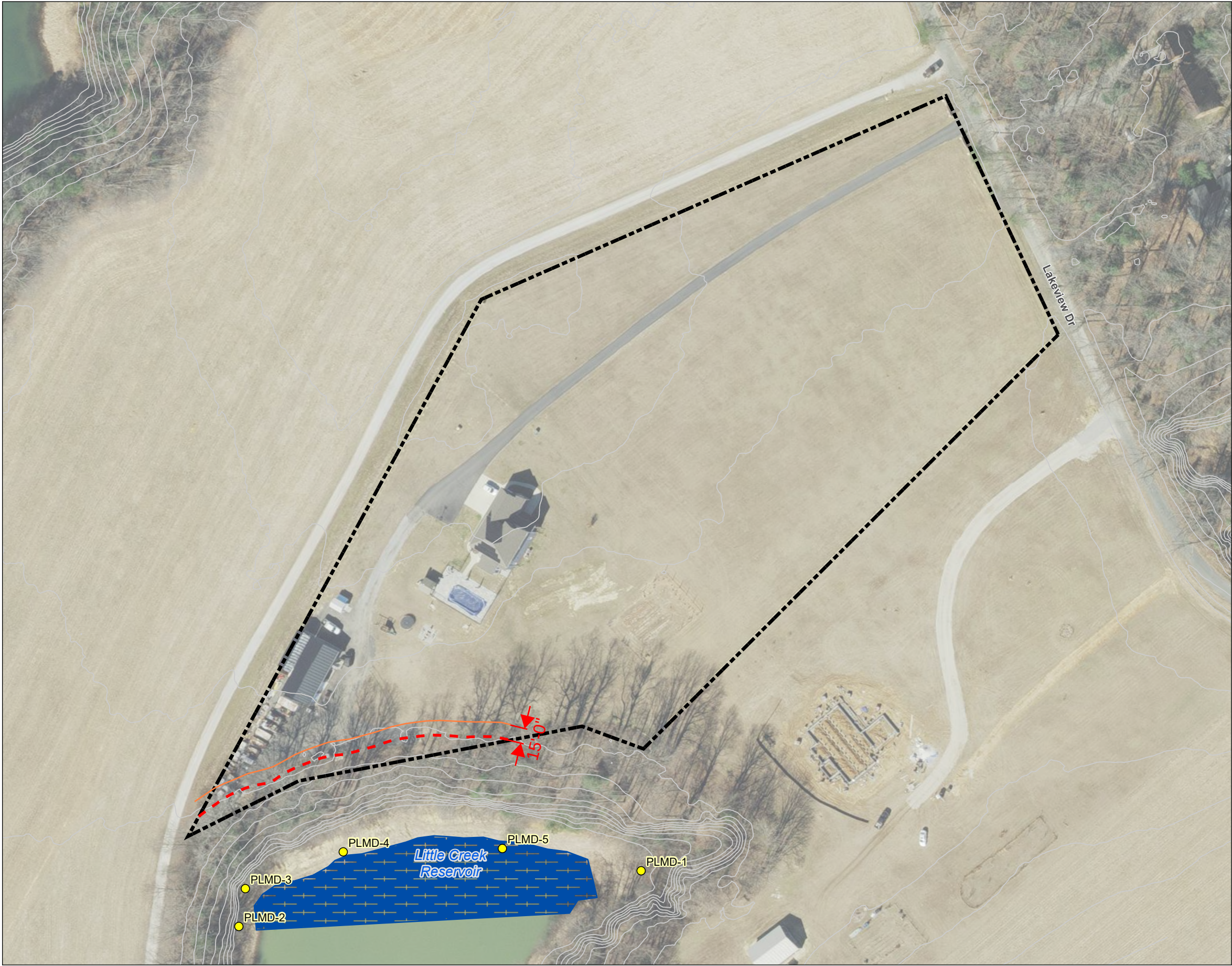
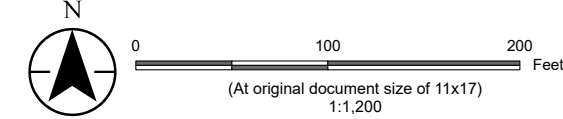


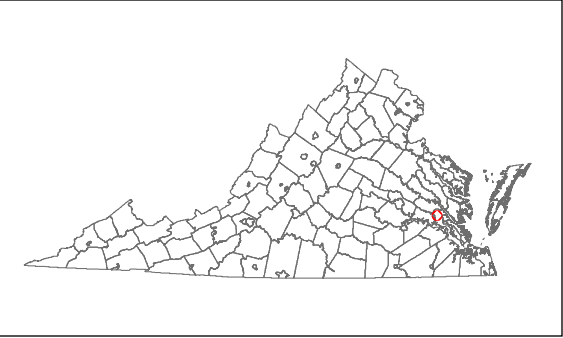
Figure No.  
**3**  
Title  
**Resource Protection Area Map**

Client/Project  
James and Amanda Beavers  
232 Lakeview Drive  
203402975

Project Location  
James City County, Virginia  
Prepared by MPD on 2025-03-12  
TR by JMM  
IR by KHP



- ABCD  
● Photo Location
- ▬ Project Limits
- ▬ Lacustrine Unconsolidated Bottom (L1UBH) Beyond Project Limits
- - Resource Protection Area
- 2-Foot Contour



**Notes**  
1. Coordinate System: NAD 1983 StatePlane Virginia South FIPS 4502 Feet  
2. Data Sources: James City County GIS, U.S. Census Bureau, VGIN, USGS National Hydrography Dataset (NHD)  
3. Orthoimagery © Virginia Geographic Information Network (VGIN)  
4. The limits of wetlands and other surface waters shown on this map have been field located by means of sub-meter capable GPS technology and are for planning purposes only.  
5. Topography generated from digital elevation model derived from VGIN LiDAR. Two-foot contours do not meet National Map Accuracy Standards and are for planning purposes only.





**From:** [jackymiddleton1@aol.com](mailto:jackymiddleton1@aol.com) <[jackymiddleton1@aol.com](mailto:jackymiddleton1@aol.com)>

**Sent:** Tuesday, February 4, 2025 9:53 PM

**To:** Community Development <[community.development@jamescitycountyva.gov](mailto:community.development@jamescitycountyva.gov)>

**Subject:** [External]Re: SUP-24-0032. 232 Lakeview Drive. Contractor's Equipment Storage Yard

To whom it may concern:

This email is in response to the letter we received from James City County in regards to our neighbor, Aaron Beavers who resides at 232 Lakeview Drive. We live at 240 Lakeview Drive. We are adjacent neighbors in that our properties are side by side. We are in support of the special use permit that he has applied for, to have Contractors Equipment stored on their property. They are excellent neighbors in that their property is always maintained and orderly. The area where his equipment is stored is not interfering with the agricultural nature of the land, there are not deliveries of a business nature which would increase traffic in our area. It is a small country road that is not very wide and there is never excess traffic coming to or from their property. The house sits considerably off the road on its 6.5+ acres and the house and anything related to the contractors business is completely at the rear of the property, out of sight. There is never noise nor congestion of equipment on a daily basis. Their property has never been an eye sore to us as it is kept neat and orderly. To my knowledge the workings of the business is not visible from adjacent properties either. We probably live closer than anyone out in Lakeview Estates. On occasion, the equipment used in the business has been used to take care of small projects for neighbors, us included.

If a person did not know them as neighbors, you would probably not even realize that he had a contractor's business, this is how orderly and well maintained and quiet things are.

Thank you for your consideration in this matter. We can be reached at [jackymiddleton1@aol.com](mailto:jackymiddleton1@aol.com).

Sincerely,  
Jon and Cindy Middleton  
240 Lakeview Drive Toano, VA. 23168



**MINUTES**  
**JAMES CITY COUNTY PLANNING COMMISSION**  
**REGULAR MEETING**  
**COUNTY GOVERNMENT CENTER BOARD ROOM**  
**101 MOUNTS BAY ROAD, WILLIAMSBURG, VA 23185**  
**February 5, 2025**  
**6:00 PM**

---

**A. CALL TO ORDER**

Mr. Haldeman called the meeting to order at 6 p.m.

**B. ROLL CALL**

**Planning Commissioners Present:**

Jack Haldeman, Vice Chair  
Frank Polster  
Stephen Rodgers  
Jay Everson  
Scott Maye  
Kira Allmann

**Staff Present:**

Susan Istenes, Director of Planning  
Liz Parman, Deputy County Attorney  
Thomas Wysong, Principal Planner  
Jose Ribeiro, Senior Planner II/Landscape Planner  
Will Albiston, Planner  
Linda Titus, Community Development Assistant

**C. PUBLIC COMMENT**

Mr. Haldeman opened Public Comment.

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

**D. REPORTS OF THE COMMISSION**

Mr. Haldeman stated that the Development Review Committee (DRC) and the Policy Committee did not meet in January.

**E. CONSENT AGENDA**

1. Minutes of the January 8, 2025, Regular Meeting

Mr. Rodgers made a motion to approve the Consent Agenda.

On a voice vote, the Commission voted to approve the motion. (6-0)

**F. PUBLIC HEARING(S)**

1. SUP-24-0032. 232 Lakeview Drive Contractor's Office and Warehouse

Mr. Jose Ribeiro, Senior Planner II/Landscape Planner, stated that Mr. Beavers of Williamsburg Contracting, LLC, applied for a Special Use Permit (SUP) for a contractor's office and storage of vehicles and equipment on his property, 232 Lakeview Drive. Mr. Ribeiro explained that the property is zoned A-1, General Agricultural, and designated as Rural Lands and Community Character Conservation, Open Space, or Recreation by the Comprehensive Plan. Mr. Ribeiro then stated that an SUP is required for a contractor's office and warehousing in A-1 districts. He explained that Mr. Beaver currently operates his business without the required SUP, and if approved, this SUP application would bring the land use into compliance with current zoning regulations.

Mr. Ribeiro stated that the area where the outdoor storage is currently located borders Little Creek Reservoir and its associated Resource Protection Area (RPA) buffer of approximately 100 feet. Mr. Ribeiro noted that the exact location of the RPA buffer is not known as a delineation has not been completed. He explained that staff believes this information is important to obtain to best evaluate impacts and appropriate mitigation measures through SUP conditions. Mr. Ribeiro stated that to confirm the current activity impacts to the RPA, the proposal must be evaluated by the Chesapeake Bay Board.

Mr. Ribeiro noted that the applicant agreed to the RPA delineation and with the deferral request, it would allow time for the RPA delineation to occur for a better evaluation. Mr. Ribeiro stated that staff recommends that the Planning Commission defer this application until the April 2, 2025, meeting.

Mr. Everson asked Mr. Ribeiro to confirm that the structures were already built and functioning on the property and if the Planning Commission was voting on whether or not to allow the operations to continue.

Mr. Ribeiro confirmed that was correct.

Mr. Everson asked how it was possible for the site to be built without anyone knowing about it.

Mr. Ribeiro explained that the applicant was not aware that the storage of his equipment would require an SUP. He noted that there were two sheds on his property, one of which is partially used as an office, and the other is for his own personal use. He stated it is the storage of the equipment that is the focus of the SUP.

Mr. Everson asked if the applicant had a building permit.

Mr. Ribeiro confirmed that he did.

Mr. Everson then asked if the Building Safety and Permits Division had let staff know that the sheds were being built.



Mr. Ribeiro stated that at the time of the building permit application, the applicant did not know at the time what the use of the structure would be, other than a shed for personal use.

Dr. Allman asked Mr. Ribeiro to clarify what it means for an RPA to exist but not be delineated.

Mr. Ribeiro explained that when a property is to be developed adjacent to wetlands, delineation is required.

Dr. Allman asked if the purpose of delaying the review of this SUP application was to allow the RPA to be delineated.

Mr. Ribeiro confirmed that was correct. Mr. Ribeiro stated that the County's Geographic Information System (GIS) system shows a layer with the RPA, but it is not official. He explained that once the RPA is delineated and there is shown to be an impact, then it would be evaluated by the Chesapeake Bay Board.

Mr. Rodgers asked if most of the County is not delineated.

Mr. Ribeiro stated that he did not know the answer, but he was willing to investigate.

Mr. Rodgers noted that the answer would not change his decision with this case but explained that when he purchased his own property in the County, there was a line on the plat that clearly distinguished the RPA. He stated he found it hard to believe that properties bordering something as sensitive as a reservoir would not be delineated.

Mr. Polster asked if an SUP for the proposed trailer parking would be coming in.

Mr. Ribeiro stated that was correct.

Mr. Polster explained that when he had drawn out the 75-feet by 25-feet area against the RPA, it was off by approximately 15 feet. Mr. Polster noted that he understood the delineation still needed to be completed. Mr. Polster referred to the picture, and stated that there was a dump truck, a tractor, and towing equipment on a gravel pad that sloped down toward the reservoir with a bank that dropped down approximately 30 to 40 feet. Mr. Polster explained that even if the building site is outside of the RPA, there is still a chance of contamination in the reservoir. Mr. Polster noted that there should be mitigation given how close the proposed site is to the reservoir, and that if no mitigation was completed by the time the case was presented a second time, he would not look favorably on the application. Mr. Polster requested that at the next public hearing there be a discussion about what the drainage would look like, and whether there were plans to mitigate that issue, or that the site be relocated.

Mr. Ribeiro clarified that the proposed gravel trailer parking is currently on the property.

Mr. Polster stated that he understood that the gravel parking was happening, and he was concerned because if the Planning Commission approved the SUP application, the problem of the oil and gas leakage into the reservoir would still be there. He then

asked if placing dry swales is the usual practice of the Stormwater Division to prevent this issue.

Mr. Ribeiro stated that was correct.

Mr. Ribeiro explained that the application was reviewed by Stormwater Division staff, and that the gravel placement would need to comply with Stormwater Division's regulations.

Mr. Polster explained that it was not the gravel he was concerned about, but rather the issue of the drainage into the reservoir.

Mr. Haldeman thanked Mr. Ribeiro.

Mr. Thomas Wysong, Principal Planner, stated that the Zoning Administrator is involved in the workflow of building permits, and that she was the one who identified, based on the aerial imaging of the property, that it was a use that could potentially require an SUP. Mr. Wysong explained that a letter was sent to the property owner to prompt him to apply for an SUP.

Mr. Everson stated that he understood but his concern was that when the building permit was applied for, no one stopped the building from occurring.

Mr. Wysong noted that if it is found that wetlands are found on the site, it would be helpful if the Planning Commission let staff know if they preferred that it went to the Chesapeake Bay Board before its second public hearing. He then stated that he believed that to make the most sense.

Mr. Polster agreed and thanked Mr. Wysong.

Mr. Haldeman thanked Mr. Wysong.

Mr. Haldeman opened the Public Hearing.

Mr. Haldeman asked for a motion to defer SUP- 24-0032. 232 Lakeview Drive Contractor's Office and Warehouse to the April Regular Meeting.

On a roll call vote, the Commission voted to defer SUP-24-0032. 232 Lakeview Drive Contractor's Office and Warehouse to the April Regular Meeting.

#### **G. PLANNING COMMISSION CONSIDERATIONS**

There were no items for consideration.

#### **H. PLANNING DIRECTOR'S REPORT**

##### **1. Planning Director's Report – February 2025**

Ms. Istenes stated in addition to the report provided in the Agenda Packet, she wanted to remind the Commissioners that there would be two meetings in March.



March 5 will be the Regular Meeting, and March 17 would be the Organizational Meeting for the Planning Commission.

Mr. Haldeman thanked Ms. Istenes for the notice.

## **I. PLANNING COMMISSION DISCUSSION AND REQUESTS**

Ms. Istenes told the Commissioners that there was an email sent to them regarding the Capital Improvement's Project meeting dates. She stated that the February 13, 2025, meeting had been cancelled but the February 20, 27, and March 6 dates were tentative.

Mr. Everson asked what time the meetings would be held.

Mr. Haldeman answered, noting that the meetings would be held at 3 p.m.

Mr. Polster asked if the DRC would be meeting to review the Conceptual Plans submitted.

Ms. Istenes stated that she did not believe the DRC would be meeting.

Mr. Rodgers pointed out the most recent DRC meeting had been cancelled according to the Agenda.

Ms. Istenes confirmed that was correct.

Mr. Haldeman asked for an update on Fort Magruder.

Ms. Istenes explained that it was currently going through staff review, and that the applicant was able to address the parking issue. She then explained that the two Eastern State property developments were moving forward at different paces with one moving quicker than the other.

Mr. Haldeman asked if there was a chance that either case would be at the March Planning Commission Regular Meeting.

Ms. Istenes stated that she did not believe either would be at the March meeting, and that there was a possibility that one might be presented at the April meeting.

Mr. Haldeman then asked who was on the March Board of Supervisors' coverage.

Mr. Everson pointed out that there would be nothing to report at the March Board of Supervisors meeting because the Commissioners did not recommend SUP-24-0032 to move forward.

Mr. Polster then asked if the Board of Supervisors would be hearing AFD-24-0004. 101 and 121 Ivy Hill Road, Mill Creek Agricultural and Forestal District Withdrawal and SUP-24-0016. 101 and 121 Ivy Hill Road, Hedera Solar Facility at the February Board of Supervisors meeting.

Ms. Istenes stated that was correct.

Mr. Everson asked if the meeting would be held on March 11, 2025.

Mr. Haldeman confirmed that was correct.

Mr. Rodgers asked who would be at the Board of Supervisors meetings after Mr. Everson attended in March.

Mr. Haldeman stated that March was the last meeting to have a Commissioner assigned.

Ms. Istenes clarified that whoever was elected Chair at the Organizational Meeting would put that list together.

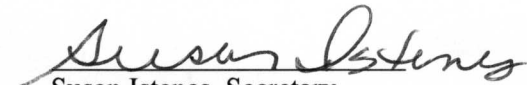
Mr. Haldeman reminded the Commissioners to start thinking about which committees they would like to serve on in the new year. He then noted that they would need a new Vice Chair.

**J. ADJOURNMENT**

Mr. Haldeman asked for a motion to adjourn.

Mr. Everson made a motion to adjourn.

The meeting was adjourned at approximately 6:27 p.m.

  
Susan Istenes, Secretary

  
Jack Haldeman, Vice Chair



## Unapproved Minutes from the April 2, 2025, Planning Commission Meeting

### SUP-24-0032. 232 Lakeview Drive.

Mr. Jose Ribiero, Senior Planner/Landscape Planner, addressed the Commission stating that SUP-24-0032. 232 Lakeview Drive had been deferred to this meeting on April 2, 2025, to allow time for the applicant to have the 100-foot Resource Protection Area (RPA) delineated. Mr. Ribiero noted that the applicant had contracted Stantec to delineate the RPA. Mr. Ribiero explained that Stantec evaluated the results of the recent delineation of on-site features within 100 feet of the project area to determine the extent of the RPA buffer associated with the Little Creek Reservoir. Mr. Ribiero confirmed that the storage area is located outside the 100-foot RPA. Mr. Ribiero stated that there is no need to have this project evaluated by the Chesapeake Bay Preservation Area as the RPA is not impacted by this proposal.

Mr. Ribiero stated that Mr. James Beavers of Williamsburg Contracting LLC had applied for an SUP to allow for a contractor's office and storage of vehicles and equipment on his property located at 232 Lakeview Drive. Mr. Ribiero noted that the property is zoned A-1, General Agricultural and designated as Rural Lands and Community Character Conservation, Open Space, or Recreation on the Comprehensive Plan. Mr. Ribiero explained that a contractor's office and storage yard requires an SUP on properties zoned A-1, General Agricultural.

Mr. Ribiero stated that Mr. Beavers currently operates his business without the required SUP. Mr. Ribiero explained that if the SUP application is approved, the land use will come into compliance with current zoning regulations. Mr. Ribiero noted that all reviewing agencies had evaluated this application.

Mr. Ribiero stated that the property is designated as Rural Lands and Community Character Conservation, Open Space, or Recreation of the Comprehensive Plan land use map.

Mr. Ribiero explained that appropriate primary uses in Rural Lands include traditional agricultural and farming activities, but home-based occupations, or certain uses that require low-intensity settings relative to the site in which it will be located may be considered in a case-by-case review. Mr. Ribiero noted that Staff found the proposed scale of the business to be low intensity, which would not negatively impact the natural and rural character of the area.

Mr. Ribiero stated that per the Comprehensive Plan, land uses that are most appropriate for the Community Character Conservation, Open Space, or Recreation designation are those that currently contribute to the rural, historic, and scenic character of the County.

Mr. Ribiero explained that the current use of this property is not consistent with the Community Character Conservation, Open Space, or Recreation designation of the Comprehensive Plan, but the use has already been established in this area as of 2019. Mr. Ribiero stated that Condition No. 4 prohibits parking, storage of equipment and vehicles, and additional soil disturbance within 15 feet of the RPA buffer and Condition No. 111 that limits the number of vehicles that can be parked on site ensure that the area subject to this SUP will not expand further into the Conservation, Open Space, or Recreation area. Mr. Ribiero noted that the proposed new Condition No. 12 further prohibits development within this Comprehensive Plan designation.

Mr. Ribiero stated that Staff recommends the Planning Commission recommend approval of this application to the Board of Supervisors, subject to the proposed conditions.

Mr. Polster commended Mr. Ribeiro for including a map with the RPA buffer and noted that the applicant had been placing drip pans under the equipment to prevent spillage.

Discussion ensued.

Dr. Allman opened the public comment

Ms. Amanda Beavers and Mr. James Beavers, 232 Lakeview Drive, Toano VA addressed the Commission and explained that the site is only used for storage of equipment, and no work is done on the property.

Dr. Allman closed the public comment.

Mr. Polster thanked the applicant for moving forward with the RPA delineation as instructed and stated that he intends to support the proposed project.

Mr. Rodgers made a motion to recommend approval of SUP-24-0032. 232 Lakeview Drive with the proposed conditions.

On a roll call vote the Commission voted to recommend approval (6-0).



**REZONING-24-0014 and MASTER PLAN-25-0001. Fort Magruder Mixed Use Rezoning  
Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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**SUMMARY FACTS**

|                             |                                                                                                                                                                                                      |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Applicants:                 | Mr. Jason Grimes, AES Consulting Engineers; Mr. Vernon Geddy, III, Geddy, Harris, Franck & Hickman, LLP; and Mr. David Walkin, Conserve Holdings                                                     |
| Landowner:                  | Fort Magruder Hospitality, LLC                                                                                                                                                                       |
| Proposal:                   | Rezoning of approximately 9.25 acres from B-1, General Business to MU, Mixed Use, with Proffers, to allow for 126 apartment dwelling units and approximately 32,000 square feet of commercial space. |
| Locations:                  | 6945 Pocahontas Trail<br>6927 Pocahontas Trail<br>6951 Pocahontas Trail                                                                                                                              |
| Tax Map/Parcel Nos.:        | 4130100001<br>4130100001A<br>4130100001B                                                                                                                                                             |
| Current Zoning:             | B-1, General Business                                                                                                                                                                                |
| Proposed Zoning:            | MU, Mixed Use, with Proffers                                                                                                                                                                         |
| Project Acreage:            | ± 9.25 acres                                                                                                                                                                                         |
| Comprehensive Plan:         | Mixed Use                                                                                                                                                                                            |
| Primary Service Area: (PSA) | Inside                                                                                                                                                                                               |
| Staff Contact:              | Allison Jackura, Planner III                                                                                                                                                                         |

**PUBLIC HEARING DATES**

|                       |                          |
|-----------------------|--------------------------|
| Planning Commission:  | April 2, 2025, 6:00 p.m. |
| Board of Supervisors: | May 13, 2025, 5:00 p.m.  |

**FACTORS FAVORABLE**

1. Staff finds the proposed primary uses for this rezoning align with the recommended primary uses for the Mixed Use designation in the Comprehensive Plan.
2. Staff finds the proposal to be consistent with the relevant recommendations in the Comprehensive Plan.
3. The proposal includes a proffered condition which will ensure 40% of the residential units are affordable or workforce housing units.
4. This proposal includes a proffered condition which will ensure the commercial space is finalized before more than half of the residential units are occupied, meeting the intent of the Multiple Use Districts and Mixed Use Construction Phasing Policy.
5. The proposal passes the Adequate Transportation Facilities Test. See Pages 3-4.
6. The proposal passes the Adequate Public Schools Facilities Test. See Pages 4-5.
7. Impacts: See Impact Analysis on Pages 9-11.
8. See Comprehensive Plan Analysis on Pages 12-16.

**FACTORS UNFAVORABLE**

1. The proposal does not include all types of recreational facilities recommended by the Parks & Recreation Facilities Guidelines. See Page 5.
2. Impacts: See Impact Analysis on Pages 9-11.

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**PLANNING COMMISSION RECOMMENDATION**

At its April 2, 2025, Regular Meeting, the Planning Commission recommended approval of these applications with proposed proffers by a vote of 6-0.

**PROPOSED CHANGES MADE SINCE THE PLANNING COMMISSION MEETING**

None.

**SUMMARY STAFF RECOMMENDATION**

Staff recommends that the Board of Supervisors approve the proposed Rezoning with Proffers and Master Plan applications.

**PROJECT DESCRIPTION**

Mr. Jason Grimes, Mr. Vernon Geddy, III, and Mr. David Walkin have applied to rezone three parcels of land totaling approximately 9.25 acres located at 6945, 6951, and 6927 Pocahontas Trail from B-1, General Business, to MU, Mixed Use, with Proffers. This application includes the following:

- The adaptive reuse of an existing hotel with associated amenities to provide workforce housing and commercial space.
- The proposal includes conversion of the existing 303-room hotel into 126 apartments.
- The proposal proffers 40% of the apartments to be affordable and workforce housing to enable an increased maximum density of 13.7 units per acre, in accordance with Section 24-519 of the Zoning Ordinance.

- The proposal includes conversion of the existing conference area of the hotel into 32,000 square feet of commercial space. No particular tenants have been identified in the application, but the developer indicated the space is likely to be general retail or shopping center types of commercial uses.
- The applicants are proposing to remove the existing tennis court area located at the rear of the properties and replace it with additional parking and improve the parking lot navigability, while bringing the existing parking areas into conformance with current zoning regulations.
- The applicants are proposing to remove the existing paved area along Pocahontas Trail at the northwesternmost part of the project area bordering the City of Williamsburg to install additional landscaped buffer.
- The existing wall, fencing, and two decorative cannons within the front buffer of the properties are proposed to be removed and replaced with landscaping enhancements as suitable based upon existing established vegetation and the existing powerlines.
- The proposal includes removal of the existing porte-cochere at the front entrance to the hotel in order to provide additional parking.
- The proposal includes a request to the Director of Planning to reduce the required 30-foot landscape buffer along the sides and rear of the property to accommodate existing improvements on-site and maintain existing site design. The Director of Planning has preliminarily indicated that the request could be granted, if the Rezoning and Master Plan are approved, with certain conditions to ensure sufficient buffering is in place and existing landscaping is improved.
- The proposal provides many of the amenities provided for in the Parks & Recreation Master Plan guidelines by providing 1.1 acres of park land, an indoor and an outdoor pool, a fitness room, a

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meeting/lounge area, and a movie room. The proposal lacks a playground and multiuse field.

Housing Affordability Analysis

The Comprehensive Plan encourages inclusion of affordable and workforce units within new residential developments. Per the Comprehensive Plan recommendations, at least 20% of the development's proposed new dwellings should be offered for sale at prices that are targeted at workers with incomes up to 80% of Area Median Income (AMI) level as determined by the U.S. Department of Housing and Urban Development.

Because the applicants are requesting density above the maximum allowed base density for the Mixed Use Zoning District, they are proposing to provide additional affordable and workforce housing to utilize available density bonus increases per Section 24-219. The applicants have proffered that at least 16% (21 units) of the dwelling units shall be offered for rent at prices that are targeted at households earning 60% or less of the AMI, another 14% (at least 18 units) of the dwelling units shall be offered for rent at prices that are targeted at households earning 80% or less of AMI, and another 10% (at least 13 units) of the dwelling units shall be offered for rent at prices that are targeted at households earning 120% or less of AMI. In total, at least 40% of the units will be offered as affordable or workforce housing units.

Affordable Rental Price, by AMI % (2025 Data)

| % AMI | Max. Rent Price for Household of 1 | Max. Rent Price for Household of 2 | Max. Rent Price for Household of 3 | Max. Rent Price for Household of 4 |
|-------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| 60%   | \$1,057.50                         | \$1,209.00                         | \$1,361.25                         | \$1,511.25                         |
| 80%   | \$1,410.00                         | \$1,613.75                         | \$1,817.50                         | \$2,022.50                         |
| 100%  | \$1,762.50                         | \$2,017.50                         | \$2,268.75                         | \$2,518.75                         |
| 120%  | \$2,115.00                         | \$2,421.00                         | \$2,722.50                         | \$3,022.50                         |

Public Transportation: Vehicular

The County adopted a Traffic Impact Analysis Submittal Requirements Policy by resolution on August 14, 2018, and as a result of that policy, this rezoning required the submittal of a Transportation Impact Analysis (TIA). The TIA examines the existing conditions of vehicular traffic, including Level of Service (LOS), with a focus on the roads and intersections serving and impacted by the proposed development. The policy includes an Adequate Transportation Facilities Test to ensure that transportation facilities are adequate to mitigate traffic impacts resulting from the proposed project.

The property fronts on Pocahontas Trail (U.S. 60) which is a four-lane road with a continuous left-turn lane northbound/westbound on Pocahontas Trail. There are two existing entrances to the development which are proposed to remain. The TIA projects that the development would generate 286 P.M. peak hour trips and approximately 2,532 daily (24-hour period) trips. The segment of Pocahontas Trail along this development is currently operating at a LOS A-B and is anticipated to remain operating at this acceptable LOS through 2032.

**Pocahontas Trail at Avon Avenue (Intersection 1)**

|       | Existing |    | No-build 2032 |    | Build-out 2032 |    |
|-------|----------|----|---------------|----|----------------|----|
|       | AM       | PM | AM            | PM | AM             | PM |
| WBL   | A        | A  | A             | A  | A              | A  |
| NBL/R | B        | B  | B             | B  | B              | B  |

Westbound Lane (WBL) traffic is coming on Pocahontas Trail to turn onto Avon Avenue from the east.

Northbound Lane (NBL)/Rightbound (R) traffic is coming from Avon Avenue to turn east or west onto Pocahontas Trail.

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| <b>Pocahontas Trail at East Site Driveway (Intersection 2)</b> |          |    |               |    |                |    |
|----------------------------------------------------------------|----------|----|---------------|----|----------------|----|
|                                                                | Existing |    | No-build 2032 |    | Build-out 2032 |    |
|                                                                | AM       | PM | AM            | PM | AM             | PM |
| WBL                                                            | A        | A  | A             | A  | A              | A  |
| NBL/R                                                          | A        | B  | A             | B  | B              | B  |

WBL traffic is coming on Pocahontas Trail to turn into the project site from the east.

NBL/R traffic is coming from the project site to turn east or west onto Pocahontas Trail.

| <b>Pocahontas Trail at West Site Driveway (Intersection 3)</b> |          |    |               |    |                |    |
|----------------------------------------------------------------|----------|----|---------------|----|----------------|----|
|                                                                | Existing |    | No-build 2032 |    | Build-out 2032 |    |
|                                                                | AM       | PM | AM            | PM | AM             | PM |
| WBL                                                            | A        | A  | A             | A  | A              | A  |
| NBL/R                                                          | A        | B  | A             | B  | B              | C  |

WBL traffic is coming on Pocahontas Trail to turn into the project site from the east.

NBL/R traffic is coming from the project site to turn east or west onto Pocahontas Trail.

The TIA concluded that there are no additional improvements required to maintain adequate transportation facilities; therefore, the project as proposed passes the Adequate Transportation Facilities Test. The Virginia Department of Transportation (VDOT) requested consideration of closing one of the two existing entrances in favor of providing shared access with the neighboring apartments. The applicants have noted on the Master Plan that this will be considered during the site plan process, and the plan allows for that relocation if feasible.

### Schools

The County adopted the Adequate Public Schools Facilities Test by resolution on June 23, 1998. A proposed Rezoning or Special Use Permit application for residential development is required to show that the schools which would serve the future development currently have adequate design capacity to accommodate the existing student population plus the additional schoolchildren generated by the development. The schools shall be deemed adequate if the projected student population does not exceed 100% of the design capacity.

However, if the affected public schools currently exceed design capacity, but the schools' student population will be brought under design capacity within three years of the time of the application's review through either physical improvements programmed in the Capital Improvement Program and/or through a redistricting plan that was approved by the school prior to application, then the application will be deemed to have passed the test.

The proposed development is anticipated to generate an additional 19 students per the County's Fiscal Impact Analysis utilizing the applicants provided number of residential units. As illustrated in the following table, the 19 students projected from the development would not cause the enrollment levels for Laurel Lane Elementary School, Berkeley Middle School, or Lafayette High School to exceed effective capacity.

Thus, this proposal passes the Adequate Public Schools Facilities Test.



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*Student Enrollment and School Capacity, Williamsburg-James City County Schools 2025*

| <i>School</i>                 | <i>Effective Capacity</i> | <i>Enrollment 2024-2025</i> | <i>Projected Students Generated</i> | <i>Enrollment + Projected Students</i> |
|-------------------------------|---------------------------|-----------------------------|-------------------------------------|----------------------------------------|
| Laurel Lane Elementary School | 628                       | 602                         | +10                                 | 612                                    |
| Berkeley Middle School        | 779                       | 740                         | +4                                  | 744                                    |
| Lafayette High School         | 1,314                     | 1,248                       | +5                                  | 1,253                                  |

Parks & Recreation

This proposal includes 126 residential units. As illustrated in the following table, the applicants have proffered to provide most of the required recreational amenities within the James City County Parks & Recreation Development Guidelines. Additionally, the applicants have proffered to provide two pools, a community meeting/lounge/event space, a fitness room with yoga space, a movie room, and laundry facilities.

Within the existing 1.1 acres of park land open space, there is an existing Civil War-era redoubt with preserved above-ground earthworks. This constrains the possible use of that open space, limiting locations for where additional outdoor amenities could be placed.

Staff finds that while the proposal aligns with most of the guidelines and provides additional alternative amenities which recognize the existing site constraints, the proposal does not fully meet the guidelines.

*James City County Parks & Recreation Development Guidelines Comparison*

| <i>Minimum Requirement (Units)</i> | <i>Minimum Required</i> | <i>Proffered or Shown on Master Plan</i>                |
|------------------------------------|-------------------------|---------------------------------------------------------|
| Parkland Acreage                   | 0.3 acres               | 1.1 acres                                               |
| Biking/Jogging Trails              | 405 linear feet         | Within the existing recreation area of Quarterpath Park |
| Playground                         | One                     | None                                                    |
| Sport Court or Pool                | One                     | One indoor pool and one outdoor pool                    |
| Multiuse Field                     | One                     | None                                                    |

Landscape Buffers

The applicants have proposed landscaping along Pocahontas Trail which would meet the landscape requirements along rights-of-way, per Section 24-98. The proposal indicates that the average 30-foot front landscaping buffer can be achieved with some alterations of the front parking area. The applicants have noted that there may be some possibility of obtaining additional land which was not included in the scope of this rezoning because it appears to be located within the City of Williamsburg. If, at some future point the applicants determine that the additional land is in fact within James City County, or if the City of Williamsburg and the County work to adjust the jurisdictional boundary, staff is supportive of the applicants' request to allow minor reconfiguration of the front landscaping during the site plan process, as long as such reconfiguration would still achieve the required 30-foot average depth as specified in the Ordinance.

However, the applicants have determined that they are unable to redesign to meet the 30-foot perimeter landscape buffers required within the proposed Mixed Use Zoning District. The applicants requested reduced landscape buffers along those perimeters as enabled

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by Section 24-523(d) of the Mixed Use Zoning District. Staff is generally supportive of the request and found the proposal could meet the criteria found in Section 24-523(c) due to the proposed buffer reduction achieving the overall purpose of the landscaping requirements and the additional site design offered by the applicants.

Given the already built-out nature of the site, including building and parking lot configuration, the applicants have limited ability to redesign to achieve the required buffer dimensions.

- The applicants are proposing the following landscape buffer reductions:
  - Required 30-foot landscape buffer to a variable width landscape buffer between five and 15 feet in depth along the southeast side property line.
  - Required 30-foot landscape buffer to a variable width landscape buffer between 10 and 30 feet in depth along the northwest side property line which borders the City of Williamsburg.
  - Required 30-foot landscape buffer to a variable width landscape buffer between five and 15 feet in depth along the south rear property line.

Based on a preliminary review of the landscape buffer reduction, staff is generally supportive of the request and finds the proposal could meet the criteria found in Section 24-523(c), as the site will be developed with enhanced landscaping to achieve the intent of the buffers given the existing development.

Prior to site plan approval, the applicants will need to demonstrate how the proposed landscaping will meet the conditions referenced by the preliminary approval and the Landscape Ordinance. The Director of Planning will review the submitted plan to ensure compliance with the conditioned preliminary approval of the buffer reduction.

Proffers

Voluntary proffers have been offered by the applicants to mitigate the development's impact on adjacent property and County resources. Staff has reviewed these proffers for enforceability and for their effectiveness in mitigating the impacts. Comments are provided in italics.

- Proffer No. 2 Housing Opportunities. At least sixteen percent (16%) of the dwelling units permitted on the Property shall be offered for rent at rents that are targeted at households earning 60% or less of the Area Median Income as determined by the U.S. Department of Housing and Urban Development ("AMI"), another fourteen percent (14%) shall be offered for rent at rents that are targeted at households earning 80% or less of AMI and another ten percent (10%) shall be offered for rent at rents that are targeted at households earning 120% or less of the AMI. Maximum rents shall be determined annually by the County's Neighborhood Development department based on payment of 30 percent (30%) of household income toward housing costs. Rental units shall be made available at the targeted rents for a period of twenty (20) years. With respect to rental units provided pursuant to this proffer, Owner shall submit an annual report for each year of the required 20-year term to the County Zoning Administrator on or before January 30 of the current year identifying the location of the units and the rental rates charged demonstrating such rates are within the specified income range. All affordable units provided pursuant to this Proffer shall be rented to persons whose incomes fall within the qualifying income range used to determine the prices/rental rates by the County's Neighborhood Development department.

*The Board of Supervisors' resolution for Housing Opportunities Policy provides that at least 20% of a development's proposed dwelling units should be offered at prices that are targeted at households earning 30% to 120% of the AMI. The Policy specifies*



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*the percentage of units which should be offered at three separate ranges of AMI. The proffered condition exceeds the required 20% in order to utilize the density bonus increase, points for exceeding the maximum allowed density by up to 66%. The proposed percentages for each AMI bracket aligns with the adopted policy.*

- Proffer No. 4 Phasing. The building permits for the renovation of the residential and commercial spaces shall be obtained at the same time. All of the commercial space shall be available for lease and tenant improvements prior to the County being obligated to issue certificates of occupancy for more than fifty percent of the residential units.

*The Board of Supervisors' resolution for Multiple Use Districts and Mixed Use Construction Phasing Policy provides that no more than 50% of the residential units shall be issued building permits until at least 25% of the commercial square footage has been completed. This policy was drafted with new construction in mind, and there are challenges in applying it to an already built building that will be converted to apartment units, as permits will not be issued for individual units. The provided proffer exceeds the intent of the policy, by providing for all of the commercial space to be completed and ready for occupancy before more than half of the residential units will be allowed to be occupied.*

- Proffer No. 7 Updated Traffic Study. The Applicants have submitted to the County a Traffic Impact Analysis by Gorove Slade dated December 11, 2024 (the "Traffic Analysis"), which has been reviewed and approved by the County and VDOT. If the projected trip generation from the commercial space based on the actual users would cause cumulative peak hour trips using the then current version of the Institute of Transportation Engineers Trip Generation Manual to be materially higher than the projected trip generation in the Traffic Analysis, then, at the request of the Planning Director, an update to the Traffic Analysis shall be submitted to the County and VDOT including a listing of any

entrance or turn lane improvements necessary to accommodate the increased traffic and the appropriate trigger for their construction, for review and approval by the County. Owner shall install the necessary improvements, as approved by the County and VDOT recommended in the updated approved traffic study.

*The proffer would allow for the County to evaluate the adequacy of the roadway and any required improvements to address the impacts of this development in the future should the actual commercial uses pose a future concern.*

- Proffer No. 8 Recreation. The following recreational amenities shall be provided: an outdoor pool; an indoor swimming pool; outdoor passive recreation area of approximately 1.1 acres; a community meeting/lounge/event space; a fitness room with yoga space; a movie room and laundry facilities.

*The proffer guarantees that the existing indoor and outdoor pools will remain. The proffer also specifies what additional indoor amenities will be minimally available for residents in the future to ensure an enhanced quality of life for residents.*

## **PLANNING AND ZONING HISTORY**

The current zoning for the properties, B-1, General Business, has been in place since at least 1986. There have been no legislative cases associated with these properties.

The properties have been utilized as a hotel with conference center since constructed in 1976.

## **SURROUNDING ZONING AND DEVELOPMENT**

The following table (see Table on Page 8) lists information on the parcels adjacent to the property.

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|                                                                    | ZONING<br>DESIGNATION                                                          | EXISTING<br>LAND USE                            | FUTURE<br>LAND USE<br>DESIGNATION                         |
|--------------------------------------------------------------------|--------------------------------------------------------------------------------|-------------------------------------------------|-----------------------------------------------------------|
| NORTH<br>(separated by<br>Pocahontas<br>Trail and CSX<br>Railroad) | R-2, General<br>Residential and<br>Cluster<br>Development                      | Single-<br>Family<br>Residential                | Low Density<br>Residential                                |
| SOUTH                                                              | B-1, General<br>Business                                                       | Multifamily<br>Residential                      | Mixed Use                                                 |
| EAST                                                               | B-1, General<br>Business                                                       | Commercial<br>and<br>Multifamily<br>Residential | Mixed Use                                                 |
| WEST<br>(City of<br>Williamsburg)                                  | B-2, Corridor<br>Business; RM-2<br>Conditional; and<br>Multifamily<br>Dwelling | Commercial<br>and<br>Multifamily<br>Residential | Corridor<br>Commercial and<br>High Density<br>Multifamily |

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**IMPACT ANALYSIS**

| <b>Impacts/Potentially Unfavorable Conditions</b>                                                                                                                           | <b>Status</b><br><i>(No Mitigation Required/Mitigated/Not Fully Mitigated)</i> | <b>Considerations/Proposed Mitigation of Potentially Unfavorable Conditions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Please note the information in the Status column indicated below does not include information from the Financial Impacts of Residential Units section of this staff report. |                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <u>Public Transportation: Vehicular</u>                                                                                                                                     | <u>No Mitigation Required</u>                                                  | - See discussion on Pages 3-4.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <u>Public Transportation: Pedestrian/Bicycle</u>                                                                                                                            | <u>Mitigated</u>                                                               | <ul style="list-style-type: none"> <li>- The County's Pedestrian Accommodation Master Plan requires a sidewalk along the south of Pocahontas Trail which is already existing. The Regional Bikeways Map proposes a bike lane along the frontage of Pocahontas Trail.</li> <li>- Pursuant to Section 24-35 of the Zoning Ordinance, the proposed improvements shown on these maps are required to be shown on the construction plan and installed at development.</li> <li>- A Williamsburg Area Transit Authority (WATA) bus stop is directly in front of the proposed redevelopment.</li> </ul> |
| <u>Public Safety</u>                                                                                                                                                        | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- The County's Fire Station 2 located on Route 60 just past Busch Gardens is approximately seven minutes from these properties. The properties are closest to the York County Fire Station 3 and the City of Williamsburg's Fire Department.</li> <li>- The proposal does not generate impacts that require mitigation to the County's emergency services or facilities.</li> </ul>                                                                                                                                                                       |
| <u>Public Schools</u>                                                                                                                                                       | <u>No Mitigation Required</u>                                                  | - See discussion on Pages 4-5.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <u>Public Parks and Recreation</u>                                                                                                                                          | <u>Not Fully Mitigated</u>                                                     | - See discussion on Page 5.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <u>Public Libraries and Cultural Centers</u>                                                                                                                                | <u>No Mitigation Required</u>                                                  | - The proposal does not generate impacts that require mitigation to public libraries or cultural centers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <u>Groundwater and Drinking Water Resources</u>                                                                                                                             | <u>Mitigated</u>                                                               | <ul style="list-style-type: none"> <li>- The James City Service Authority (JCSA) has reviewed and approved this conceptual proposal on the Master Plan, as well as the projected water and sewer flows within the Community Impact Statement (CIS).</li> </ul> <p><b>Proffers</b></p> <ul style="list-style-type: none"> <li>- Proffer No. 3 requires submittal of water conservation standards to be reviewed and approved by the JCSA prior to any development on the property.</li> </ul>                                                                                                     |

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| Impacts/Potentially Unfavorable Conditions                                                                                                                                  | Status<br>(No Mitigation Required/Mitigated/Not Fully Mitigated) | Considerations/Proposed Mitigation of Potentially Unfavorable Conditions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Please note the information in the Status column indicated below does not include information from the Financial Impacts of Residential Units section of this staff report. |                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <u>Watersheds, Streams, and Reservoirs</u>                                                                                                                                  | <u>Mitigated</u>                                                 | <ul style="list-style-type: none"> <li>- The CIS indicates that during the site plan process, the necessary Stormwater Management Facilities to address quality and quantity discharges from the site will be implemented.</li> <li>- The existing impervious surface exceeds the allowed 60% for new development. The Stormwater and Resource Protection Division have preliminarily indicated that the applicants can obtain a waiver for that during the site plan process, subject to several conditions, including that offsite nutrient credits are not used in order to achieve the needed water quality improvements and that all stormwater outfalls meet current regulations and can accommodate the 100-year storm event flows and velocities.</li> </ul>                                                                                                                                                                                                                                            |
| <u>Cultural/Historic</u>                                                                                                                                                    | <u>No Mitigation Required</u>                                    | <ul style="list-style-type: none"> <li>- The applicants have noted there is a previously identified archaeological site within the courtyard. As no work in that area is proposed as part of this application and the remainder of the property has been previously developed, nothing further is needed.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <u>Nearby and Surrounding Properties</u>                                                                                                                                    | <u>Mitigated</u>                                                 | <ul style="list-style-type: none"> <li>- This parcel is surrounded by residential apartments and commercial uses.</li> <li>- This parcel is located adjacent to the Village of Williamsburg, Bassett Motel, Village at Quarterpath, and Whiting's Funeral Home.</li> <li>- There are existing established buffers along all property lines, which will be maintained with additional landscaping added as determined during the site plan process.</li> <li>- One of the conditions of the Director of Planning's preliminary approval to allow the reduction of the required side landscaping buffer is that loading shall not occur along the northwestern side property line between the hours of 9 p.m. to 7 a.m. This condition will mitigate potential noise issues associated with late-night loading operations between the commercial uses and the neighboring residential use.</li> <li>- Staff finds this proposal compatible with the character of the existing surrounding development.</li> </ul> |
| <u>Community Character</u>                                                                                                                                                  | <u>Mitigated</u>                                                 | <ul style="list-style-type: none"> <li>- This portion of Pocahontas Trail is not within a Community Character Corridor and the buildings which will be repurposed are already established.</li> <li>- The applicants are proposing to update the exterior, bring existing signage into conformance with current requirements, remove the structures within the front buffer, bring the existing parking lot into conformance with current requirements,</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

*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.*



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| <b>Impacts/Potentially Unfavorable Conditions</b>                                                                                                                           | <b>Status</b><br><i>(No Mitigation Required/Mitigated/Not Fully Mitigated)</i> | <b>Considerations/Proposed Mitigation of Potentially Unfavorable Conditions</b>        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| Please note the information in the Status column indicated below does not include information from the Financial Impacts of Residential Units section of this staff report. |                                                                                |                                                                                        |
|                                                                                                                                                                             |                                                                                | improve pedestrian connectivity to the right-of-way, and improve the site landscaping. |

**REZONING-24-0014 and MASTER PLAN-25-0001. Fort Magruder Mixed Use Rezoning**  
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**NATURAL AND CULTURAL ASSETS**

The site does not have any identified natural and cultural assets on the Natural & Cultural Assets Plan maps and/or other supplemental resources such as Virginia Land and Energy Navigator.

**COMPREHENSIVE PLAN**

The property is designated Mixed Use on the Comprehensive Plan Land Use Map and is adjacent to properties designated as Mixed Use to the east and south, Low Density Residential to the north, and within the City of Williamsburg, Corridor Commercial and High Density Multifamily to the west. The following general guidance is stated for the Mixed Use Designation:

- Land designated Mixed Use Level 2: “Medium Town or Suburban Center” are “located in the PSA where public services and utilities are available. Designed as existing or future activity centers where higher density development, redevelopment, and/or a broader spectrum of land uses are encouraged.” No specific mix of uses is prescribed; however, the designation indicates that “each development should have a mix of uses that complements the area and should be designed as a complete community to foster pedestrian access to a wide range of employment, residential, recreational, civic and service opportunities.” Recommended density ranges from six units to 12 units per acre, with acknowledgment that developments at higher ranges may be recommended if they offer significant public benefits such as affordable/workforce housing.

*Staff finds that the proposed primary use is partially consistent with the recommendations for this designation. The applicants are providing a greater proportion of residential use than nonresidential; however, 40% of the units as proffered to be affordable and workforce housing which offers a significant public benefit, and also achieves other stated plan objectives to*

*adaptively reuse existing developments for workforce housing (see below for further discussion).*

The Comprehensive Plan’s Land Use Development Standards are to be used in conjunction with the land use descriptions when considering any new development. The following Residential Development Standards are applicable for Mixed Use:

- All developments should refer to the Residential and Commercial/Industrial Development Standards, including Affordable and Workforce Housing, Enhanced Environmental Protection, and Transportation and Mobility, along with the Mixed Use Development Standards. All developments should also refer to the Character Design Guidelines for more specific guidance on development character.

*Staff notes that the referenced Development Standards are primarily tailored to new development. The existing site is already developed, and the applicants are proposing to reuse much of the existing improvements with strategic upgrades to certain features such as the parking lot, stormwater system, landscaping, and the building façade.*

- Mixed Use developments should create vibrant urban/small town environments that bring compatible land uses, public amenities, and utilities together at various scales. These developments should create pedestrian-friendly, complete communities, with a variety of uses that enable people to live, work, play, and shop in one place.

*The property is already developed to provide several recreational and open spaces to residents and commercial customers alike. The proposed commercial uses will provide future residents a mix of commercial opportunities which may provide work, play, and shopping opportunities in close proximity to their residences. Additionally, the development is in close proximity to other*

**REZONING-24-0014 and MASTER PLAN-25-0001. Fort Magruder Mixed Use Rezoning**  
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*commercial and recreational activities within the City of Williamsburg and within the County, such as the Quarterpath Recreation Center and commercial shopping centers along Merrimac Trail.*

- Mixed Use development requires nearby police and fire protection, high capacity road access, access to public utilities, large sites, environmental features such as soils and topography suitable for intense development, and proximity or easy access to large population centers. The timing and intensity of commercial development at a particular site are controlled by the maintenance of an acceptable level of service for roads and other public services, the availability and capacity of public utilities, and the resulting mix of uses in a particular area. Master plans are encouraged to be submitted to assist in the consideration of Mixed Use development proposals. The consideration of development proposals in Mixed Use areas should focus on the development potential of a given area compared to the area's infrastructure and the relation of the proposal to the existing and proposed mix of land uses and their development impacts.

*Staff finds there are sufficient public services to provide for this development. The existing site is already developed, and it is anticipated to have a lower demand on the water supply than the previous use. Drainage will be upgraded as part of the proposed development if it proceeds, and total impervious surface will be reduced over the existing condition. The applicants have submitted a Master Plan and proffered conditions to ensure the mix of uses are available.*

- Mixed Use developments should focus on place-making. Developments should be designed to create a sense of place and should be seen as community destinations. Focal open spaces, community-oriented gathering places, unified architectural design, and a mix of uses and design that encourages pedestrian activity are all examples of creating a sense of place.

*The existing development has a unified architectural identity which will be preserved by the applicants. There is a large open space provided centrally on the site which will serve both residential and commercial users. Staff finds that the design and provided amenities are likely to contribute to a sense of place for the development.*

- Mixed Use developments should allow for compact development that create more efficient buildings and spaces, which can be less of a burden on the environment, creating a more sustainable community.

*The proposed reuse of existing buildings, amenities, infrastructure, and improvements is a sustainable practice, reducing the environmental burden of new construction.*

- Mixed Use developments should encourage the proximity of diverse uses to make it possible to reduce vehicle trips and vehicle miles traveled, providing for a greater potential for internal capture than with typical suburban development and should provide good multimodal networks for bicycle and pedestrian uses.

*Adjacent to the proposed development is an existing bus stop, and Pocahontas Trail currently has an existing pedestrian sidewalk installed along the south side. The Regional Bikeways Map proposes a bike lane along the frontage of Pocahontas Trail which will be addressed during the site plan process should this proposal be approved.*

#### **Financial Impacts of Residential Units**

The Comprehensive Plan includes Goals, Strategies, and Actions (GSA) Land Use (LU) 5, which states "continue land use planning and perform development review consistent with the capacity of existing and planned public facilities and services and the County's ability to



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provide such facilities and services.” LU GSA 5.3 provides guidance for the County to ensure that developments subject to rezoning or special use permit review mitigate their impacts. Information on impacts and the mitigation provided by this application are included below.

In alignment with the Comprehensive Plan, on February 28, 2023, the Board of Supervisors adopted a resolution directing staff to use the County’s Fiscal Impact Model to assess the following for proposed developments:

- The fiscal impact to the County (both operating and capital budget) for the residential and nonresidential components of the project; and
- The incremental capital costs for public facilities for the residential component of the project.

*Overall Impact (Capital and Operating)*

Per the Fiscal Impact Model, the development is projected to result in a net fiscal impact to the County through the year 2045 that is positive \$2,497,750 (see Attachment No. 8 for additional details).

*Capital Costs*

Per the Fiscal Impact Model, the following are projected public facility impacts attributable to the proposed residential component of the project through 2050.

*Table 1-Per Unit Fiscal Residential Impacts Information*

| Category                    | Residential Impact        | Mitigation through current application |
|-----------------------------|---------------------------|----------------------------------------|
| Transportation              | Multifamily<br>\$35.01    | None proposed                          |
| Parks & Recreation          | Multifamily<br>\$2,213.71 | None proposed                          |
| Fire and Emergency Services | Multifamily<br>\$752.89   | None proposed                          |
| Police                      | Multifamily<br>\$4.39     | None proposed                          |
| Library                     | Multifamily<br>\$318.57   | None proposed                          |
| General Government          | Multifamily<br>\$252.12   | None proposed                          |
| General Services            | Multifamily<br>\$211.86   | None proposed                          |
| Courts                      | Multifamily<br>\$742.86   | None proposed                          |
| Schools                     | Multifamily<br>\$2,326.06 | None proposed                          |
| TOTAL                       | Multifamily<br>\$6,857.47 | None proposed                          |

Overall, staff finds that the application fully mitigates the fiscal impacts of the proposed development and therefore is consistent with the guidance in the Comprehensive Plan regarding the mitigation of impacts.

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**Goals, Strategies, and Actions**

Staff reviewed the application to determine if the proposal aligns with the Comprehensive Plan's GSAs. The analysis is as follows:

Land Use

- GSA LU4 - Direct growth into designated growth areas in an efficient and low impact manner by:
  - GSA LU4.2 - Provide for low density and moderate density residential development in appropriate locations inside the PSA and prohibit such development on rural lands outside the PSA.
  - GSA LU4.3 - Promote infill, redevelopment, revitalization, and rehabilitation within the PSA.
  - GSA LU4.4 - Accommodate mixed-use developments within the PSA, as further defined in the Mixed Use land use designation and development standards. Support design flexibility to promote the mixing of various types of residential and nonresidential uses and structures. Encourage mixed use developments and complete communities to develop in compact nodes in well-defined locations within the PSA.
  - GSA LU4.5.1 - Provide sufficient buffering and open space from nearby residential uses.

*The proposed redevelopment is within the PSA and designated for mixed use development, as proposed by this application. While the proposed redevelopment does not have the Ordinance-required amount of side and rear buffers, the applicants applied for a modification request to the Director of Planning, who upon review and application of appropriate conditions, finds that the buffering is sufficient to achieve the intent, and therefore approvable, if the rezoning is approved.*

- GSA LU5.3 - Ensure that developments are subject to zoning or special use permit review to mitigate their impacts through the following means:
  - GSA LU5.2.3 - Permit higher densities and more intensive development in accordance with the Future Land Use Map where existing public facilities and services are adequately provided.

*Staff finds that the proposed redevelopment is in an area where appropriate public facilities exist to support the higher density.*

Housing

- GSA H2.3 - Support the adaptive reuse and repurposing of old, vacant, and/or underutilized commercial buildings as workforce housing.
  - GSA H2.3.5 - Review and modify the use lists for all zones to encourage residential/mixed-use developments along specific corridors, and facilitate adaptive reuse opportunities in existing commercial areas.
  - GSA H2.3.9 - Develop a new zoning designation that would simplify motel-to-apartment conversions.

*This proposal is an adaptive reuse of a hotel, proposed to convert to apartments and also mixed-use commercial opportunities. This achieves the aim of the referenced housing GSAs.*

- GSA H4 - Utilize incentives to promote the production of workforce housing.

*This proposal utilizes the density bonus incentive option within the Mixed Use Zoning District of the Zoning Ordinance to achieve greater density, by providing 40% of the total units as workforce and affordable housing units.*

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Economic Development

- GSA ED4 - Encourage infill development, the redevelopment of existing parcels, and the adaptive reuse of existing buildings that efficiently uses infrastructure and natural resources, as well as establishes or enhances the area's sense of place and community character.
  - GSA ED4.2 - Encourage new development and redevelopment of nonresidential uses to occur mainly in areas where public utilities are either available or accessible within the PSA and infrastructure is supportive.

*Staff finds that the proposal includes adaptive reuse of existing buildings within the PSA, including of nonresidential commercial uses, where there are sufficient utilities and efficient use of infrastructure and natural resources.*

Community Character

- GSA CC5 - Preserve existing vegetation as possible and appropriate during development.

*This proposal includes retention of the existing established front, side, and rear landscaping where appropriate. Existing plant material that does need to be removed will be replaced with enhanced landscaping as required by the Director of Planning's approval of the requested reduction in side and rear landscape buffers.*

Parks & Recreation

- GSA PR5 - Maintain up-to-date regulations and policies for new development that address neighborhood park facilities, bikeways, and trails as outlined in the Parks & Recreation, Greenway, and Pedestrian Accommodations Master Plans and that protect open space and natural resources.

- GSA PR5.3 - Encourage new developments requiring legislative review to provide public recreation facilities consistent with standards in the Parks & Recreation Master Plan. New developments should have neighborhood parks with trails, bikeways, playgrounds, practice fields, sports courts, and open spaces.

*This proposal is for adaptive reuse of existing buildings and improvements rather than the new development referenced by the GSA. Staff notes that the proposal includes many, but not all, amenities as otherwise required by the adopted Parks & Recreation Facilities Development Guidelines, and additional amenities not considered by the guidelines. For further analysis, see Page 5.*

Transportation

- GSA T1.2 - Expect new developments to follow recommended densities, intensities, and development patterns that will maintain an acceptable level of service.

*Staff finds the proposal maintains acceptable LOS as described by the Traffic Impact Analysis which can be found in Attachment No. 7.*

- GSA T3 - Continue to develop, maintain, and promote alternative transportation facilities to reduce congestion and improve connectivity, accessibility, environmental well-being, health, safety, and sense of place.
  - GSA T3.3.3 - Encourage land use development patterns that provide or are accessible to public transit.
  - GSA T3.3.4 - Encourage locating transit-dependent land uses in areas currently served by transit or in areas to be served by transit in the near future.

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*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.*



**REZONING-24-0014 and MASTER PLAN-25-0001. Fort Magruder Mixed Use Rezoning  
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*A WATA bus stop is directly in front of the proposed redevelopment.  
Staff finds that the proposed multifamily density is well-situated to  
utilize the existing public transit.*

**STAFF RECOMMENDATION**

Staff recommends that the Board of Supervisors approve the proposed Rezoning, subject to the proposed proffers and Master Plan applications.

AJ/md  
RZ24-14-MP25-1FortMag

**Attachments:**

1. Ordinance
2. Proposed Proffers
3. Location Map
4. Proposed Master Plan
5. Exhibit - Buffer Reduction Request
6. Exhibit - Proposed Rendering of Front Elevation
7. CIS
8. TIA
9. Fiscal Impact Analysis
10. Board of Supervisors' Resolution for Multiple Use Districts and Mixed Use Construction Phasing Policy
11. Unapproved Minutes of the April 2, 2025, Planning Commission Regular Meeting

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE TO AMEND THE ZONING DISTRICT MAPS OF JAMES CITY COUNTY, VIRGINIA, TO REZONE APPROXIMATELY 9.25 ACRES AT 6945, 6927, AND 6951 POCAHONTAS TRAIL (JAMES CITY COUNTY REAL ESTATE TAX MAP PARCEL NOS. 4130100001, 4130100001A, AND 4130100001B) FROM B-1, GENERAL BUSINESS TO MU, MIXED USE, WITH PROFFERS AS DESCRIBED IN CASE NO. Z-24-0014 AND MP-25-0001.

WHEREAS, Mr. Jason Grimes of AES Consulting Engineers, Mr. Vernon Geddy, III, of Geddy, Harris, Franck & Hickman, LLP, and Mr. David Walkin of Conserve Holdings have applied to rezone approximately 9.25 acres from B-1, General Business to MU, Mixed Use, with Proffers; and

WHEREAS, the properties proposed to be rezoned are located at 6945, 6927, and 6951 Pocahontas Trail, further identified as James City County Real Estate Tax Map Parcel Nos. 4130100001, 4130100001A, and 4130100001B, and are shown on the Master Plan titled “Master Plan for Fort Magruder” dated January 13, 2024 (the “Master Plan”); and

WHEREAS, the Planning Commission, following its public hearing on April 2, 2025, recommended approval with proffers of Case No. Z-24-0014 and MP-25-0001 by a vote of 6-0; and

WHEREAS, a public hearing was advertised, adjoining property owners notified, and a hearing conducted on Case No. Z-24-0014 and MP-25-0001; and

WHEREAS, the Board of Supervisors of James City County, Virginia, finds Case No. Z-24-0014 and MP-25-0001 to promote the health, safety, convenience, and general welfare of the public and further accomplish the objectives of zoning.

NOW, THEREFORE, BE IT ORDAINED by the Board of Supervisors of James City County, Virginia, that Case No. Z-24-0014 and MP-25-0001 is hereby approved as described therein and the voluntary proffers are accepted.

\_\_\_\_\_  
James O. Icenhour, Jr.  
Chair, 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> |
| HIPPLE    | _____      | _____      | _____          | _____         |
| NULL      | _____      | _____      | _____          | _____         |
| LARSON    | _____      | _____      | _____          | _____         |
| MCGLENNON | _____      | _____      | _____          | _____         |
| ICENHOUR  | _____      | _____      | _____          | _____         |

Adopted by the Board of Supervisors of James City County, Virginia, this 13th day of May, 2025.

Prepared By: Vernon M. Geddy, III, Esquire (VSB#21902)  
(Attorney licensed to practice law in Virginia)  
Geddy, Harris, Franck & Hickman  
1177 Jamestown Road  
Williamsburg, VA 23185

Tax Parcels: 4130100001,  
4130100001A and  
4130100001B

Return To: County Attorney  
101-D Mounts Bay Road  
Williamsburg, Virginia 23185

### PROFFERS

THESE PROFFERS are made as of this 21 day of April, 2025, by FORT MAGRUDER HOSPITALITY LLC, a Virginia limited liability company (collectively, together with its successors and assigns, the "Owner"), and CONSERVE POCOHONTAS LLC, a Virginia limited liability company (the "Applicant"), each to be indexed as grantor, and JAMES CITY COUNTY, VIRGINIA, a political subdivision of the Commonwealth of Virginia (the "County"), to be indexed as Grantee.

### RECITALS

A. Owner is the owner of certain real property (the "Property") in James City County, Virginia, located at 6945, 6927 and 6951 Pocohontas Trail, being James City Tax Parcels 4130100001, 4130100001A and 4130100001B, and being more particularly described on Exhibit A attached hereto and made a part hereof. The Applicant is the contract purchaser of the Property and upon the closing of the purchase of the Property shall be the Owner.

B. Applicant, with the consent of the Owner, has applied for a rezoning of the Property now zoned B-1 to MU, with proffers.

C. Owner desires to offer to the County certain conditions on the development of the Property not generally applicable to land zoned MU for the protection and enhancement of the community and to provide for the high-quality and orderly development of the Property.

NOW, THEREFORE, for and in consideration of the approval of the requested rezoning,



and pursuant to Section 15.2-2303 of the Code of Virginia, 1950, as amended, and the County Zoning Ordinance, Developer agrees that it shall meet and comply with the following conditions in developing the Property. If the requested rezoning is not granted by the County, these Proffers shall be null and void.

1. Rental Units. All residential units on the Property shall be offered only for rent and not for sale.

2. Housing Opportunities. At least sixteen percent (16%) of the dwelling units permitted on the Property shall be offered for rent at rents that are targeted at households earning 60% or less of the Area Median Income as determined by the U.S. Department of Housing and Urban Development ("AMI"), another fourteen percent (14%) shall be offered for rent at rents that are targeted at households earning 80% or less of AMI and another ten percent (10%) shall be offered for rent at rents that are targeted at households earning 120% or less of the AMI. Maximum rents shall be determined annually by the County's Neighborhood Development department based on payment of 30 percent (30%) of household income toward housing costs. Rental units shall be made available at the targeted rents for a period of twenty (20) years. With respect to rental units provided pursuant to this proffer, Owner shall submit an annual report for each year of the required 20-year term to the County Zoning Administrator on or before January 30 of the current year identifying the location of the units and the rental rates charged demonstrating such rates are within the specified income range. All affordable units provided pursuant to this Proffer shall be rented to persons whose incomes fall within the qualifying income range used to determine the prices/rental rates by the County's Neighborhood Development department.

3. Water Conservation. The Owner shall be responsible for developing water

conservation standards to be submitted to and approved by the James City Service Authority ("JCSA") and subsequently 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 drought resistant native and other adopted low water use landscaping materials and the use of water conserving fixtures and appliances to promote water conservation and minimize the use of public water resources. The standards shall be approved by the JCSA prior to final subdivision or site plan approval.

4. Phasing. The building permits for the renovation of the residential and commercial spaces shall be obtained at the same time. All of the commercial space shall be available for lease and tenant improvements prior to the County being obligated to issue certificates of occupancy for more than fifty percent of the residential units.

5. Building Appearance. The appearance of the building and the paint colors used shall be generally consistent with the rendering made by WPA Studios on file at the Planning Department as determined by the Director of Planning. Owner shall have the right to appeal a decision of the Director of Planning to the Development Review Committee.

6. Internal Lot Lines. Prior to final site plan approval, the internal lot lines within the Property shall be vacated.

7. Updated Traffic Study. The Applicant has submitted to the County a Traffic Impact Analysis by Gorove Slade dated December 11, 2024 (the "Traffic Analysis"), which has been reviewed and approved by the County and the Virginia Department of Transportation. If the projected trip generation from the commercial space based on the actual users would cause cumulative peak hour trips using the then current version of the Institute of Transportation Engineers *Trip Generation Manual* to be materially higher than the projected trip generation in

the Traffic Analysis, then, at the request of the Planning Director, an update to the Traffic Analysis shall be submitted to the County and VDOT including a listing of any entrance or turn lane improvements necessary to accommodate the increased traffic and the appropriate trigger for their construction, for review and approval by the County. Owner shall install the necessary improvements, as approved by the County and VDOT recommended in the updated approved traffic study.

8. Recreation. The following recreational amenities shall be provided: an outdoor pool; an indoor swimming pool; outdoor passive recreation area of approximately 1.1 acres; a community meeting/lounge/event space; a fitness room with yoga space; a movie room and laundry facilities.

*[signatures appear on following pages]*



WITNESS the following signature and seal:

FORT MAGRUDER HOSPITALITY LLC

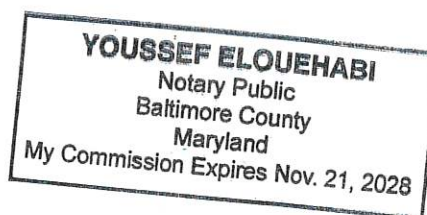
By: Junaid Siddiqi (SEAL)  
Title: CEO

STATE OF  
CITY/COUNTY OF Baltimore, to-wit:

The foregoing instrument was acknowledged before me this 25 day of March, 2025, by Youssef Elouehabi, as Junaid Siddiqi of FORT MAGRUDER HOSPITALITY LLC, who [ ] is personally known to me or [ ☒ ] produced MID 2 as identification, on behalf of the company.

[Signature]  
NOTARY PUBLIC

My commission expires: Nov. 21, 2028



CONSERVE POCOHONTAS LLC

By: [Signature] (SEAL)  
Title: owner

STATE OF New Jersey  
CITY/COUNTY OF Ocean, to wit:

The foregoing instrument was acknowledged before me this 21 day of March, 2025, by David Walkin, as David Walkin, owner of CONSERVE POCOHONTAS LLC, who [ ] is personally known to me or [ ] produced \_\_\_\_\_ as identification, on behalf of the company.

Anne M Cobb  
NOTARY PUBLIC

My commission expires: \_\_\_\_\_

ANNE M. COBB  
NOTARY PUBLIC OF NEW JERSEY  
Commission # 50142504  
My Commission Expires 11/4/2025



Exhibit A  
Parcel Description

Parcel IDs: 4130100001A, 4130100001 and 4130100001B

Property Addresses: 6927, 6945 and 6951 Pocahontas Trail, Williamsburg, Virginia 23185

All that certain piece or parcel of land, situate, lying and being in the County of James City, Virginia, described as follows:

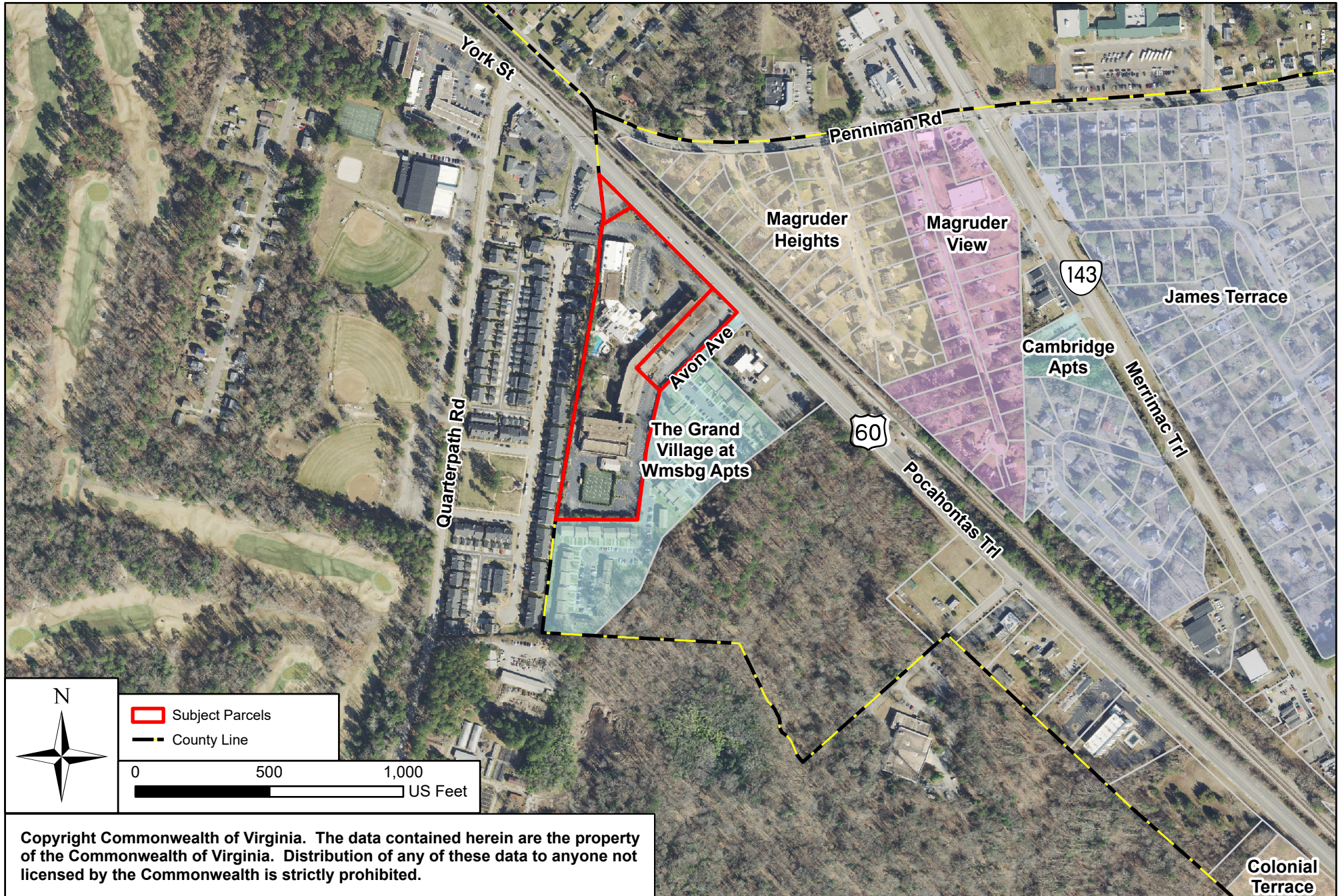
Beginning at a punch hole set in the West line of Pocahontas Trail (also known as RTE 60), which point is the Northwest intersection of said Pocahontas Trail and Avon Avenue; thence South 07 degrees 01 minutes 33 seconds West 5.54 feet to a ½ inch rod set; thence continuing along the North line of Avon Avenue South 52 degrees 34 minutes 04 seconds West 393.80 feet to a ½ inch rod found; thence South 22 degrees 01 minutes 19 seconds West 170.00 feet to a ½ inch rod found; thence South 14 degrees 36 minutes 42 seconds West 329.49 feet to a ½ inch rod found; thence North 81 degrees 02 minutes 54 seconds West 303.66 feet to a ½ inch rod set; thence North 15 degrees 16 minutes 37 seconds East 384.93 feet to a 1 inch pipe found; thence North 14 degrees 55 minutes 12 seconds East 43.05 feet to a stone found; thence North 23 degrees 00 minutes 39 seconds East 126.92 feet to a 1 inch rod found; thence North 16 degrees 02 minutes 24 seconds East 81.70 feet to a ½ inch rod set; thence North 14 degrees 54 minutes 37 seconds East 94.21 feet to a 5/8 inch rod found; thence North 14 degrees 14 minutes 32 seconds East 145.08 feet to a ½ inch rod set; thence North 15 degrees 21 minutes 44 seconds East 145.08 feet to a ½ inch rod set; thence North 15 degrees 21 minutes 44 seconds East 149.21 feet to a ½ inch rod set; thence North 13 degrees 37 minutes 31 seconds East 92.12 feet to a ½ inch iron rod set; thence North 13 degrees 20 minutes 22 seconds East 28.47 feet to a cross cut found; thence North 52 degrees 18 minutes 20 seconds West 87.61 feet to a cross cut found; thence North 25 degrees 37 minutes 17 seconds East 131.16 feet to a 5/8 inch rod found in the West line of Pocahontas Trail; thence along the West Line of said Road South 37 degrees 54 minutes 16 seconds East 194.67 feet to a stone found; thence South 37 degrees 25 minutes 56 seconds East 560.68 feet to the point and place of beginning, containing 9.4317 acres or 410,844.3 sq. ft.

Being the same property conveyed to Fort Magruder Hospitality LLC, a Virginia limited liability company, from BACM 2006-5 Pocahontas Trail, LLC, a Virginia limited liability company, by Special Warranty Deed dated July 11, 2014 which is recorded in the Clerk's Office of the Circuit Court for the County of James City, Virginia as Instrument No. 140011516.



# JCC Z-24-0014 / MP-25-0001

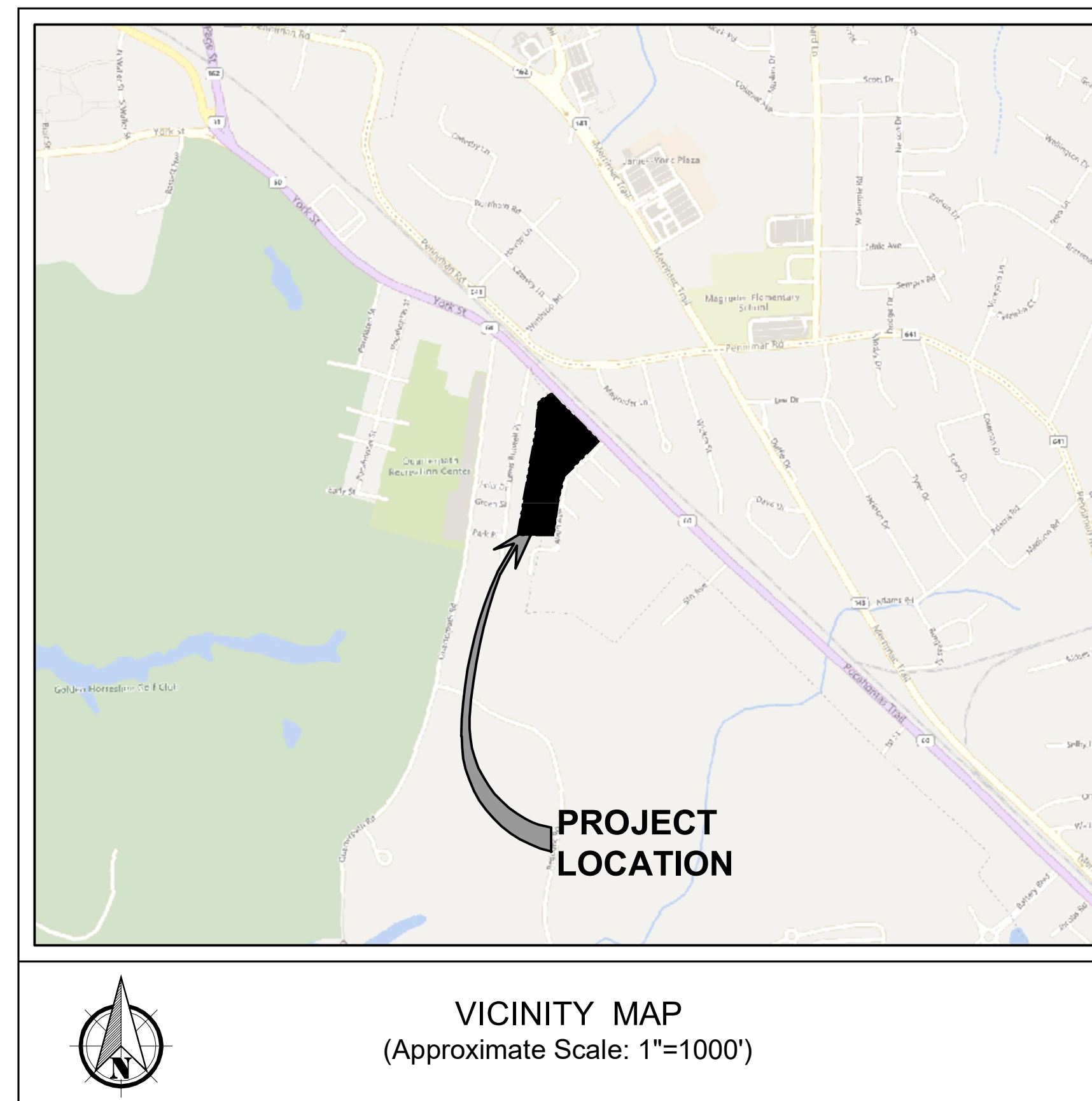
## Fort Magruder Mixed-Use Rezoning





# MASTER PLAN FOR FORT MAGRUDER

ROBERTS DISTRICT                      JAMES CITY COUNTY                      VIRGINIA



COUNTY PROJECT NO.: Z-24-0014 & MP-25-0001  
ORIGINAL SUBMITTAL DATE: JANUARY 13, 2025  
REVISED SUBMITTAL DATE:  
APPROVAL DATE:

## PROJECT TEAM

DEVELOPER: CONSERVE HOLDINGS, LLC

CIVIL CONSULTING: AES CONSULTING ENGINEERS

ARCHITECT: WALTER PARKS ARCHITECTS

TRAFFIC: GOROVE SLADE

LEGAL COUNSEL: GEDDY, HARRIS, FRANK & HICKMAN, LLP

CONTRACTOR: JD LEWIS

SITE DATA:

PARCEL ID: 4130100001, 4130100001A & 4130100001B

PROPERTY OWNERS: FORT MAGRUDER HOSPITALITY, LLC.

PROPERTY ADDRESS: 6927, 6945, 6951 POCAHONTAS TRAIL

PROPERTY ACREAGE: 9.4 AC. ±

CURRENT ZONING: B-1 (GENERAL BUSINESS)

PROPOSED ZONING: MU (MIXED USE) W/PROFFERS

PROPOSED USE: REDEVELOPMENT FOR 126 APARTMENT UNITS AND UP TO 32,000 SF OF SHOPPING CENTER

INDEX OF SHEETS:

| <u>SHEET NO.</u> | <u>SHEET DESCRIPTION</u> |
|------------------|--------------------------|
| MP01             | COVER SHEET              |
| MP02             | EXISTING CONDITIONS      |
| MP03             | MASTER PLAN              |

[illegible]

**AES**  
CONSULTING ENGINEERS

Hampton Roads | Central Virginia | Middle Peninsula

5248 Odde Towne Road, Suite 1  
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Phone: (757) 253-0040  
Fax: (757) 220-8994  
[www.aesva.com](http://www.aesva.com)

REZONING  
for  
**FORT MAGRUDER**  
DEVELOPER: CONSERVE HOLDINGS, LLC

ROBERTS' DISTRICT    JAMES CITY COUNTY    VIRGINIA

|                   |         |          |
|-------------------|---------|----------|
| Project Contacts: |         | JAG      |
| Project Number:   |         | 10478-02 |
| Scale:            | Date:   |          |
| NA                | 1/13/24 |          |
| Sheet Title:      |         |          |
| COVER SHEET       |         |          |
| Sheet Number      |         |          |
| MP01              |         |          |



|                                       |      |
|---------------------------------------|------|
| <b>ENVIRONMENTAL FEATURES ONSITE:</b> |      |
| TIDAL WETLANDS:                       | NONE |
| TIDAL SHORES:                         | NONE |
| 100 FT RPA BUFFER:                    | NONE |
| NON-TIDAL WETLANDS IN RMA:            | NONE |
| NON-TIDAL WETLANDS IN RPA:            | NONE |
| HYDRIC SOILS:                         | NONE |
| 25% OR GREATER SLOPES:                | NONE |
| NON-RPA BUFFERS:                      | NONE |

EXISTING SITE HAS BEEN FULLY DEVELOPED. NO WETLANDS OR OTHER ENVIRONMENTAL SENSITIVE FEATURES ARE KNOWN TO EXIST ON THIS PROPERTY.

| SOIL CHARACTERISTICS |                        |                          |                   |                       |                       |
|----------------------|------------------------|--------------------------|-------------------|-----------------------|-----------------------|
| SOIL#                | SOIL NAME              | HYDROLOGIC<br>SOIL GROUP | TYPICAL<br>SLOPES | EROSION FACTOR<br>(K) | EROSION FACTOR<br>(T) |
| 29B                  | SLAGLE FINE SANDY LOAM | C                        | 2-6%              | 0.24                  | 5                     |
| 37                   | URBAN LAND             | N/A                      | 0-15%             | N/A                   | N/A                   |

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

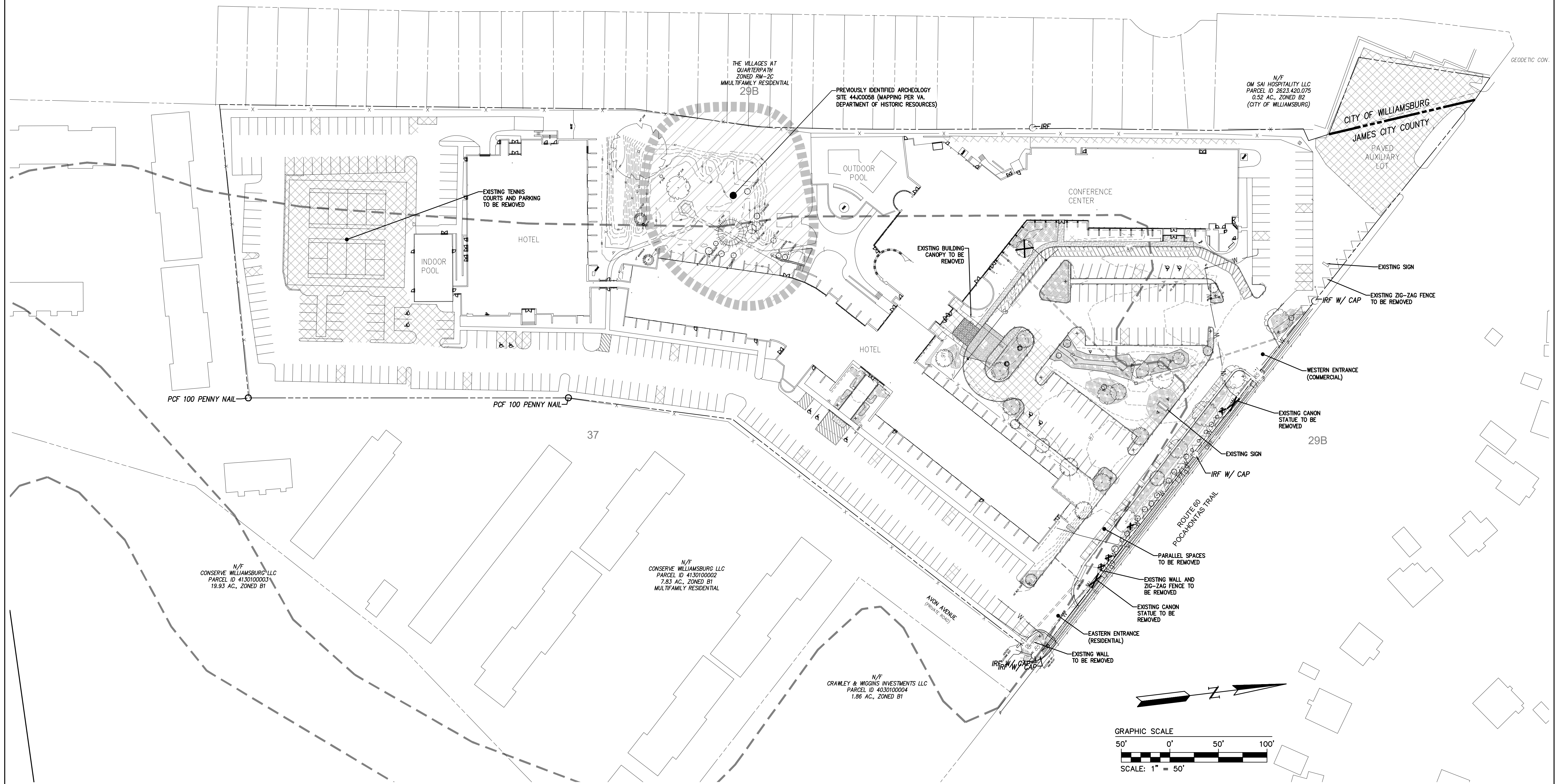
THE MAP SHOWN IS A "BEST FIT MODEL" OF THE SCS MAPS  
WITH EXISTING BASE INFORMATION.

EXISTING IMPERVIOUS COVER =  $\pm 307,000$  S.F.  
75% OF TOTAL SITE

|                                                                                     |                    |
|-------------------------------------------------------------------------------------|--------------------|
|  | SOIL TYPE BOUNDARY |
| 5                                                                                   | SOIL NUMBER        |
|  | DEMOLITION AREAS   |



DEMOLITION AREAS



REZONING

for

FORT MAGRUDER

DEVELOPER: CONSERVE HOLDINGS, LLC

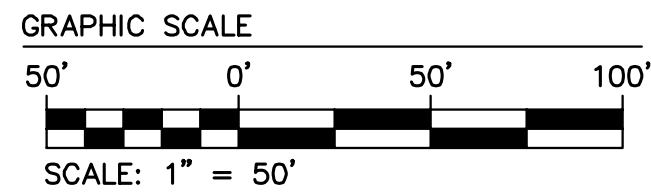
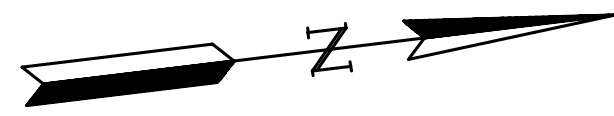
HERBERTS DISTRICT

JAMES CITY COUNTY

VIRGINIA

|                                                                            |         |          |
|----------------------------------------------------------------------------|---------|----------|
| Project Contacts:                                                          |         | JAG      |
| Project Number:                                                            |         | 10478-02 |
| Scale:                                                                     | Date:   |          |
| 1"=50'                                                                     | 1/13/24 |          |
| Sheet Title:<br><b>EXISTING<br/>CONDITIONS AND<br/>DEMOLITION<br/>PLAN</b> |         |          |
| Sheet Number<br><b>MP02</b>                                                |         |          |





| DEVELOPMENT TABULATION |                         |              |                                           |                            |                         |
|------------------------|-------------------------|--------------|-------------------------------------------|----------------------------|-------------------------|
| PROPOSED ZONING        | PROPOSED USE            | AREA** (AC.) | NON-DEVELOPABLE AREA (AC.) <sup>(1)</sup> | NET DEVELOPABLE AREA (AC.) | NET RESIDENTIAL DENSITY |
| MU                     | APARTMENT (D)           | ±5.7 (62%)   | N/A                                       | ±9.25                      | 13.62 UNITS/AC          |
|                        | COMMERCIAL/OFFICE (E,G) | ±3.5 (38%)   |                                           |                            |                         |

\*\*NOTE: AREA SHOWN IS PER JCC GIS AND TAX RECORDS WITHIN JAMES CITY COUNTY. AN ADDITIONAL ±0.15 ACRES OF THE PROPERTY IS INCLUDED WITHIN THE TAX PARCELS WITHIN JCC AND IS INDICATED WITHIN THE WILLIAMSBURG CITY LIMITS PER JCC GIS. (CITY OF WILLIAMSBURG GIS DOES NOT REFLECT ANY OF THE PARCEL IS WITHIN THE CITY.)

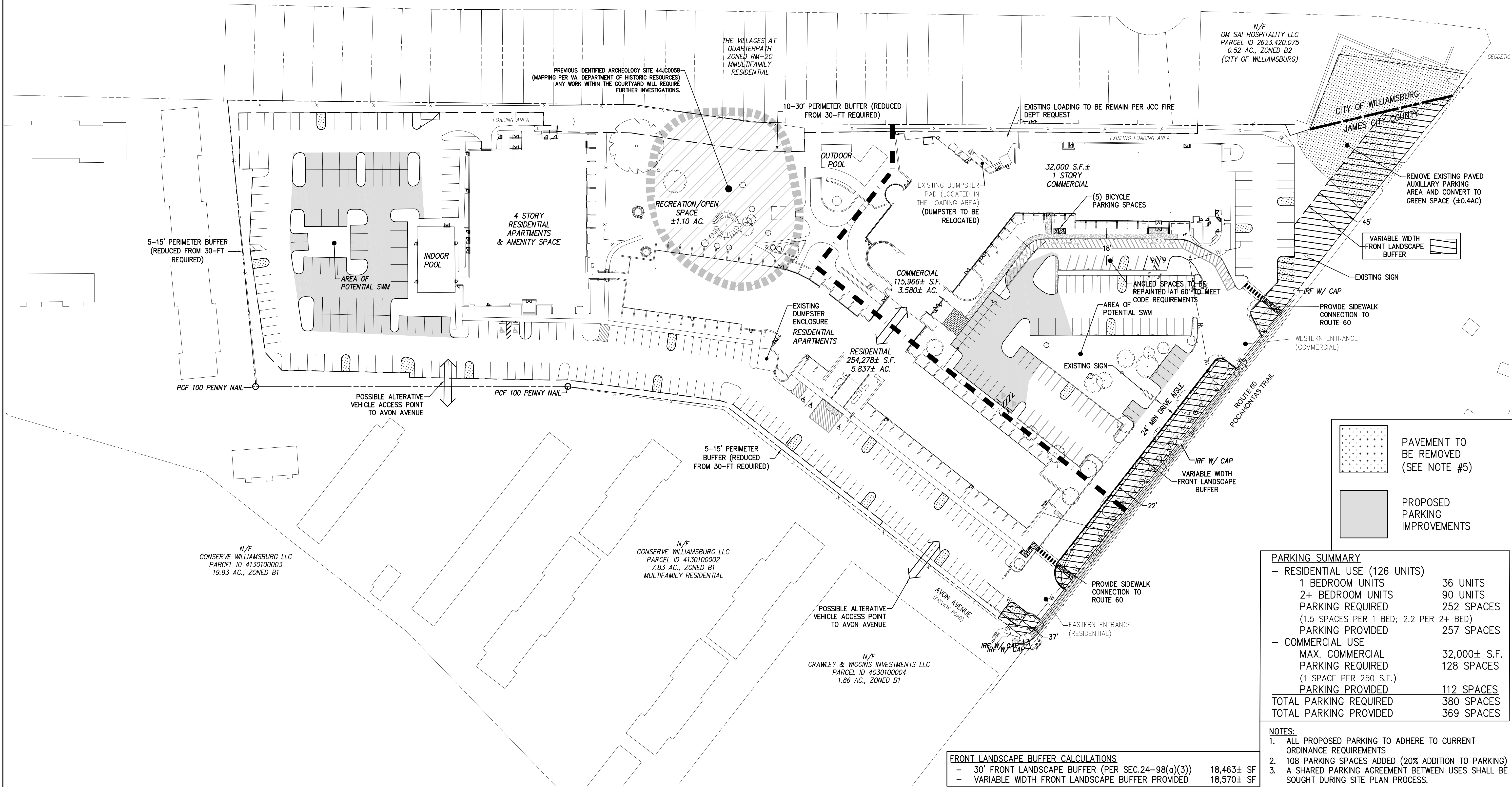
|                                                                 |           |
|-----------------------------------------------------------------|-----------|
| OPEN SPACE                                                      | ± 9.25 AC |
| TOTAL DEVELOPABLE LAND**                                        |           |
| DEVELOPABLE OPEN SPACE REQUIRED (10% OF TOTAL DEVELOPABLE LAND) | ± 0.93 AC |
| COURTYARD OPEN/RECREATION AREA***                               | ± 1.1 AC  |

\*\*\* ADDITIONAL INDOOR RECREATION AMENITIES TO BE PROVIDED.

|                              |               |
|------------------------------|---------------|
| EXISTING BUILDING FOOTPRINT: | ± 90,000 S.F. |
| RESIDENTIAL=                 | 127,577 S.F.  |
| COMMERCIAL=                  | 32,000 S.F.   |
| COMMON AREAS=                | 56,907 S.F.   |
| TOTAL BUILDING=              | 216,484 S.F.  |

- DEVELOPMENT TABULATION NOTES:
- NON-DEVELOPABLE AREAS: NONE ON SITE
  - A PROFFERED NUMBER OF UNITS TO BE OFFERED AT WORKFORCE/AFFORDABLE RATES.
  - EXISTING/PROPOSED IMPROVEMENTS SHALL BE LESS THAN 60'-FT IN HEIGHT
  - NO PROPOSED IMPROVEMENTS WITHIN EXISTING PERIMETER BUFFERS. EXISTING BUFFERS SHALL REMAIN UNDISTURBED. EXISTING BUFFER WIDTHS ARE BETWEEN 5-30FT. SEE ACCOMPANYING EXHIBIT FOR ADDITIONAL DETAIL.

- NOTES:
- NO NEW STRUCTURES PROPOSED ON SITE.
  - EXISTING CONFERENCE CENTER WILL BE RENOVATED TO LEASABLE SPACE AT THE TIME OF RESIDENTIAL CONVERSION.
  - EXISTING SITE SIGNAGE WILL BE REPLACED AND SIGNAGE PERMITS APPLIED FOR AT THE TIME OF SITE PLAN IMPROVEMENTS.
  - ARCHITECTURAL/EXTERNAL BUILDING CHANGES SHALL BE REVIEWED AND APPROVED BY PLANNING DIRECTOR TO BE IN CONFORMANCE WITH SUBMITTED RENDERING.
  - TOTAL SITE IMPERVIOUS FOLLOWING AMENDMENT WILL BE ±70% A REDUCTION IN SITE IMPERVIOUS.



|  |                                      |
|--|--------------------------------------|
|  | PAVEMENT TO BE REMOVED (SEE NOTE #5) |
|  | PROPOSED PARKING IMPROVEMENTS        |

| PARKING SUMMARY               |                                                         |              |
|-------------------------------|---------------------------------------------------------|--------------|
| - RESIDENTIAL USE (126 UNITS) | 1 BEDROOM UNITS                                         | 36 UNITS     |
|                               | 2+ BEDROOM UNITS                                        | 90 UNITS     |
|                               | PARKING REQUIRED (1.5 SPACES PER 1 BED; 2.2 PER 2+ BED) | 252 SPACES   |
|                               | PARKING PROVIDED                                        | 257 SPACES   |
|                               |                                                         |              |
| - COMMERCIAL USE              | MAX. COMMERCIAL                                         | 32,000± S.F. |
|                               | PARKING REQUIRED (1 SPACE PER 250 S.F.)                 | 128 SPACES   |
|                               | PARKING PROVIDED                                        | 112 SPACES   |
|                               | TOTAL PARKING REQUIRED                                  | 380 SPACES   |
|                               | TOTAL PARKING PROVIDED                                  | 369 SPACES   |

- NOTES:
- ALL PROPOSED PARKING TO ADHERE TO CURRENT ORDINANCE REQUIREMENTS
  - 108 PARKING SPACES ADDED (20% ADDITION TO PARKING)
  - A SHARED PARKING AGREEMENT BETWEEN USES SHALL BE SOUGHT DURING SITE PLAN PROCESS.

| FRONT LANDSCAPE BUFFER CALCULATIONS                |            |  |
|----------------------------------------------------|------------|--|
| - 30' FRONT LANDSCAPE BUFFER (PER SEC.24-98(a)(3)) | 18,463± SF |  |
| - VARIABLE WIDTH FRONT LANDSCAPE BUFFER PROVIDED   | 18,570± SF |  |

| Rev. | Date | Description | Revised By |
|------|------|-------------|------------|
|      |      |             |            |
|      |      |             |            |
|      |      |             |            |
|      |      |             |            |

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CONSULTING ENGINEERS

Hampton Roads | Central Virginia | Middle Peninsula

REZONING for  
**FORT MAGRUDER**  
DEVELOPER: CONSERVE HOLDINGS, LLC

ROBERTS DISTRICT | JAMES CITY COUNTY | VIRGINIA

Project Contacts: JAG  
Project Number: 10478-02  
Scale: 1"=50' Date: 1/13/24  
Sheet Title: MASTER PLAN  
Sheet Number: MP03





## Request for Landscape Modification

Date submitted: March 3, 2025 Case Number: Z-24-0014/MP-25-0001

**Please complete all sections of the application. Call 757-253-6685 if you have any questions, or go online to [jamestowncountyva.gov/planning/procedures.html](http://jamestowncountyva.gov/planning/procedures.html)**

### 1. Project Information

Project Name: Fort Magruder Inn

Address: 6927, 6945, 6951 Pocahontas Trail Zoning: B-1 / MU (Proposed)

Tax Map and Parcel ID: 4130100001, 4130100001A, 4130100001B

### 2. Applicant/Contact Information

Name: Jordan Bristow, PLA

Company: AES Consulting Engineers

Phone: 757-253-0040

Address: 5248 Olde Towne Road, Suite 1, Williamsburg, VA 23188

Fax: \_\_\_\_\_

Email address: jordan.bristow@aesva.com

### 3. Modification Information

Section of the Landscape Ordinance: Sec. 24-523

Justification (use additional paper if necessary): The existing site design, which the majority will remain, as shown on the master plan, does not allow the required 30' width for perimeter buffers. AES requests the perimeter buffers be reduced to a variable width, as shown on the attached Perimeter Buffer Exhibit, while providing the required plant material for the total 30' width, either through existing vegetation credit or proposed plant material dispersed throughout the site in a manner to enhance the character of the site. Calculations show 175 trees and 520 shrubs area required. Existing vegetation shows dense screening from adjacent properties, and an existing vegetation survey will be provided to determine the additional amount of plants that will be required.

4. Signature of Applicant: \_\_\_\_\_

Date: 2-27-25

HW APP

Rev 04\_12

### For Planning Office use only

Approved: ☐ Yes  
☐ No

Signature of Planning Director: \_\_\_\_\_

Date approved: \_\_\_\_\_

Notes: Preliminarily approved, subject to conditions, to be finalized during Site Plan process







#### Community Development

101-A Mounts Bay Road  
P.O. Box 8784  
Williamsburg, VA 23187-8784  
P: 757-253-6671  
F: 757-253-6822  
[community.development@jamescitycountyva.gov](mailto:community.development@jamescitycountyva.gov)

[jamescitycountyva.gov](http://jamescitycountyva.gov)

#### Building Safety & Permits

757-253-6626

#### Neighborhood Development

757-253-6640

#### Planning

757-253-6685

#### Zoning

757-253-6671

March 17, 2025

Mr. Jason Grimes  
5248 Olde Towne Rd  
Williamsburg, VA, 23188  
[jason.grimes@aesva.com](mailto:jason.grimes@aesva.com)

Mr. Vernon Geddy, III  
1177 Jamestown Rd  
Williamsburg, VA, 23185  
[vgeddy@ghfhlaw.com](mailto:vgeddy@ghfhlaw.com)

### **Re: Z-24-0014 & MP-25-0001; Fort Magruder Mixed Use Rezoning; 6945, 6927, & 6951 Pocahontas Trail – Planning Director Response to Request for Buffer Modification**

Mr. Grimes and Mr. Geddy,

Thank you for submitting your request for modification of the required perimeter buffer per Zoning Ordinance [Sec. 24-523\(d\)](#). Pursuant to that section, I am generally supportive of your request to reduce the perimeter buffers to a variable distance as shown on the draft master plan, as I find that the request appears to meet the criteria of [Sec. 24-523\(c\)](#), provided the below six conditions are met.

1. The Board of Supervisors shall approve the rezoning and master plan requests, Z-24-0014 and MP-25-0001.
2. The amount of vegetation which would have been required in the unreduced buffers shall be provided, on-site, in addition to other required vegetation. Such vegetation will be reviewed and approved as part of the landscape plan during the Site Plan review process, which will then become binding, especially regarding installation and continued maintenance.
3. Prior to site plan review, the Planning Director will review and determine which existing trees and shrubs on-site within the existing landscape buffers shall be removed. The following types of trees and shrubs will be considered for removal during the review of the landscape plan: dead, diseased, dying, invasive or poor-quality species, poorly situated trees or shrubs which interfere with other viable vegetation, and trees or shrubs which compromise safety or existing or planned site improvements. Removed trees and shrubs will be replaced with new native landscaping that exceeds the plant material size requirements in Section 24-90 of the James City County Code by 125 percent.
4. Use of the loading zone access driveway to the rear of the proposed commercial area adjacent to the City of Williamsburg shall be limited to the hours between 7:00 a.m. and 9:00 p.m. or as otherwise amended and shall operate within the general prohibitions against noise set forth in Chapter 15 of the James City County Code.
5. Any existing perimeter fence which is removed and replaced as part of the development shall be replaced with a black colored chain-link fence or solid-wood fence, identified on the development plans and approved by the Planning Director prior to final site plan approval.

If you have any questions regarding my response or the conditions, please do not hesitate to contact me at 757-253-6685 or [Susan.Murray@jamescitycountyva.gov](mailto:Susan.Murray@jamescitycountyva.gov).

Respectfully,

*Susan M. Istenes*

Susan M. Istenes, AICP  
Planning Director

CC: Allison Jackura, Planner III





**THE FOUNDRY**  
at Williamsburg



# **Community Impact Statement**

## **Rezoning**

For

### **Fort Magruder Inn Residential and Retail Conversion**

Prepared For

**Conserve Holdings, LLC**

January 2025

Revised February 2025

AES Project Number: W10478-02

Prepared by:



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

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**APPENDIX**

1. Parking Study Exhibit
2. Buffer Impact Study
3. Traffic Analysis (Under Separate Cover)

## **I. EXECUTIVE SUMMARY**

The proposed redevelopment of the Fort Magruder Inn represents a strategic opportunity to transform an aging hospitality property into a vibrant mixed-use development that addresses critical community needs. Conserve Holdings, LLC seeks to rezone three parcels totaling 9.4 acres from B-1 (General Business) to MU (Mixed Use) to create 126 workforce housing units while maintaining a valuable retail/commercial presence along the Pocahontas Trail corridor.

### **Key Benefits:**

- **Adaptive Reuse:** The project repurposes an existing 303-room hotel into 126 residential units, reducing infrastructure demands while preserving the building's structural integrity. Water usage will decrease from 47,390 to 46,060 gallons per day, demonstrating improved resource efficiency.
- **Strategic Location:** Situated within the Primary Service Area (PSA) and designated as Mixed Use in the James City County Comprehensive Plan, the development aligns perfectly with the County's long-term vision. The site's location on an existing WATA transit route ensures transportation accessibility.
- **Community Enhancement:** The redevelopment will modernize both exterior and interior spaces. The project maintains existing buffering while adding new landscape elements where feasible.
- **Environmental Considerations:** The redevelopment does not require impacts to existing natural areas. The limited site changes will lead to an overall reduction in paved surfaces while providing the updated use benefits.
- **Housing Solutions:** The conversion addresses the critical need for workforce housing in James City County without requiring new construction, offering a mix of two- and three-bedroom units. The development's location near employment centers and public transit makes it ideal for working professionals.

The Fort Magruder redevelopment represents a thoughtful approach to community development that balances housing needs with commercial viability while preserving community character. This project demonstrates how adaptive reuse can provide sustainable solutions to housing challenges while maintaining neighborhood integrity and reducing environmental impact.



**PROJECT LOCATION**

**VICINITY MAP**  
(Approximate Scale: 1"=1000')

## II. THE PROJECT TEAM

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

- Developer - Conserve Holdings, LLC
- Legal - Geddy, Harris, Frank and Hickman
- Architect - Walter Parks Architects
- MEP - O' Neil Engineering Services
- Civil Engineering - AES Consulting Engineers
- Traffic - Gorove Slade Associates
- Contractor - JD Lewis

## III. PROJECT DESCRIPTION AND PLANNING CONSIDERATIONS

### Project Description

The developer, Conserve Holdings LLC, is proposing to rezone the parcels for the Fort Magruder Inn from B-1 to MU (Mixed Use) for the purpose of redeveloping the existing hotel and convention center into a 126 unit apartment complex with a small retail/commercial component remaining in the area of the former conference center.

### Planning Considerations

#### Context and Background

The Fort Magruder Inn and Conference Center, a 303-unit hotel, has been a part of James City County's hospitality landscape for over 30 years. Over time, the surrounding area has evolved, with adjoining properties in the City rezoned and developed into multifamily townhomes, and the property to the south and rear within James City County developed as multifamily apartments.

The subject parcels are located within the County's Primary Service Area (PSA) and designated as Mixed Use in the James City County Comprehensive Plan. This designation encourages a blend of commercial, office, and moderate-density residential uses, with explicit support for the adaptive reuse of hotels and motels for residential purposes.

#### Proposed Redevelopment Benefits

The proposed redevelopment represents a significant financial investment by Conserve Holdings LLC, bringing tangible benefits to the County:

- **Architectural Modernization:** The redevelopment will modernize both the exterior and interior of the existing structure, enhancing the site's overall aesthetics.
- **Affordable Housing:** The redevelopment adds for a proffer to add workforce and

affordable housing.

- **Enhancements to Roadway:** Along U.S. Route 60, the removal of existing fencing will be replaced with traditional landscaping treatments, improving visual appeal.

#### Site Design and Parking (See Parking Exhibit)

The site has been designed to meet all parking requirements for both residential and commercial uses, with a logical layout that ensures accessibility and convenience:

- **Commercial Parking:** Concentrated near the western entrance for easy access to the retail and commercial areas, this section also includes the conversion of the existing covered drop-off area into additional parking spaces.
- **Residential Parking:** Located near the eastern entrance, with modified rear parking to improve circulation. The removal of existing tennis courts has further optimized parking availability.

#### Recreational Amenities

The redevelopment includes amenities designed to enhance the quality of life for residents, such as:

- An external pool
- Interior recreation spaces to support community engagement and leisure activities

#### Buffering and Landscaping (See Buffer Exhibit)

Perimeter transitional as requested by Mixed Use designation have been provided where possible and a request to maintain the existing buffers is being sought where the buffers are less than the requirements. While the redevelopment maintains existing buildings and parking within buffer zones, no further encroachments will occur. Where feasible, the buffers will be enhanced with landscaping that complement the area's character. The Master Plan specifies that existing features within the buffer will remain, with no future expansion of these facilities permitted.

## **IV. ANALYSIS OF IMPACTS TO PUBLIC FACILITIES AND SERVICES**

### **A. Public Water and Sewer Services**

Public water and public sanitary sewer services already exist to the property. The existing hotel and convention center water/sewer use exceeds that of the proposed redeveloped use, as such a full analysis of the water and sewer on the property has not been provided. The subject property will be served with public drinking water by the Newport News Waterworks and sewer service by JCSA already run to the building. For general reference the water consumption for the proposed project is estimated at a Daily Water Demand of 46,060 gallons per day down from the 47,390 gallons per day estimated for the hotel and convention center.



**B. Fire Protection and Emergency Services**

This site is currently closest to the York County Station 3 and City of Williamsburg Fire Department. The closest James City County Station is Station 2 located on Route 60 just passed Busch Gardens roughly 7 minutes from the property.

**C. Solid Waste**

The proposed development on the subject property will generate solid wastes that will require collection and disposal to promote a safe and healthy environment. Reputable, private contractors will handle the collection of solid waste. Both commercial trash and recyclable material dumpsters will be provided. The locations of dumpster enclosures are shown on the master plan.

**D. Franchise Utility Service Providers**

Dominion Enginery and Verizon Communications, electricity and cable TV/ Internet provide service to this area. No offsite changes are anticipated to these facilities.

**E. Public Transit**

The site is located along the Williamsburg Area Transit Authority (WATA) route with existing stops located at the site. The ability to readily access the public transit serves the potential residents and employees for the proposed project.

**V. ANALYSIS OF ENVIRONMENTAL IMPACTS**

Evaluation of the property determined that there were no environmentally sensitive areas associated with these properties. The properties associated with the project have been fully developed. The open/green spaces around the site have been graded and replanted.

**VI. ANALYSIS OF STORMWATER MANAGEMENT**

AES reviewed the requirements for the site in accordance with the general criteria of the Commonwealth of Virginia and James City County's stormwater requirements. The existing development on the properties is not controlled by stormwater management. We would propose new stormwater facilities to control the quality and quantity discharges from the site in accordance with current state stormwater regulations. As part of those improvements the

discharge across the adjoining property will be placed within a private drainage easement to ensure that future maintenance access is possible. It is anticipated that several manufactured facilities will be utilized for water quality and analysis of the offsite discharge will be required. There are areas adjacent to the proposed improvements within the front and back parking lots where we envision stormwater management facilities being placed and have generally indicated those locations on the master plan for reference. Should downstream conditions warrant, additional water quantity controls may be necessary. Any stormwater measures proposed with the site will be designed and installed in accordance with all current applicable standards.

## **VII. ANALYSIS OF IMPACTS TO TRAFFIC**

The traffic impacts for the proposed redevelopment have been reviewed. The traffic analysis was prepared by Groove Slade Associates. The project has undergone extensive review and no improvements are envisioned to be necessary to accommodate the proposed change in use on the property.

## **X. CONCLUSION**

In summary, The redevelopment of the Fort Magruder Inn will provide a meaningful benefit by providing affordable housing opportunities while maintaining an element of commercial development. The Community Impact Statement for Anderson's Corner development concludes that the County and the community would realize the following public benefits to include the following:

- The intended land use designated on the current Comprehensive Plan for this area.
- The Master Plan and exterior elevations are provided to ensure we will provide a high standard of architecture and layout to enhance this area of the County for decades to come.
- Provides a much-needed workforce/affordable housing option
- There is adequate capacity in the existing infrastructure to provide for the traffic and utility needs of the development.

## Traffic Impact Analysis

# Fort Magruder

James City County, VA

**December 11, 2024**

**Prepared for:**

AES Consulting Engineers  
4120 Cox Road  
Suite D  
Glen Allen, Virginia 23060



**GOROVE SLADE**  
Transportation Planners and Engineers



**Prepared by:**



4951 Lake Brook Drive, Suite 250, Glen Allen, VA 23060

804.362.0578

4114 Legato Road, Suite 650, Fairfax, VA 22035

1140 Connecticut Ave NW, Suite 1010, Washington, DC 20036

225 Reinekers Lane, Suite 750, Alexandria, VA 22314

4550 Montgomery Avenue, Suite 400, Bethesda, MD 20814

[www.goroveslade.com](http://www.goroveslade.com)

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## Executive Summary

Fort Magruder is a proposed mixed-use redevelopment on the south side of Pocahontas Trail (U.S. 60) between Avon Avenue and Basset Road in James City County, Virginia. The redevelopment plan includes 126 multifamily units and approximately 36,000 square feet (s.f.) of commercial space. The proposed access plan includes maintaining the two existing full-movement driveways on Pocahontas Trail. If approved, the development is expected to open in 2032.

### ***Site Location and Study Area***

The proposed development is located on the south side of Pocahontas Trail (U.S. 60) between Avon Avenue and Basset Road. Based on the scope meeting with the County and VDOT on November 6, 2024, the following scenarios were analyzed:

- Existing (2024) traffic conditions
- No-Build (2032) traffic conditions
- Build (2032) traffic conditions

The weekday AM and PM peak hours were studied for the following intersections:

- Pocahontas Trail (U.S. 60) at Avon Avenue
- Pocahontas Trail (U.S. 60) at East Site Driveway
- Pocahontas Trail (U.S. 60) at West Site Driveway

### ***Recommendations***

Based on the results of the traffic capacity analysis, it is recommended that the existing lane configurations at the existing driveways be maintained. No additional improvements are warranted or recommended at build-out of the proposed mixed-use development.

## Introduction

Fort Magruder is a proposed mixed-use redevelopment on the south side of Pocahontas Trail (U.S. 60) between Avon Avenue and Basset Road in James City County, Virginia. The redevelopment plan includes 126 multifamily units and approximately 36,000 square feet (s.f.) of commercial space. The proposed access plan includes maintaining the two existing full-movement driveways on Pocahontas Trail. If approved, the development is expected to open in 2032.

## Scope of the Traffic Analysis

Based on the TIA scoping meeting with the County and VDOT on November 6, 2024, the study area includes the following intersections:

- Pocahontas Trail (U.S. 60) at Avon Avenue
- Pocahontas Trail (U.S. 60) at East Site Driveway
- Pocahontas Trail (U.S. 60) at West Site Driveway

Figure 1 shows the site location and study intersections and Figure 2 shows the preliminary site plan. The TIA scope document is included in the Appendix.



Figure 1: Site Location and Study Intersections





Existing Conditions

Existing Roadway Network

A description of the major roadways within the study area is presented below in Table 1. The existing local roadway network, including lane configurations and traffic controls, is illustrated on Figure 3.

Table 1: Existing Roadway Network

| Roadway          | RTE #   | VDOT Classification | Legal/Design Speed Limit (mph) | AADT* (vpd) |
|------------------|---------|---------------------|--------------------------------|-------------|
| Pocahontas Trail | U.S. 60 | Principal Arterial  | 45                             | 8,700       |
| Avon Avenue      | Private | Local               | 10                             | -           |

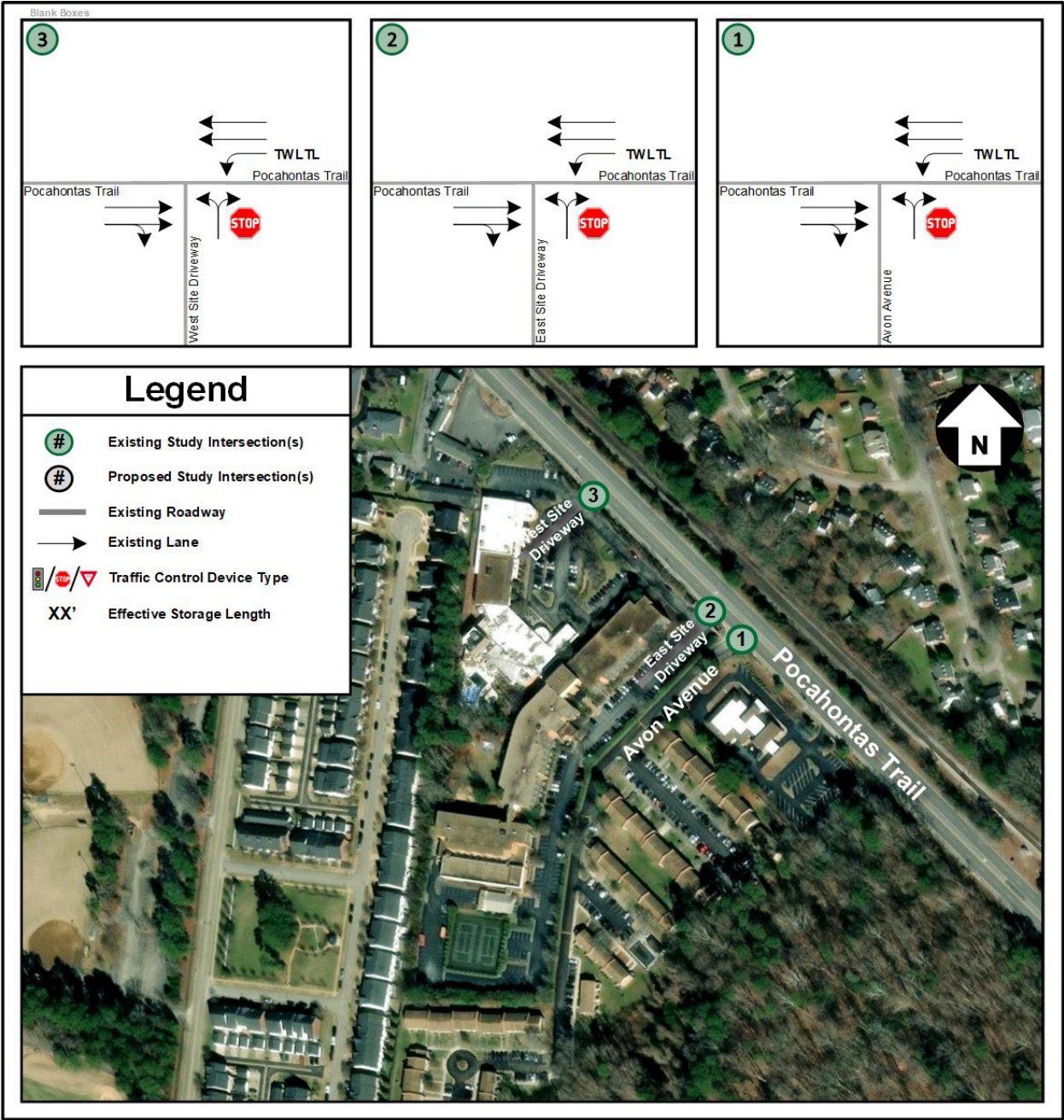


Figure 3: Existing Lane Configuration



Existing Traffic Volumes

The AM peak hour (6:00 to 10:00 AM) and PM peak hour (3:00 to 7:00 PM) turning movement counts were conducted at the following intersections by Burns Services, Inc. on November 11, 2024:

- Pocahontas Trail (U.S. 60) at Avon Avenue
- Pocahontas Trail (U.S. 60) at East Site Driveway
- Pocahontas Trail (U.S. 60) at West Site Driveway

The existing 2024 peak hour volumes are shown on Figure 4, and the turning movement count data is included in the Appendix.

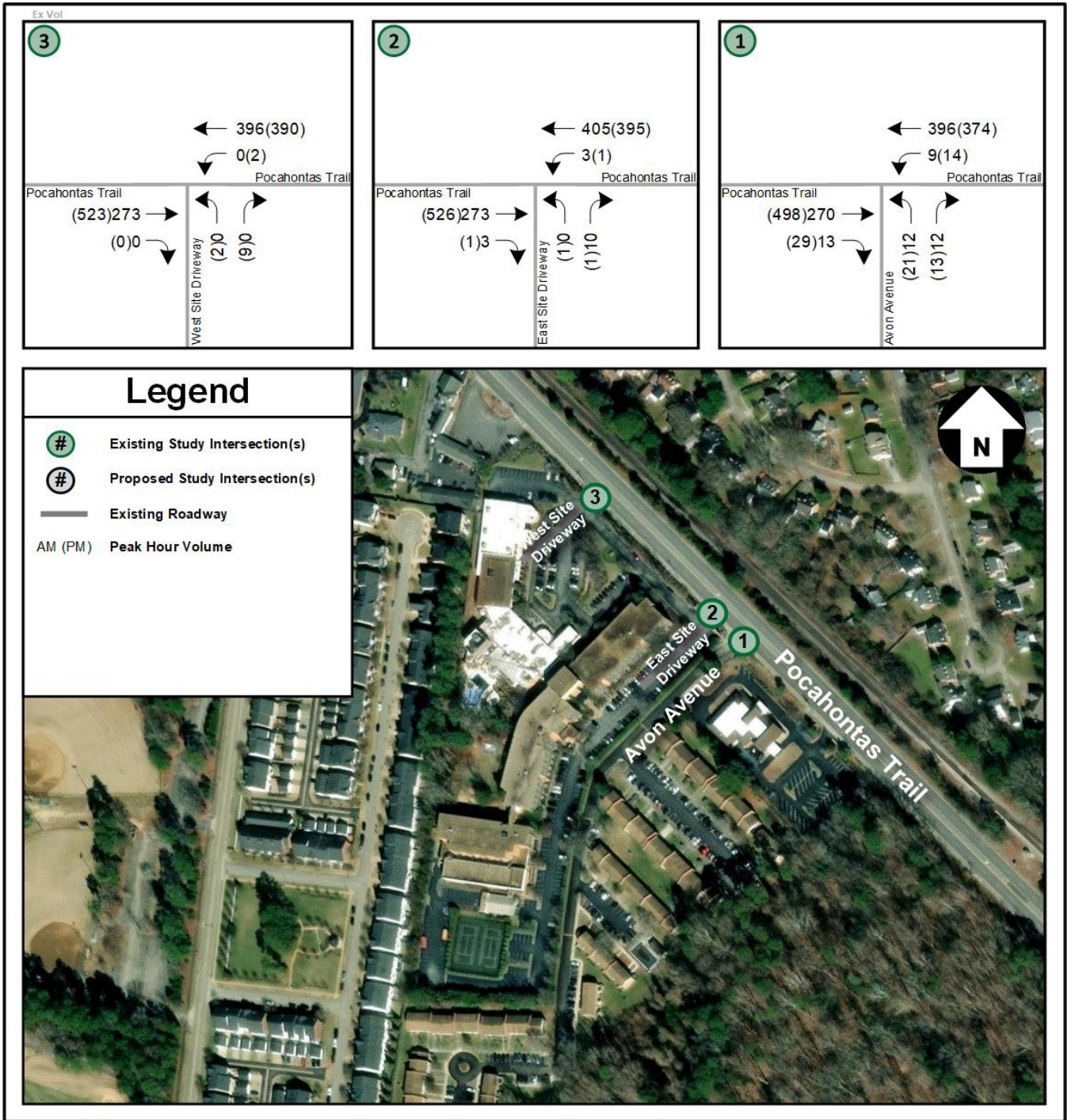


Figure 4: Existing (2024) Peak Hour Volumes



## No-Build Conditions

In order to determine the traffic impact of the proposed development, a comparison of the future conditions of the study intersections must be made. This is achieved by analyzing the horizon year (2032) with the traffic generated by the proposed development. The future year condition without the development is called the no-build condition, and it is determined by projecting the existing traffic to the build-out year using an annualized growth rate and adding the traffic from approved (but not yet built) developments in the study area.

### ***Approved Development Traffic***

Based on discussion at the TIA scoping meeting, there are no approved developments included in this analysis.

### ***Background Traffic Growth***

Based on the TIA scope meeting with the County and VDOT, an annual traffic growth rate of 1.0% was applied to the existing traffic count volumes.

To estimate the no-build 2032 volumes, the existing 2024 counts were increased by an annual rate of 1.0% for eight years.

Figure 5 shows the no-build 2032 volumes.

### ***Planned Future Transportation Improvements***

Based on discussion at the TIA scope meeting, there are no geometric improvement projects planned in the study area.

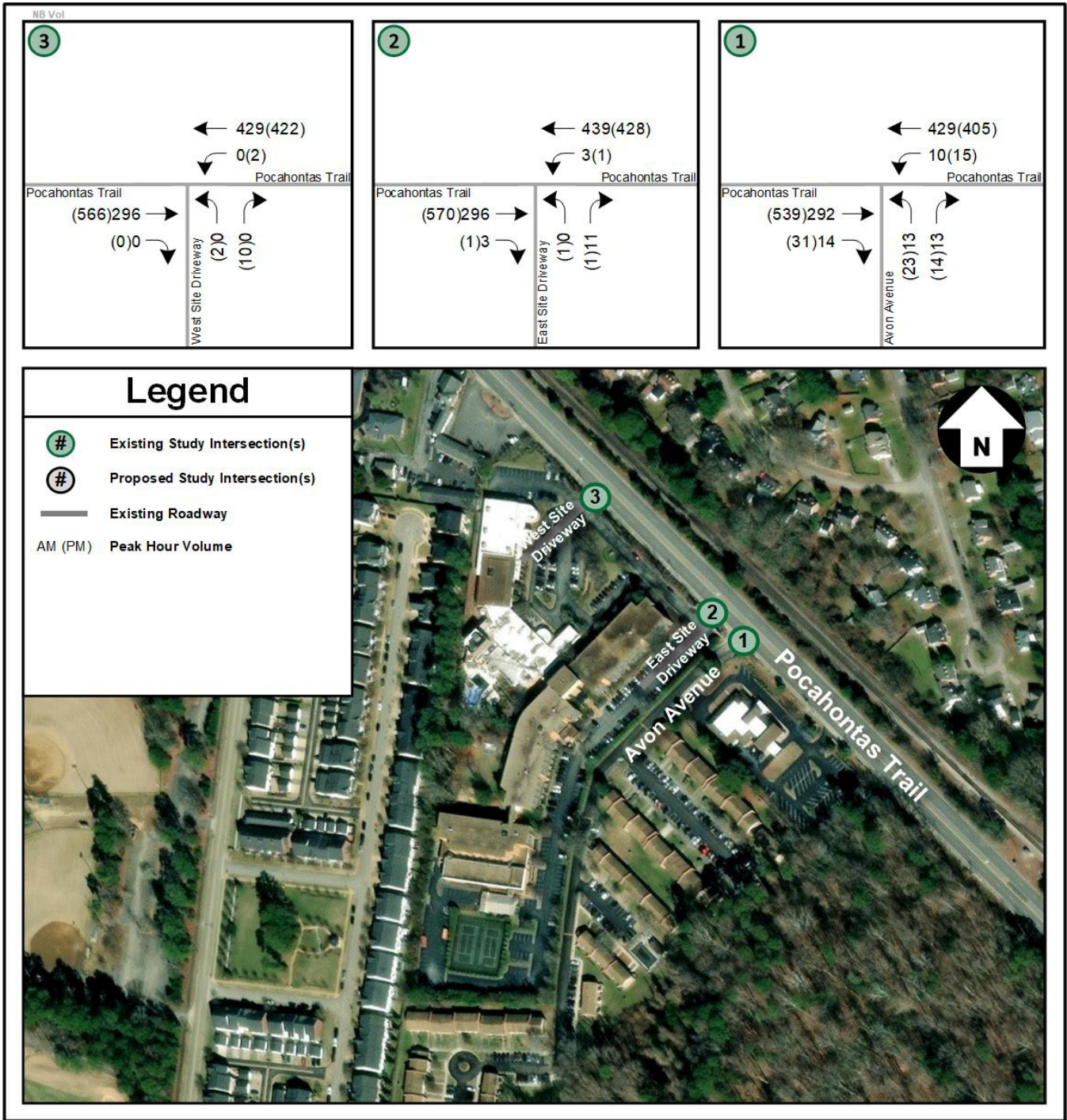


Figure 5: No-Build (2032) AM and PM Peak Hour Volumes

Build Conditions

The build traffic conditions were analyzed with the recommended lane configurations and traffic control used to mitigate site trip impacts.

Site Description and Access

The redevelopment plan includes 126 multifamily units and approximately 36,000 square feet (s.f.) of commercial space. The proposed access plan includes maintaining the two existing full-movement driveways on Pocahontas Trail

Site Trip Generation

The Institute of Transportation Engineer’s (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* was used to estimate the trip potential of the proposed development during the weekday AM and PM peak hours. Table 2 shows the trip potential of the proposed development plan.

Table 2: ITE Trip Generation – Typical Weekday – 11<sup>th</sup> Edition

| Land Use                       | ITE Code | Size Units  | Average Weekday Daily Traffic (vpd) |       | AM Peak Hour (vph) |      | PM Peak Hour (vph) |      |
|--------------------------------|----------|-------------|-------------------------------------|-------|--------------------|------|--------------------|------|
|                                |          |             | Enter                               | Exit  | Enter              | Exit | Enter              | Exit |
| Multifamily Housing (Mid-Rise) | 221      | 126 d.u.    | 286                                 | 286   | 11                 | 36   | 30                 | 19   |
| Strip Retail Plaza (<40 ksf)   | 822      | 36,000 s.f. | 980                                 | 980   | 51                 | 34   | 119                | 118  |
| Total Primary Trips            |          |             | 1,266                               | 1,266 | 62                 | 70   | 149                | 137  |

Site Trip Distribution

The site trip distribution was determined based on discussions with the County and VDOT, a review of existing traffic patterns, surrounding land uses, and engineering judgement. The following primary site trip distribution was applied:

- 55% to / from the west on Pocahontas Trail (U.S. 60)
- 45% to / from the east on Pocahontas Trail (U.S. 60)

Based on the locations of the proposed residential and commercial areas of the development, it was assumed that all residential trips will access the site using the East Site Driveway and the commercial trips will use the West Site Driveway. The primary site trip distributions for the residential and commercial trips are shown in Figure 6 and Figure 7, respectively. Figure 8 and Figure 9 show the primary residential and commercial site trip assignments, respectively.

Build (2032) Traffic Volumes

The Build (2032) traffic volumes were estimated by adding the No-Build (2032) volumes (Figure 5) and the total site trips (Figure 10), and then removing the existing trips (Figure 11). Figure 12 shows the projected Build (2032) peak hour traffic volumes.



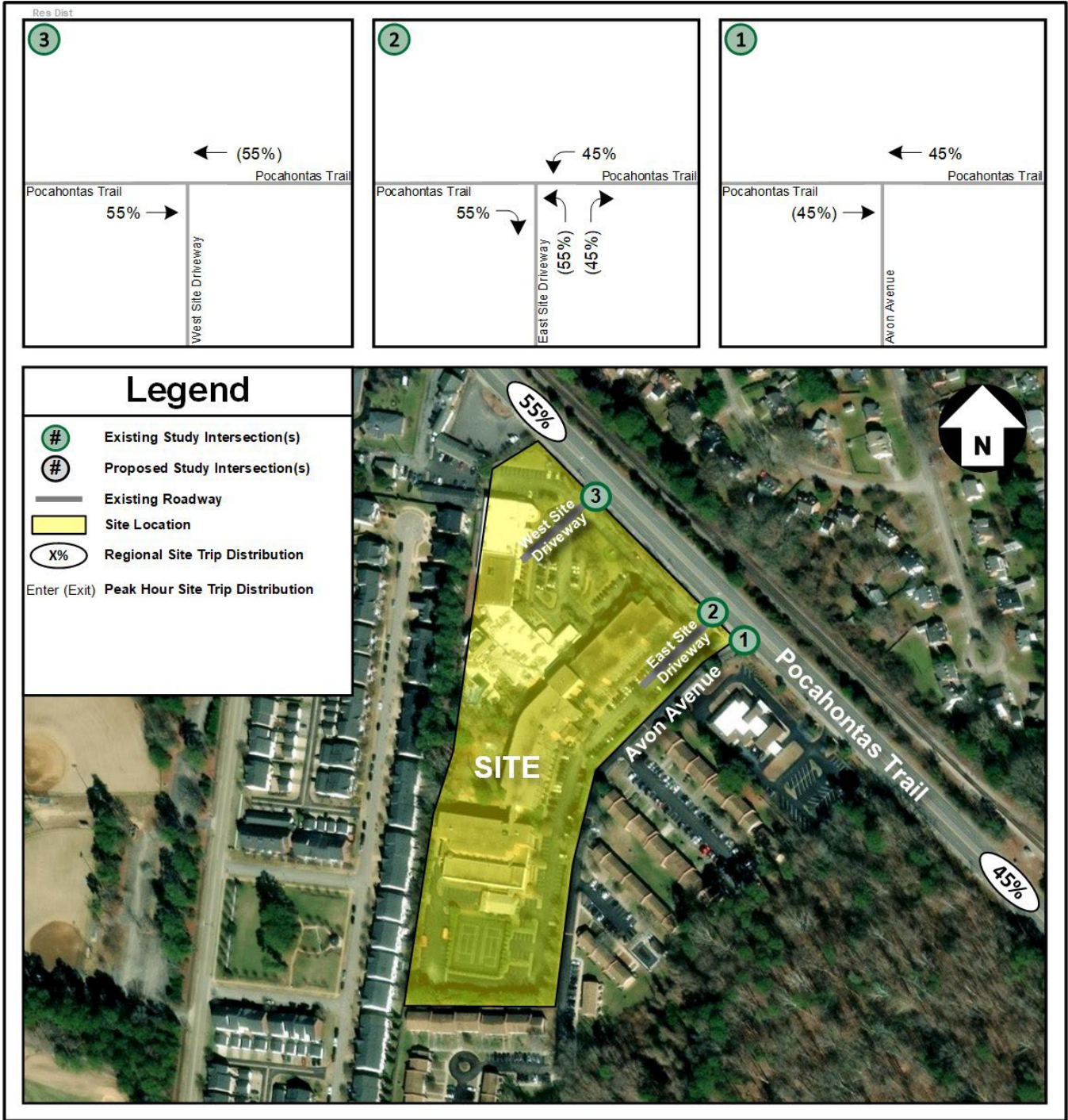


Figure 6: Residential Site Trip Distribution



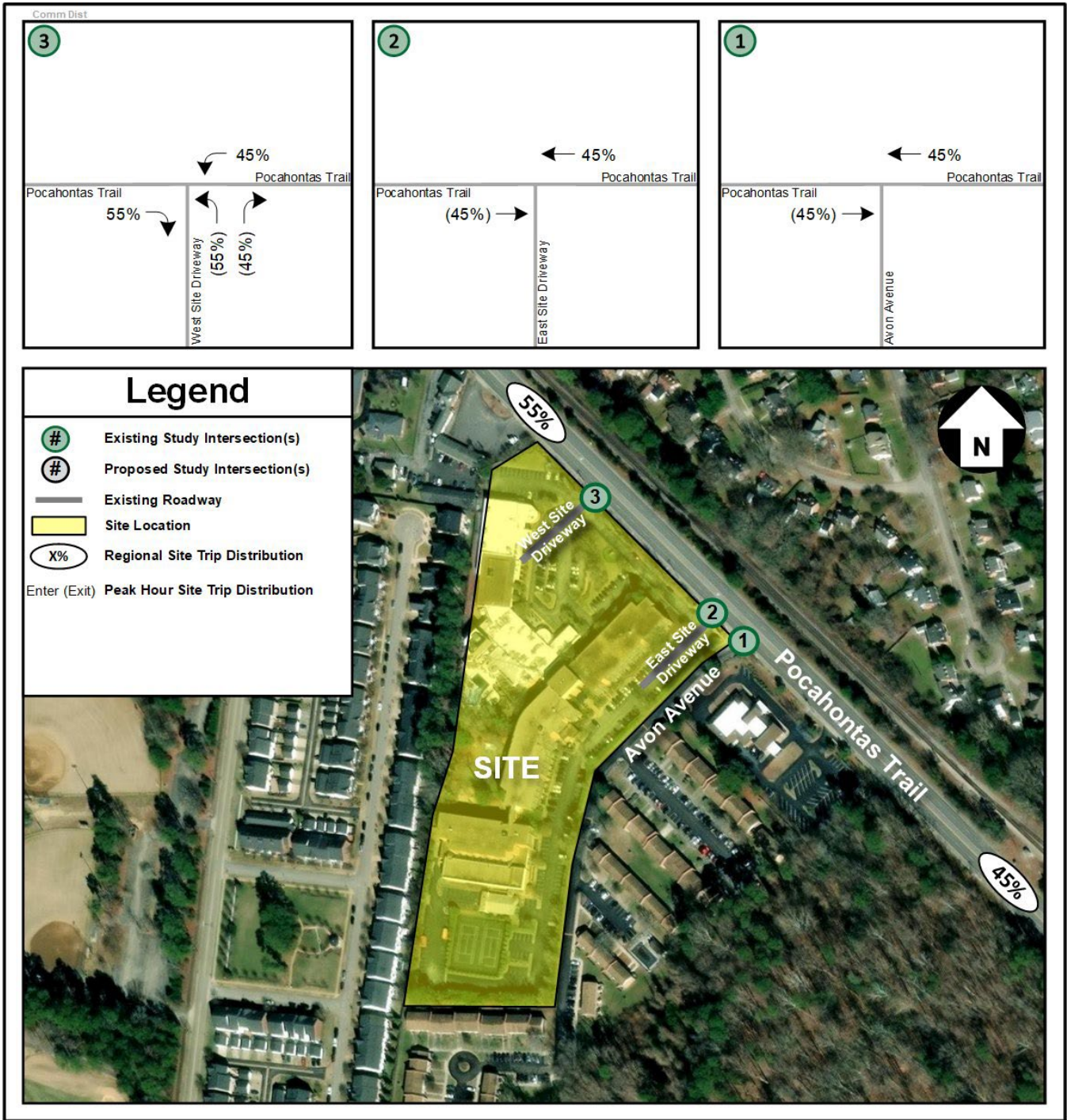


Figure 7: Commercial Site Trip Distribution

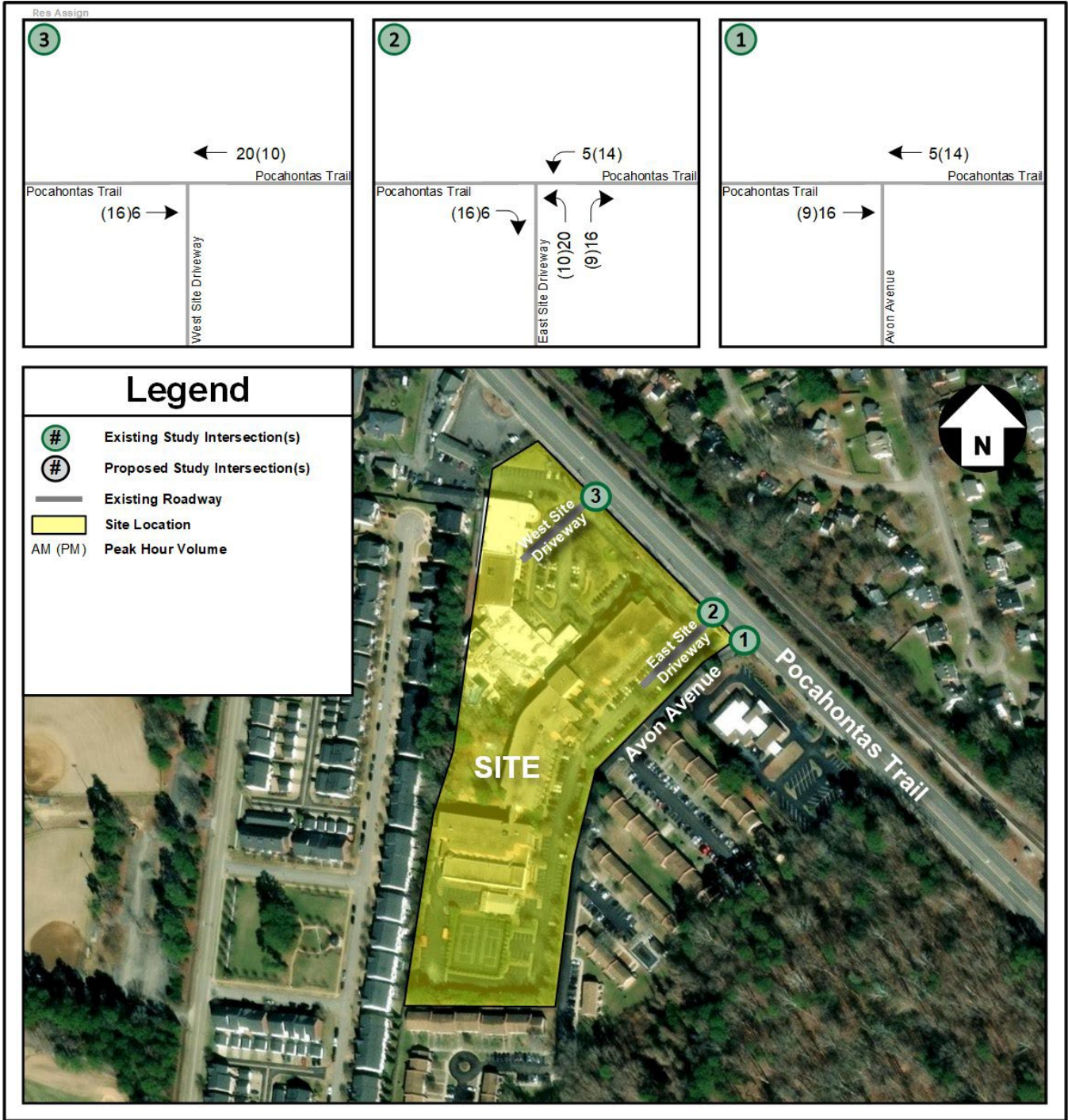


Figure 8: Residential Site Trip Assignment





Figure 9: Commercial Site Trip Assignment

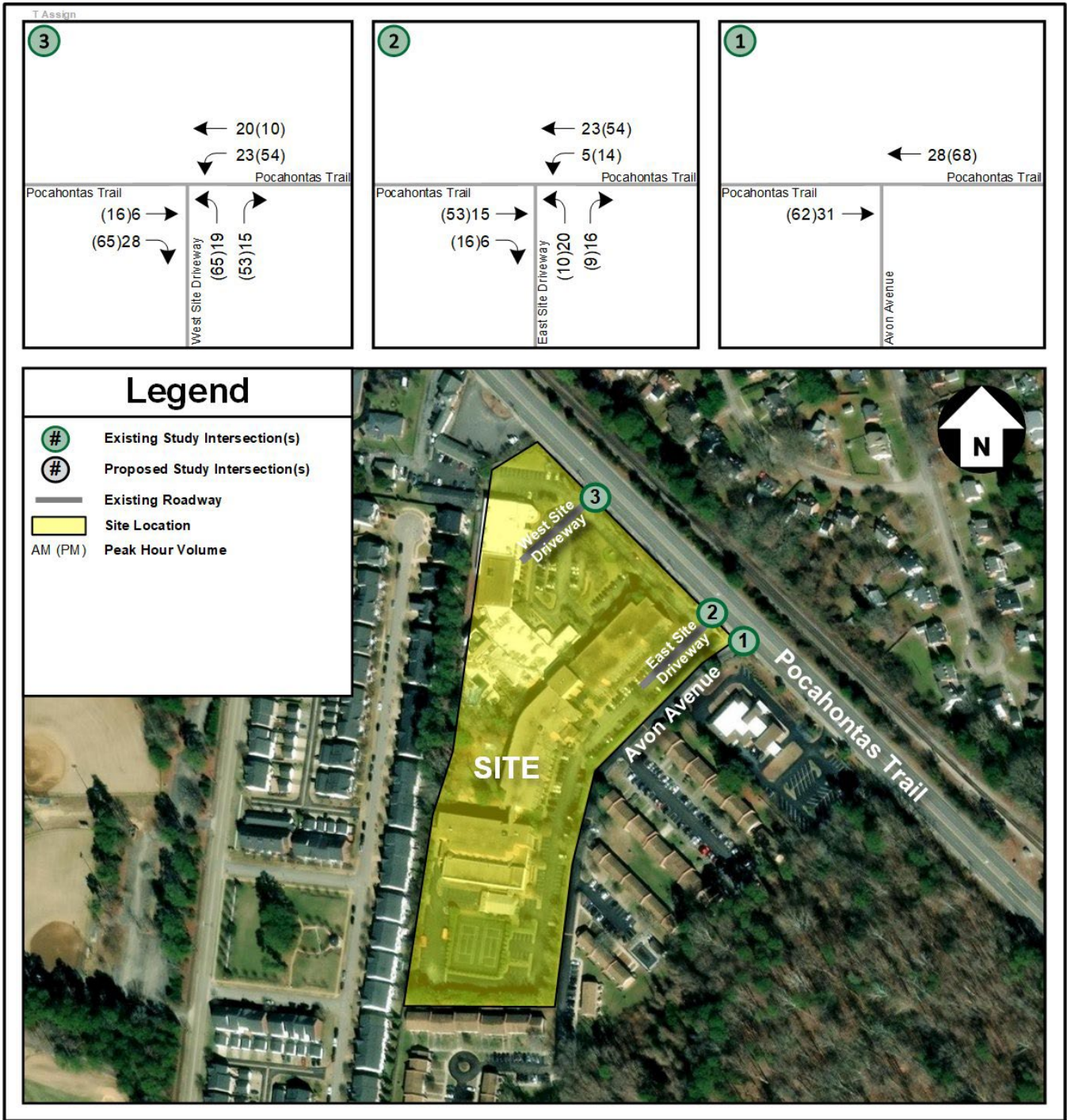


Figure 10: Total Site Trips



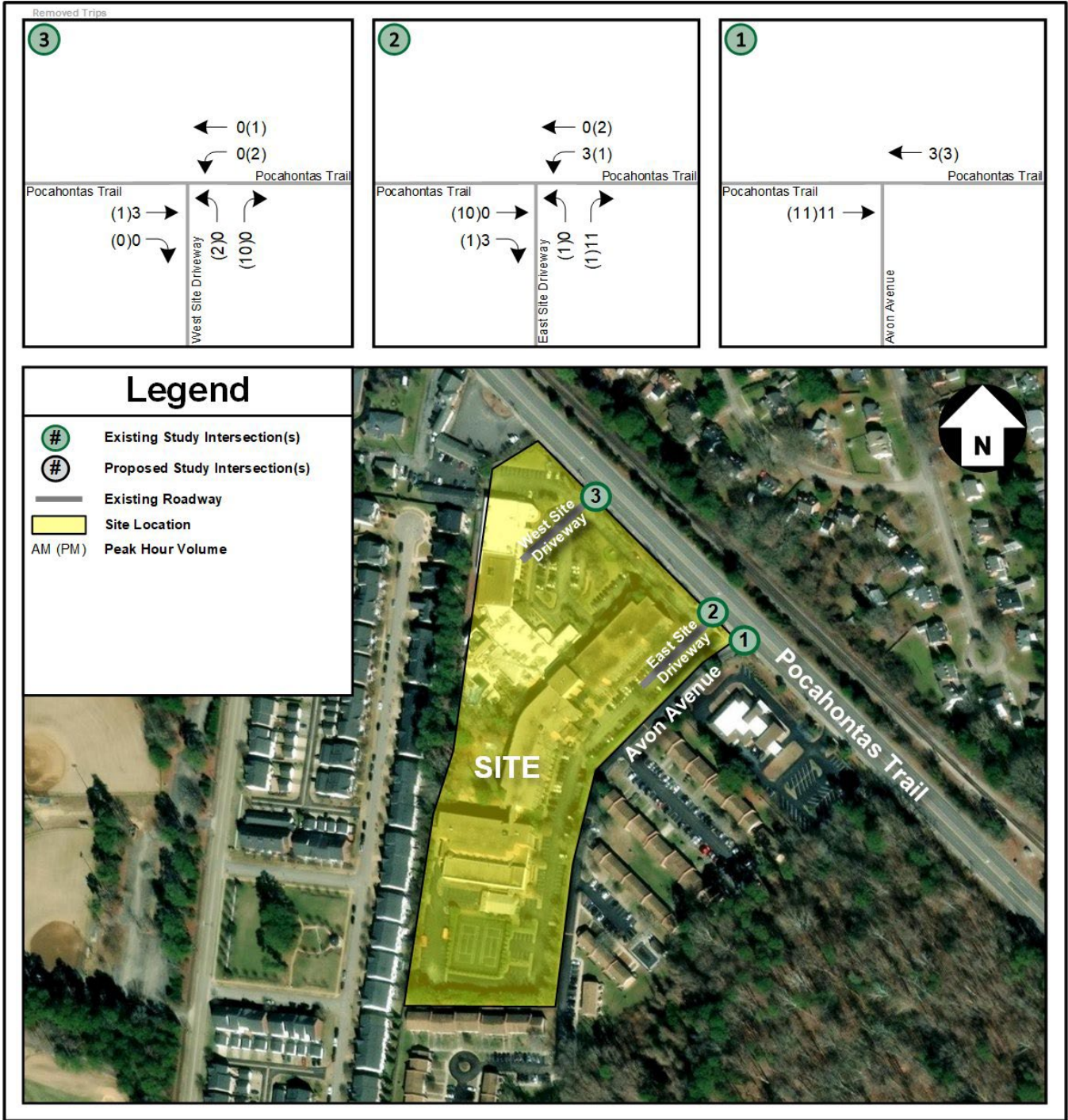


Figure 11: Existing Site Trips (Removed)



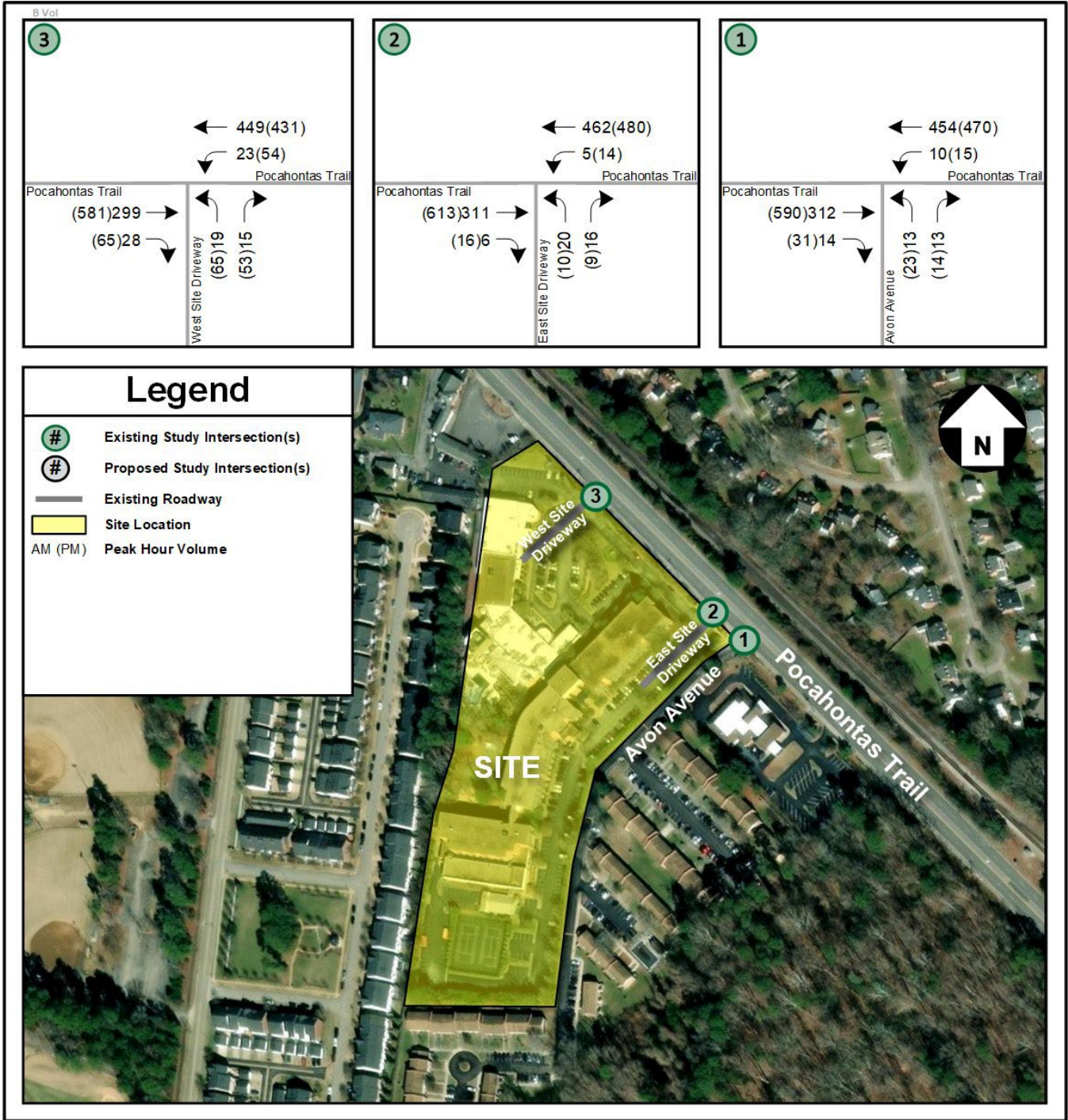


Figure 12: Build (2032) Peak Hour Volumes

## Turn Lane Warrant Analysis

Turn lane warrants were evaluated for the proposed site driveways based on VDOT's Access Management Standards Appendix F. The turn lane warrant results are summarized in Table 3 through Table 5, and the turn lane warrant graphs are included in the Appendix.

**Table 3: Turn Lane Warrant Intersections**

| Int # | Turn Lane Warrant Intersection         |
|-------|----------------------------------------|
| 2     | Pocahontas Trail at East Site Driveway |
| 3     | Pocahontas Trail at West Site Driveway |

**Table 4: Left-Turn Lane Warrant Results**

| Study Intersection | Turning Movement | Analysis Scenario | Peak Hour | Treatment                                |
|--------------------|------------------|-------------------|-----------|------------------------------------------|
| 2                  | WBL              | Build 2032        | AM        | Not Warranted                            |
|                    |                  |                   | PM        | Not Warranted                            |
| 3                  | WBL              | Build 2032        | AM        | Not Warranted                            |
|                    |                  |                   | PM        | Full-Width Turn Lane and Taper Warranted |

There is an existing two-way left-turn lane (TWLTL) along the frontage of the site, which can accommodate the traffic turning left into the site. Therefore, no additional turn lane improvements are recommended.

**Table 5: Right-Turn Lane Warrant Results**

| Study Intersection | Turning Movement | Analysis Scenario | Peak Hour | Treatment       |
|--------------------|------------------|-------------------|-----------|-----------------|
| 2                  | EBR              | Build 2032        | AM        | Not Warranted   |
|                    |                  |                   | PM        | Not Warranted   |
| 3                  | EBR              | Build 2032        | AM        | Not Warranted   |
|                    |                  |                   | PM        | Taper Warranted |

## Traffic Capacity Analysis

### ***Capacity Analysis Procedure***

Capacity analyses were performed at the study intersections during the weekday AM and PM peak hours. Synchro Version 11 was used to analyze the study intersections based on the Highway Capacity Manual (HCM) methodology and includes level of service, delay, and queue length comparisons for the turning movements analyzed. SimTraffic queues were based on an average of the maximum queuing observed across 10 microsimulation runs. For the purpose of this analysis a peak hour factor of 0.92 was used for each of the study intersections only if the existing PHF was less than 0.92. Otherwise, the existing PHF was used. Synchro and SimTraffic outputs are included in the Appendix.

### ***Capacity Analysis Results***

For unsignalized intersections, the average delays for the minor street left-turn movements are described as short delays (less than 25 seconds), moderate delays (between 25 and 50 seconds), and long delays (greater than 50 seconds). It is common for side street movements and left turns to experience long delays during the peak hours at intersections with major thoroughfares. The results of the intersection capacity analyses are expressed in level of service (LOS), delay (seconds per vehicle) and 95<sup>th</sup> percentile queue (feet) per lane group. Capacity analysis results are summarized in Table 6 through Table 8.

The results shown are based on HCM 6th methodology.



Table 6 shows the LOS, average delay, and queue lengths for the unsignalized intersection of Pocahontas Trail at Avon Avenue.

**Table 6: Level of Service Summary – Pocahontas Trail at Avon Avenue (Intersection 1)**

| Analysis Scenario                | Lane Group | Effective Storage Length (ft.) | AM Peak Hour |                 |                    |                      | PM Peak Hour |                 |                    |                      |
|----------------------------------|------------|--------------------------------|--------------|-----------------|--------------------|----------------------|--------------|-----------------|--------------------|----------------------|
|                                  |            |                                | LOS          | Delay (sec/veh) | 95th % Queue (ft.) | Avg. Max Queue (ft.) | LOS          | Delay (sec/veh) | 95th % Queue (ft.) | Avg. Max Queue (ft.) |
|                                  |            |                                | Synchro      |                 |                    | SimTraffic           | Synchro      |                 |                    | SimTraffic           |
| Existing 2024 Traffic Conditions | EBT/R      | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | WBL        | TWLTL                          | A            | 7.9             | 0                  | 24                   | A            | 8.7             | 0                  | 28                   |
|                                  | WBT        | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | NBL/R      | -                              | B            | 10.5            | 3                  | 42                   | B            | 12.7            | 5                  | 53                   |
| No-Build 2032 Traffic Conditions | EBT/R      | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | WBL        | TWLTL                          | A            | 8.0             | 0                  | 24                   | A            | 8.8             | 3                  | 30                   |
|                                  | WBT        | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | NBL/R      | -                              | B            | 10.7            | 3                  | 42                   | B            | 13.3            | 8                  | 53                   |
| Build 2032 Traffic Conditions    | EBT/R      | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | WBL        | TWLTL                          | A            | 8.0             | 0                  | 27                   | A            | 9.0             | 3                  | 31                   |
|                                  | WBT        | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | NBL/R      | -                              | B            | 10.9            | 3                  | 42                   | B            | 13.9            | 8                  | 56                   |

Capacity analysis indicates that the minor street left turn operates with short delays during the AM and PM peak hours. Under no-build conditions, the minor street left turn is expected to continue to operate with short delays during the AM and PM peak hours.

Under build conditions, the minor street left turn is expected to continue to operate with short delays during the AM and PM peak hours.

No improvements are warranted or recommended at build-out of the proposed mixed-use development.

Table 7 shows the LOS, average delay, and queue lengths for the unsignalized intersection of Pocahontas Trail at East Site Driveway.

**Table 7: Level of Service Summary – Pocahontas Trail at East Site Driveway (Intersection 2)**

| Analysis Scenario                | Lane Group | Effective Storage Length (ft.) | AM Peak Hour |                 |                    |                      | PM Peak Hour |                 |                    |                      |
|----------------------------------|------------|--------------------------------|--------------|-----------------|--------------------|----------------------|--------------|-----------------|--------------------|----------------------|
|                                  |            |                                | LOS          | Delay (sec/veh) | 95th % Queue (ft.) | Avg. Max Queue (ft.) | LOS          | Delay (sec/veh) | 95th % Queue (ft.) | Avg. Max Queue (ft.) |
|                                  |            |                                | Synchro      |                 |                    | SimTraffic           | Synchro      |                 |                    | SimTraffic           |
| Existing 2024 Traffic Conditions | EBT/R      | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | WBL        | TWLTL                          | A            | 7.9             | 0                  | 6                    | A            | 8.6             | 0                  | 2                    |
|                                  | WBT        | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | NBL/R      | -                              | A            | 9.2             | 0                  | 31                   | B            | 11.8            | 0                  | 27                   |
| No-Build 2032 Traffic Conditions | EBT/R      | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | WBL        | TWLTL                          | A            | 7.9             | 0                  | 7                    | A            | 8.8             | 0                  | 4                    |
|                                  | WBT        | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | NBL/R      | -                              | A            | 9.3             | 0                  | 33                   | B            | 12.1            | 0                  | 31                   |
| Build 2032 Traffic Conditions    | EBT/R      | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | WBL        | TWLTL                          | A            | 8.0             | 0                  | 13                   | A            | 9.0             | 3                  | 22                   |
|                                  | WBT        | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | NBL/R      | -                              | B            | 11.1            | 5                  | 50                   | B            | 13.2            | 3                  | 43                   |

Capacity analysis indicates that the minor street left turn operates with short delays during the AM and PM peak hours. Under no-build conditions, the minor street left turn is expected to continue to operate with short delays during the AM and PM peak hours.

Under build conditions, the minor street left turn is expected to continue to operate with short delays during the AM and PM peak hours.

The existing TWLTL can accommodate the traffic turning into the site. No additional improvements are warranted or recommended at build-out of the proposed mixed-use development.

Table 8 shows the LOS, average delay, and queue lengths for the unsignalized intersection of Pocahontas Trail at West Site Driveway.

**Table 8: Level of Service Summary – Pocahontas Trail at West Site Driveway (Intersection 3)**

| Analysis Scenario                | Lane Group | Effective Storage Length (ft.) | AM Peak Hour |                 |                    |                      | PM Peak Hour |                 |                    |                      |
|----------------------------------|------------|--------------------------------|--------------|-----------------|--------------------|----------------------|--------------|-----------------|--------------------|----------------------|
|                                  |            |                                | LOS          | Delay (sec/veh) | 95th % Queue (ft.) | Avg. Max Queue (ft.) | LOS          | Delay (sec/veh) | 95th % Queue (ft.) | Avg. Max Queue (ft.) |
|                                  |            |                                | Synchro      |                 |                    | SimTraffic           | Synchro      |                 |                    | SimTraffic           |
| Existing 2024 Traffic Conditions | EBT/R      | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | WBL        | TWLTL                          | A            | 0.0             | 0                  | 0                    | A            | 8.6             | 0                  | 8                    |
|                                  | WBT        | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | NBL/R      | -                              | A            | 0.0             | 0                  | 0                    | B            | 11.2            | 3                  | 34                   |
| No-Build 2032 Traffic Conditions | EBT/R      | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | WBL        | TWLTL                          | A            | 0.0             | 0                  | 0                    | A            | 8.8             | 0                  | 5                    |
|                                  | WBT        | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | NBL/R      | -                              | A            | 0.0             | 0                  | 0                    | B            | 11.5            | 3                  | 32                   |
| Build 2032 Traffic Conditions    | EBT/R      | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | WBL        | TWLTL                          | A            | 8.1             | 3                  | 32                   | A            | 9.3             | 5                  | 53                   |
|                                  | WBT        | - / -                          | -            | -               | -                  | -                    | -            | -               | -                  | -                    |
|                                  | NBL/R      | -                              | B            | 12.4            | 5                  | 56                   | C            | 24.6            | 48                 | 117                  |

Capacity analysis indicates that the minor street left turn operates with short delays during the AM and PM peak hours. Under no-build conditions, the minor street left turn is expected to continue to operate with short delays during the AM and PM peak hours.

Under build conditions, the minor street left turn is expected to continue to operate with short delays during the AM and PM peak hours.

The existing TWLTL can accommodate the traffic turning into the site. No additional improvements are warranted or recommended at build-out of the proposed mixed-use development.



## Safety Analysis

At the request of VDOT, a Crash Analysis was conducted for the intersection of Pocahontas Trail at Avon Avenue.

### ***Crash Data Analysis Summary***

Historical crash data was obtained from VDOT's Crash Analysis Tool within a 250-foot radius at each study intersection from December 2019 through November 2024.

The intersection crash rate was computed using the following formula and was calculated as crashes per one million entering vehicles (MEV).

$$Rate_{intersection} = \frac{1,000,000 * \# \text{ of Crashes}}{\# \text{ of Years} * 365 \left( \frac{\text{days}}{\text{yr}} \right) * ADT_{approach}}$$

It should be noted that according to the ITE Transportation Impact Analysis for Site Development, a crash rate of 1.0 MEV or greater is an indication that further study may be required. A rate of over 1.0 MEV does not necessarily suggest there is a significant problem at an intersection, but rather it is a threshold used to identify which intersections may have an elevated crash rate due to operational, geometric, or other deficiencies. Based on the crash rates, the intersection of Pocahontas Trail at Avon Avenue is not considered a high crash location.

Intersection Crash Data

The following table provides detailed reported crash data for the intersection of Pocahontas Trail at Avon Avenue.

Table 9: VDOT Crash Data for Pocahontas Trail at Avon Avenue (Intersection 1)

| Intersection Crash Analysis         | Crash Data for the Intersection of Pocahontas Trail and Avon Avenue (December 2019 - November 2024) |      |      |      |      |      |       | Relative Frequency |
|-------------------------------------|-----------------------------------------------------------------------------------------------------|------|------|------|------|------|-------|--------------------|
|                                     | 2019                                                                                                | 2020 | 2021 | 2022 | 2023 | 2024 | Total |                    |
| <u>Crash Severity</u>               |                                                                                                     |      |      |      |      |      |       |                    |
| Fatal Collision (Type K)            |                                                                                                     |      |      |      |      |      |       | 0.00%              |
| Injury Collision (Type A, B, and C) |                                                                                                     |      |      | 1    | 2    |      | 3     | 60.00%             |
| Type A                              |                                                                                                     |      |      |      |      |      |       |                    |
| Type B                              |                                                                                                     |      |      | 1    | 1    |      | 2     |                    |
| Type C                              |                                                                                                     |      |      |      | 1    |      | 1     |                    |
| Property Damage Only (Type PDO)     |                                                                                                     |      | 1    | 1    |      |      | 2     | 40.00%             |
| TOTAL*                              |                                                                                                     |      | 1    | 2    | 2    |      | 5     | 100.00%            |
| <u>Crash Type</u>                   |                                                                                                     |      |      |      |      |      |       |                    |
| Fixed Object/ Single-Vehicle Crash  |                                                                                                     |      | 1    |      | 1    |      | 2     | 40.00%             |
| Head-On                             |                                                                                                     |      |      |      |      |      |       | 0.00%              |
| Sideswipe / Same Direction          |                                                                                                     |      |      |      |      |      |       | 0.00%              |
| Sideswipe / Opposite Direction      |                                                                                                     |      |      |      |      |      |       | 0.00%              |
| Rear-End Collision                  |                                                                                                     |      |      | 1    |      |      | 1     | 20.00%             |
| Angle Collision                     |                                                                                                     |      |      | 1    |      |      | 1     | 20.00%             |
| Backed Into                         |                                                                                                     |      |      |      |      |      |       | 0.00%              |
| Pedestrian Collision                |                                                                                                     |      |      |      | 1    |      | 1     | 20.00%             |
| Deer/Animal                         |                                                                                                     |      |      |      |      |      |       | 0.00%              |
| Other                               |                                                                                                     |      |      |      |      |      |       | 0.00%              |
| TOTAL*                              |                                                                                                     |      | 1    | 2    | 2    |      | 5     | 100.00%            |
| <u>Other Factors</u>                |                                                                                                     |      |      |      |      |      |       |                    |
| Distracted Driver                   |                                                                                                     |      |      |      |      |      |       | 0.00%              |
| Alcohol**                           |                                                                                                     |      |      |      | 1    |      | 1     | 20.00%             |
| Work-Zone                           |                                                                                                     |      |      |      |      |      |       | 0.00%              |
| Inclement Weather (Non-Dry)         |                                                                                                     |      | 1    |      |      |      | 1     | 20.00%             |
| Speeding                            |                                                                                                     |      |      |      | 1    |      | 1     | 20.00%             |
| Pedestrian Injury***                |                                                                                                     |      |      |      | 1    |      | 1     | N/A                |
| <u>Time of Day</u>                  |                                                                                                     |      |      |      |      |      |       |                    |
| AM Peak Period (6 - 10 AM)          |                                                                                                     |      |      | 1    |      |      | 1     | 20.00%             |
| Off Peak - Daytime (10 AM - 3 PM)   |                                                                                                     |      |      |      |      | 1    | 1     | 20.00%             |
| PM Peak Period (3 - 7 PM)           |                                                                                                     |      |      | 1    | 1    |      | 2     | 40.00%             |
| Off Peak - Nighttime (7 PM - 6 AM)  |                                                                                                     |      | 1    |      |      |      | 1     | 20.00%             |
| CALCULATED CRASH RATE****           |                                                                                                     |      |      |      |      |      | 0.31  | Crashes per MEV    |

\* It should be noted that an intersection radius of 250 feet was used in this analysis. Crashes also thought to be caused by the intersection may have been added based on the description of the crash and engineering judgement.

\*\* Instances where the event was classified as "Unknown", "Not Known Whether Impaired", "Ability Not Impaired" were classified as alcohol related to provide a more conservative analysis.

\*\*\* Pedestrian injuries are based on the number of pedestrians injured and may not be directly be related to the number of crash incidences (i.e., if one crash occurred injuring two pedestrians, the table would show a "2" instead of a "1").

\*\*\*\*Crash rate based on an approximated 8700 ADT.

As shown, the intersection of Pocahontas Trail at Avon Avenue experienced 5 crashes over the five-year period.

A calculated crash rate above 1.0 is typically an indication of an elevated crash rate. The intersection of Pocahontas Trail at Avon Avenue has a calculated crash rate of 0.31 crashes per million entering vehicles (MEV). Therefore, the intersection is not considered a high crash location.

### Recommendations

Based on the results of the traffic capacity analysis, it is recommended that the existing lane configurations at the existing driveways be maintained. No additional improvements are warranted or recommended at build-out of the proposed mixed-use development.

Figure 13 shows the recommended lane configuration.

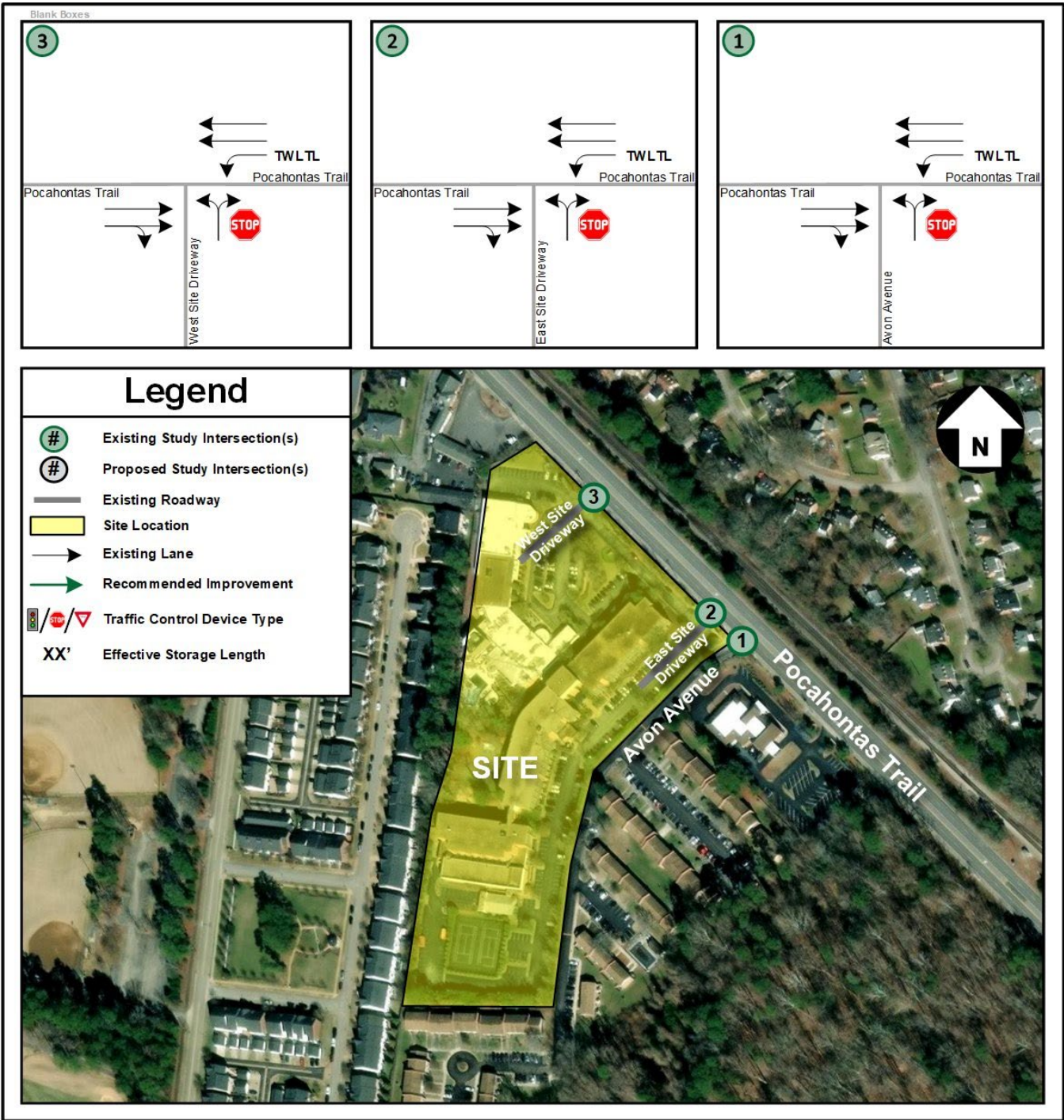


Figure 13: Recommended Lane Configuration



## **APPENDIX**

**APPENDIX A: VDOT TIA Scope Form**

**APPENDIX B: Traffic Count Data And Signal Timings**

**APPENDIX C: Synchro Output – Existing (2024) Conditions**

**APPENDIX D: Synchro Output – No-Build (2032) Conditions**

**APPENDIX E: Synchro Output – Build (2032) Conditions**

**APPENDIX F: Turn Lane Warrant Analysis**

Fort Magruder – TIA

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## **APPENDIX A: VDOT TIA SCOPE FORM**



## PRE-SCOPE OF WORK MEETING FORM

### Information on the Project Traffic Impact Analysis Base Assumptions

The applicant is responsible for entering the relevant information and submitting the form to VDOT and the locality no less than three (3) business days prior to the meeting. If a form is not received by this deadline, the scope of the work meeting may be postponed.

| <b>Contact Information</b>                                                                                                                |                                                                                                                                                                                                                           |                                               |                                               |                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------------|----------------------------------------|
| Consultant Name:                                                                                                                          | Michael Bailey, P.E., PTOE, RSP1 – Gorove Slade                                                                                                                                                                           |                                               |                                               |                                        |
| Tele:                                                                                                                                     | (804) 362-0578                                                                                                                                                                                                            |                                               |                                               |                                        |
| E-mail:                                                                                                                                   | <a href="mailto:mb@goroveslade.com">mb@goroveslade.com</a>                                                                                                                                                                |                                               |                                               |                                        |
| Developer/Owner Name:                                                                                                                     | Jason Grimes, P.E., – AES Consulting Engineers                                                                                                                                                                            |                                               |                                               |                                        |
| Tele:                                                                                                                                     | (757)-253-0040                                                                                                                                                                                                            |                                               |                                               |                                        |
| E-mail:                                                                                                                                   | <a href="mailto:jason.grimes@aesva.com">jason.grimes@aesva.com</a>                                                                                                                                                        |                                               |                                               |                                        |
| <b>Project Information</b>                                                                                                                |                                                                                                                                                                                                                           |                                               |                                               |                                        |
| Project Name:                                                                                                                             | Fort Magruder Redevelopment                                                                                                                                                                                               | Locality/County:                              | James City County                             |                                        |
| Project Location:<br>(Attach regional and site specific location map)                                                                     | Refer to Figure 1                                                                                                                                                                                                         |                                               |                                               |                                        |
| Submission Type                                                                                                                           | Comp Plan <input type="checkbox"/>                                                                                                                                                                                        | REZ/SUP <input checked="" type="checkbox"/>   | Site Plan <input type="checkbox"/>            | Subd Plat <input type="checkbox"/>     |
| Project Description:<br>(Including details on the land use, acreage, phasing, access location, etc. Attach additional sheet if necessary) | The redevelopment plan includes 126 multifamily units and approximately 36,000 square feet (s.f.) of commercial space. The access plan includes maintaining the two existing full-movement driveways on Pocahontas Trail. |                                               |                                               |                                        |
| Proposed Use(s):<br>(Check all that apply; attach additional pages as necessary)                                                          | Residential <input type="checkbox"/>                                                                                                                                                                                      | Commercial <input type="checkbox"/>           | Mixed Use <input checked="" type="checkbox"/> | Other                                  |
|                                                                                                                                           | <b>Residential Uses(s)</b><br>N/A                                                                                                                                                                                         |                                               | <b>Commercial Use(s)</b><br>See Trip Table    |                                        |
| Total Peak Hour Trip Projection:                                                                                                          | Less than 100 <input type="checkbox"/>                                                                                                                                                                                    | 100 – 499 <input checked="" type="checkbox"/> | 500 – 999 <input type="checkbox"/>            | 1,000 or more <input type="checkbox"/> |
|                                                                                                                                           |                                                                                                                                                                                                                           |                                               |                                               |                                        |



| Traffic Impact Analysis Assumptions                                                                                                |                                                                                                                                                                                                                |                                                  |                                                                                                            |  |
|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------|--|
| Study Period                                                                                                                       | Existing Year: 2024                                                                                                                                                                                            |                                                  | Build-out Year: 2032                                                                                       |  |
| Study Area Boundaries<br>(Attach map)                                                                                              | North: Will be based on directional splits at Avon Ave (see Figure 1)                                                                                                                                          |                                                  | South:                                                                                                     |  |
|                                                                                                                                    | West:                                                                                                                                                                                                          |                                                  | East:                                                                                                      |  |
| External Factors That Could Affect Project<br>(Planned road improvements, other nearby developments)                               | None                                                                                                                                                                                                           |                                                  |                                                                                                            |  |
| Consistency With Comprehensive Plan<br>(Land use, transportation plan)                                                             | TBD                                                                                                                                                                                                            |                                                  |                                                                                                            |  |
| Available Traffic Data<br>(Historical, forecasts)                                                                                  | Pocahontas Trail – 8,400 vpd in 2017 / 8,700 vpd in 2022                                                                                                                                                       |                                                  |                                                                                                            |  |
| Trip Distribution                                                                                                                  | Road Name: See Figure 2                                                                                                                                                                                        |                                                  | Road Name:                                                                                                 |  |
|                                                                                                                                    | Road Name:                                                                                                                                                                                                     |                                                  | Road Name:                                                                                                 |  |
| Annual Vehicle Trip Growth Rate:<br>(See Note 3.)                                                                                  | 1.0 %                                                                                                                                                                                                          | Peak Period for Study<br>(Check all that apply)  | <input checked="" type="checkbox"/> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/> SAT |  |
|                                                                                                                                    |                                                                                                                                                                                                                | Peak Hour of Generator                           |                                                                                                            |  |
| Study Intersections and/or Road Segments<br>(Attach additional sheets as necessary)<br><b>(Please refer to attached Figure 1.)</b> | 1.                                                                                                                                                                                                             | Pocahontas Trail (U.S. 60) at Avon Avenue        | 7.                                                                                                         |  |
|                                                                                                                                    | 2.                                                                                                                                                                                                             | Pocahontas Trail (U.S. 60) at East Site Driveway | 8.                                                                                                         |  |
|                                                                                                                                    | 3.                                                                                                                                                                                                             | Pocahontas Trail (U.S. 60) at West Site Driveway | 9.                                                                                                         |  |
|                                                                                                                                    | 4.                                                                                                                                                                                                             |                                                  | 10.                                                                                                        |  |
|                                                                                                                                    | 5.                                                                                                                                                                                                             |                                                  | 11.                                                                                                        |  |
|                                                                                                                                    | 6.                                                                                                                                                                                                             |                                                  | 12.                                                                                                        |  |
| Trip Adjustment Factors                                                                                                            | Internal allowance<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No<br>Reduction: N/A                                                                                                    |                                                  | Pass-by allowance<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No<br>Reduction: N/A |  |
|                                                                                                                                    | <input checked="" type="checkbox"/> Synchro <input type="checkbox"/> HCS (v.2000/+) <input type="checkbox"/> SIDRA <input type="checkbox"/> CORSIM <input checked="" type="checkbox"/> Other <u>SimTraffic</u> |                                                  |                                                                                                            |  |
| Traffic Signal Proposed or Affected<br>(Analysis software to be used, progression speed, cycle length)                             | None                                                                                                                                                                                                           |                                                  |                                                                                                            |  |

|                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Improvement(s)<br>Assumed or to be<br>Considered | The need for turn lanes and other off-site improvements will be determined based on the results of the TIA.                                                                                                                                                                                                                                                                                                        |
| Background Traffic<br>Studies Considered         | <b>None</b>                                                                                                                                                                                                                                                                                                                                                                                                        |
| Plan Submission                                  | <input type="checkbox"/> Master Development Plan (MDP) <input checked="" type="checkbox"/> Generalized Development Plan (GDP)<br><input type="checkbox"/> Preliminary/Sketch Plan <input type="checkbox"/> Other Plan type (Final Site, Subd. Plan)                                                                                                                                                                |
| Additional Issues to be<br>Addressed             | <input checked="" type="checkbox"/> Queuing analysis <input type="checkbox"/> Actuation/Coordination <input type="checkbox"/> Weaving analysis<br><input type="checkbox"/> Merge analysis <input type="checkbox"/> Bike/Ped Accommodations <input checked="" type="checkbox"/> Intersection(s)<br><input type="checkbox"/> TDM Measures <input checked="" type="checkbox"/> Other ( <u>5-Year Crash Analysis</u> ) |

**NOTES on ASSUMPTIONS:**

- The TIA will include three analysis scenarios:
  - Existing 2024 Conditions
  - No-Build 2032 Conditions
  - Build 2032 Conditions
- 2024 existing traffic counts will be collected at the existing study intersections. The AM traffic count data will be collected from 6-10 AM, and the PM traffic count data will be collected from 3-7 PM.
- The primary trip distribution will be based on the traffic count data collected at Avon Avenue.
- It is assumed that the retail trips will access the site via the West Site Driveway and the residential trips will access the site via the East Site Driveway.
- Existing peak hour factors will be based on the traffic counts and utilized on a by-intersection basis. Peak hour factors of 0.92 will be used for all future scenarios if the existing peak hour factor by intersection is less than 0.92.
- Heavy vehicle percentages (HV%) will be based on count data.
- HCM 6 methodology will be utilized where applicable; HCM 2000 methodology will be utilized if HCM 6 methodology is not applicable.
- Turn lane warrants will be evaluated at the proposed site driveways.
- The capacity analysis will adhere to the guidelines set forth in TOSAM, Version 2.0.





Figure 1: Study Intersections and Primary Site Trip Distribution





Fort Magruder – TIA

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## **APPENDIX B: TRAFFIC COUNT DATA AND SIGNAL TIMINGS**



## TRAFFIC DATA COLLECTION

File Name : Williamsburg (US 60 and Avon)

Site Code :

Start Date : 11/13/2024

Page No : 1

## Groups Printed- Cars + - Trucks

|             | US 60<br>Southbound |      |       |      |            | US 60<br>Northbound |      |      |      |            | Avon Avenue<br>Eastbound |      |       |      |            |            |
|-------------|---------------------|------|-------|------|------------|---------------------|------|------|------|------------|--------------------------|------|-------|------|------------|------------|
| Start Time  | UTrn                | Thru | Right | Peds | App. Total | UTrn                | Left | Thru | Peds | App. Total | UTrn                     | Left | Right | Peds | App. Total | Int. Total |
| 06:00 AM    | 0                   | 16   | 0     | 0    | 16         | 0                   | 0    | 22   | 0    | 22         | 0                        | 3    | 0     | 2    | 5          | 43         |
| 06:15 AM    | 0                   | 27   | 2     | 0    | 29         | 0                   | 1    | 34   | 0    | 35         | 0                        | 5    | 4     | 0    | 9          | 73         |
| 06:30 AM    | 0                   | 31   | 2     | 0    | 33         | 0                   | 4    | 26   | 0    | 30         | 0                        | 4    | 4     | 0    | 8          | 71         |
| 06:45 AM    | 0                   | 31   | 1     | 0    | 32         | 0                   | 2    | 46   | 0    | 48         | 0                        | 7    | 3     | 1    | 11         | 91         |
| Total       | 0                   | 105  | 5     | 0    | 110        | 0                   | 7    | 128  | 0    | 135        | 0                        | 19   | 11    | 3    | 33         | 278        |
| 07:00 AM    | 0                   | 32   | 1     | 0    | 33         | 0                   | 4    | 39   | 0    | 43         | 0                        | 1    | 6     | 0    | 7          | 83         |
| 07:15 AM    | 0                   | 39   | 2     | 0    | 41         | 0                   | 0    | 47   | 0    | 47         | 0                        | 2    | 5     | 6    | 13         | 101        |
| 07:30 AM    | 0                   | 49   | 2     | 2    | 53         | 0                   | 4    | 71   | 0    | 75         | 1                        | 10   | 4     | 0    | 15         | 143        |
| 07:45 AM    | 0                   | 57   | 1     | 0    | 58         | 0                   | 0    | 97   | 0    | 97         | 0                        | 10   | 2     | 0    | 12         | 167        |
| Total       | 0                   | 177  | 6     | 2    | 185        | 0                   | 8    | 254  | 0    | 262        | 1                        | 23   | 17    | 6    | 47         | 494        |
| 08:00 AM    | 0                   | 82   | 6     | 0    | 88         | 0                   | 2    | 75   | 0    | 77         | 0                        | 4    | 3     | 0    | 7          | 172        |
| 08:15 AM    | 0                   | 66   | 3     | 0    | 69         | 0                   | 1    | 107  | 0    | 108        | 0                        | 5    | 5     | 0    | 10         | 187        |
| 08:30 AM    | 0                   | 52   | 2     | 1    | 55         | 0                   | 3    | 105  | 0    | 108        | 0                        | 2    | 3     | 0    | 5          | 168        |
| 08:45 AM    | 0                   | 70   | 2     | 0    | 72         | 0                   | 3    | 109  | 0    | 112        | 0                        | 1    | 1     | 0    | 2          | 186        |
| Total       | 0                   | 270  | 13    | 1    | 284        | 0                   | 9    | 396  | 0    | 405        | 0                        | 12   | 12    | 0    | 24         | 713        |
| 09:00 AM    | 0                   | 64   | 2     | 0    | 66         | 0                   | 3    | 63   | 0    | 66         | 0                        | 2    | 5     | 0    | 7          | 139        |
| 09:15 AM    | 0                   | 47   | 3     | 0    | 50         | 0                   | 2    | 73   | 0    | 75         | 0                        | 5    | 7     | 0    | 12         | 137        |
| 09:30 AM    | 0                   | 42   | 1     | 0    | 43         | 0                   | 2    | 57   | 0    | 59         | 0                        | 1    | 4     | 0    | 5          | 107        |
| 09:45 AM    | 0                   | 54   | 4     | 0    | 58         | 0                   | 1    | 71   | 0    | 72         | 0                        | 4    | 2     | 0    | 6          | 136        |
| Total       | 0                   | 207  | 10    | 0    | 217        | 0                   | 8    | 264  | 0    | 272        | 0                        | 12   | 18    | 0    | 30         | 519        |
| Grand Total | 0                   | 759  | 34    | 3    | 796        | 0                   | 32   | 1042 | 0    | 1074       | 1                        | 66   | 58    | 9    | 134        | 2004       |
| Apprch %    | 0                   | 95.4 | 4.3   | 0.4  |            | 0                   | 3    | 97   | 0    |            | 0.7                      | 49.3 | 43.3  | 6.7  |            |            |
| Total %     | 0                   | 37.9 | 1.7   | 0.1  | 39.7       | 0                   | 1.6  | 52   | 0    | 53.6       | 0                        | 3.3  | 2.9   | 0.4  | 6.7        |            |
| Cars +      | 0                   | 717  | 28    | 3    | 748        | 0                   | 29   | 992  | 0    | 1021       | 1                        | 63   | 53    | 9    | 126        | 1895       |
| % Cars +    | 0                   | 94.5 | 82.4  | 100  | 94         | 0                   | 90.6 | 95.2 | 0    | 95.1       | 100                      | 95.5 | 91.4  | 100  | 94         | 94.6       |
| Trucks      | 0                   | 42   | 6     | 0    | 48         | 0                   | 3    | 50   | 0    | 53         | 0                        | 3    | 5     | 0    | 8          | 109        |
| % Trucks    | 0                   | 5.5  | 17.6  | 0    | 6          | 0                   | 9.4  | 4.8  | 0    | 4.9        | 0                        | 4.5  | 8.6   | 0    | 6          | 5.4        |

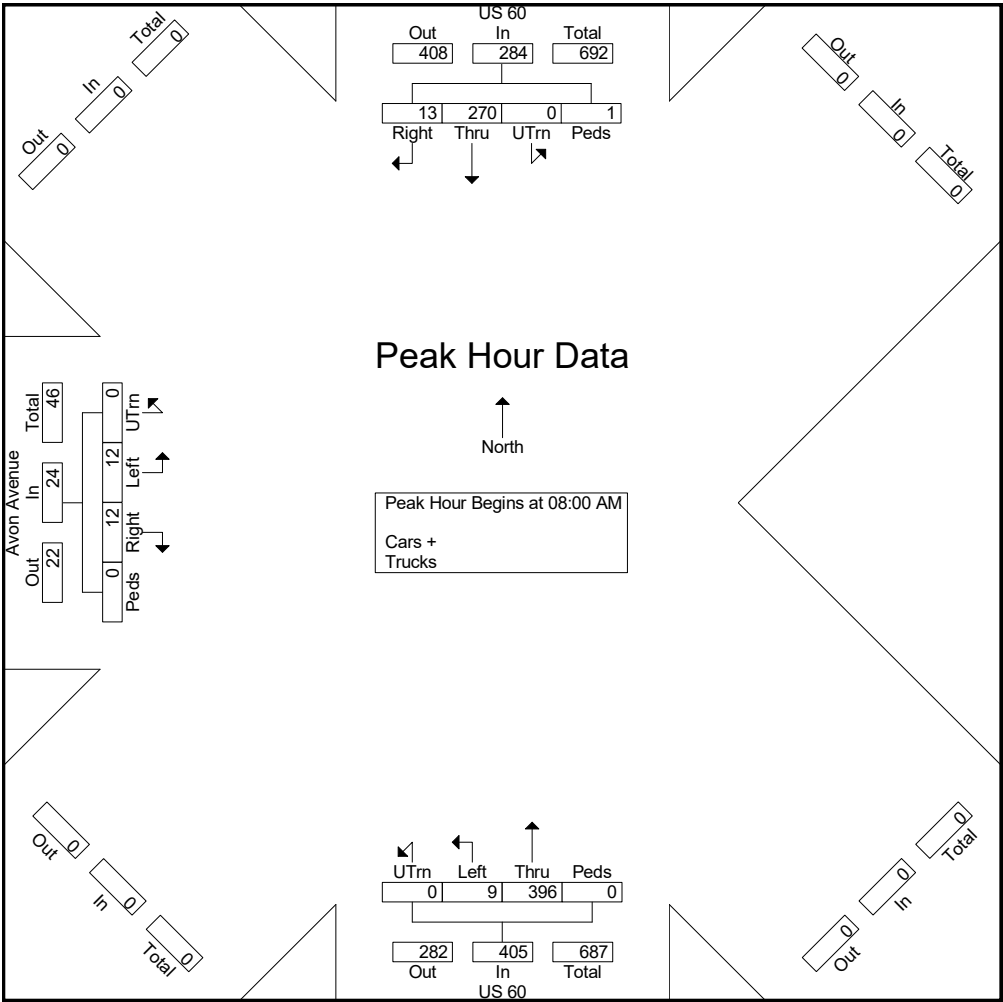




TRAFFIC DATA COLLECTION

File Name : Williamsburg (US 60 and Avon)  
Site Code :  
Start Date : 11/13/2024  
Page No : 2

|                                                            | US 60 Southbound |      |       |      |            | US 60 Northbound |      |      |      |            | Avon Avenue Eastbound |      |       |      |            |            |
|------------------------------------------------------------|------------------|------|-------|------|------------|------------------|------|------|------|------------|-----------------------|------|-------|------|------------|------------|
| Start Time                                                 | UTrn             | Thru | Right | Peds | App. Total | UTrn             | Left | Thru | Peds | App. Total | UTrn                  | Left | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 |                  |      |       |      |            |                  |      |      |      |            |                       |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                  |      |       |      |            |                  |      |      |      |            |                       |      |       |      |            |            |
| 08:00 AM                                                   | 0                | 82   | 6     | 0    | 88         | 0                | 2    | 75   | 0    | 77         | 0                     | 4    | 3     | 0    | 7          | 172        |
| 08:15 AM                                                   | 0                | 66   | 3     | 0    | 69         | 0                | 1    | 107  | 0    | 108        | 0                     | 5    | 5     | 0    | 10         | 187        |
| 08:30 AM                                                   | 0                | 52   | 2     | 1    | 55         | 0                | 3    | 105  | 0    | 108        | 0                     | 2    | 3     | 0    | 5          | 168        |
| 08:45 AM                                                   | 0                | 70   | 2     | 0    | 72         | 0                | 3    | 109  | 0    | 112        | 0                     | 1    | 1     | 0    | 2          | 186        |
| Total Volume                                               | 0                | 270  | 13    | 1    | 284        | 0                | 9    | 396  | 0    | 405        | 0                     | 12   | 12    | 0    | 24         | 713        |
| % App. Total                                               | 0                | 95.1 | 4.6   | 0.4  |            | 0                | 2.2  | 97.8 | 0    |            | 0                     | 50   | 50    | 0    |            |            |
| PHF                                                        | .000             | .823 | .542  | .250 | .807       | .000             | .750 | .908 | .000 | .904       | .000                  | .600 | .600  | .000 | .600       | .953       |





## TRAFFIC DATA COLLECTION

File Name : Williamsburg (US 60 and Avon)

Site Code :

Start Date : 11/13/2024

Page No : 1

## Groups Printed- Cars + - Trucks

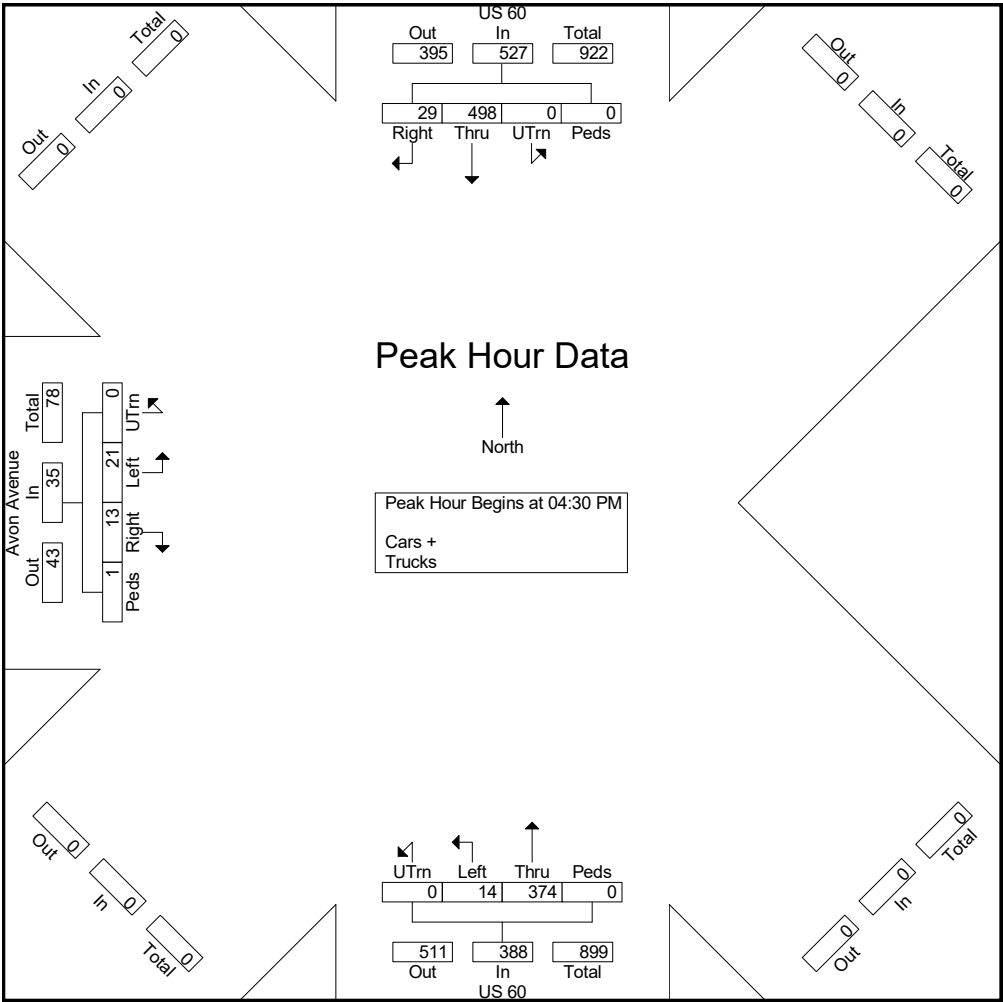
| Start Time  | US 60 Southbound |      |       |      |            | US 60 Northbound |      |      |      |            | Avon Avenue Eastbound |      |       |      |            | Int. Total |
|-------------|------------------|------|-------|------|------------|------------------|------|------|------|------------|-----------------------|------|-------|------|------------|------------|
|             | UTrn             | Thru | Right | Peds | App. Total | UTrn             | Left | Thru | Peds | App. Total | UTrn                  | Left | Right | Peds | App. Total |            |
| 03:00 PM    | 0                | 104  | 9     | 0    | 113        | 0                | 6    | 82   | 0    | 88         | 0                     | 6    | 1     | 16   | 23         | 224        |
| 03:15 PM    | 0                | 111  | 8     | 0    | 119        | 0                | 5    | 78   | 0    | 83         | 0                     | 3    | 6     | 0    | 9          | 211        |
| 03:30 PM    | 0                | 131  | 6     | 0    | 137        | 0                | 1    | 67   | 0    | 68         | 0                     | 6    | 3     | 3    | 12         | 217        |
| 03:45 PM    | 0                | 123  | 8     | 0    | 131        | 0                | 8    | 85   | 0    | 93         | 0                     | 8    | 4     | 3    | 15         | 239        |
| Total       | 0                | 469  | 31    | 0    | 500        | 0                | 20   | 312  | 0    | 332        | 0                     | 23   | 14    | 22   | 59         | 891        |
| 04:00 PM    | 0                | 117  | 6     | 0    | 123        | 0                | 8    | 94   | 0    | 102        | 0                     | 3    | 3     | 0    | 6          | 231        |
| 04:15 PM    | 0                | 109  | 6     | 0    | 115        | 0                | 5    | 66   | 0    | 71         | 0                     | 6    | 1     | 1    | 8          | 194        |
| 04:30 PM    | 0                | 120  | 6     | 0    | 126        | 0                | 1    | 87   | 0    | 88         | 0                     | 5    | 0     | 0    | 5          | 219        |
| 04:45 PM    | 0                | 117  | 8     | 0    | 125        | 0                | 1    | 89   | 0    | 90         | 0                     | 5    | 6     | 0    | 11         | 226        |
| Total       | 0                | 463  | 26    | 0    | 489        | 0                | 15   | 336  | 0    | 351        | 0                     | 19   | 10    | 1    | 30         | 870        |
| 05:00 PM    | 0                | 121  | 6     | 0    | 127        | 0                | 4    | 104  | 0    | 108        | 0                     | 5    | 6     | 1    | 12         | 247        |
| 05:15 PM    | 0                | 140  | 9     | 0    | 149        | 0                | 8    | 94   | 0    | 102        | 0                     | 6    | 1     | 0    | 7          | 258        |
| 05:30 PM    | 0                | 93   | 7     | 0    | 100        | 0                | 4    | 81   | 0    | 85         | 0                     | 5    | 4     | 0    | 9          | 194        |
| 05:45 PM    | 0                | 79   | 5     | 0    | 84         | 0                | 9    | 68   | 0    | 77         | 0                     | 3    | 5     | 0    | 8          | 169        |
| Total       | 0                | 433  | 27    | 0    | 460        | 0                | 25   | 347  | 0    | 372        | 0                     | 19   | 16    | 1    | 36         | 868        |
| 06:00 PM    | 0                | 75   | 1     | 0    | 76         | 0                | 2    | 54   | 0    | 56         | 0                     | 3    | 3     | 0    | 6          | 138        |
| 06:15 PM    | 0                | 68   | 5     | 0    | 73         | 0                | 7    | 52   | 0    | 59         | 0                     | 2    | 6     | 1    | 9          | 141        |
| 06:30 PM    | 0                | 65   | 3     | 0    | 68         | 0                | 6    | 39   | 0    | 45         | 0                     | 2    | 3     | 0    | 5          | 118        |
| 06:45 PM    | 0                | 57   | 6     | 0    | 63         | 0                | 4    | 37   | 0    | 41         | 0                     | 5    | 2     | 0    | 7          | 111        |
| Total       | 0                | 265  | 15    | 0    | 280        | 0                | 19   | 182  | 0    | 201        | 0                     | 12   | 14    | 1    | 27         | 508        |
| Grand Total | 0                | 1630 | 99    | 0    | 1729       | 0                | 79   | 1177 | 0    | 1256       | 0                     | 73   | 54    | 25   | 152        | 3137       |
| Apprch %    | 0                | 94.3 | 5.7   | 0    |            | 0                | 6.3  | 93.7 | 0    |            | 0                     | 48   | 35.5  | 16.4 |            |            |
| Total %     | 0                | 52   | 3.2   | 0    | 55.1       | 0                | 2.5  | 37.5 | 0    | 40         | 0                     | 2.3  | 1.7   | 0.8  | 4.8        |            |
| Cars +      | 0                | 1599 | 98    | 0    | 1697       | 0                | 75   | 1143 | 0    | 1218       | 0                     | 70   | 52    | 21   | 143        | 3058       |
| % Cars +    | 0                | 98.1 | 99    | 0    | 98.1       | 0                | 94.9 | 97.1 | 0    | 97         | 0                     | 95.9 | 96.3  | 84   | 94.1       | 97.5       |
| Trucks      | 0                | 31   | 1     | 0    | 32         | 0                | 4    | 34   | 0    | 38         | 0                     | 3    | 2     | 4    | 9          | 79         |
| % Trucks    | 0                | 1.9  | 1     | 0    | 1.9        | 0                | 5.1  | 2.9  | 0    | 3          | 0                     | 4.1  | 3.7   | 16   | 5.9        | 2.5        |



TRAFFIC DATA COLLECTION

File Name : Williamsburg (US 60 and Avon)  
Site Code :  
Start Date : 11/13/2024  
Page No : 2

|                                                            | US 60<br>Southbound |      |       |      |            | US 60<br>Northbound |      |      |      |            | Avon Avenue<br>Eastbound |      |       |      |            |            |
|------------------------------------------------------------|---------------------|------|-------|------|------------|---------------------|------|------|------|------------|--------------------------|------|-------|------|------------|------------|
| Start Time                                                 | UTrn                | Thru | Right | Peds | App. Total | UTrn                | Left | Thru | Peds | App. Total | UTrn                     | Left | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1 |                     |      |       |      |            |                     |      |      |      |            |                          |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                     |      |       |      |            |                     |      |      |      |            |                          |      |       |      |            |            |
| 04:30 PM                                                   | 0                   | 120  | 6     | 0    | 126        | 0                   | 1    | 87   | 0    | 88         | 0                        | 5    | 0     | 0    | 5          | 219        |
| 04:45 PM                                                   | 0                   | 117  | 8     | 0    | 125        | 0                   | 1    | 89   | 0    | 90         | 0                        | 5    | 6     | 0    | 11         | 226        |
| 05:00 PM                                                   | 0                   | 121  | 6     | 0    | 127        | 0                   | 4    | 104  | 0    | 108        | 0                        | 5    | 6     | 1    | 12         | 247        |
| 05:15 PM                                                   | 0                   | 140  | 9     | 0    | 149        | 0                   | 8    | 94   | 0    | 102        | 0                        | 6    | 1     | 0    | 7          | 258        |
| Total Volume                                               | 0                   | 498  | 29    | 0    | 527        | 0                   | 14   | 374  | 0    | 388        | 0                        | 21   | 13    | 1    | 35         | 950        |
| % App. Total                                               | 0                   | 94.5 | 5.5   | 0    |            | 0                   | 3.6  | 96.4 | 0    |            | 0                        | 60   | 37.1  | 2.9  |            |            |
| PHF                                                        | .000                | .889 | .806  | .000 | .884       | .000                | .438 | .899 | .000 | .898       | .000                     | .875 | .542  | .250 | .729       | .921       |







TRAFFIC DATA COLLECTION

File Name : Williamsburg (US 60 and South Driveway)

Site Code :

Start Date : 11/13/2024

Page No : 1

Groups Printed- Cars + - Trucks

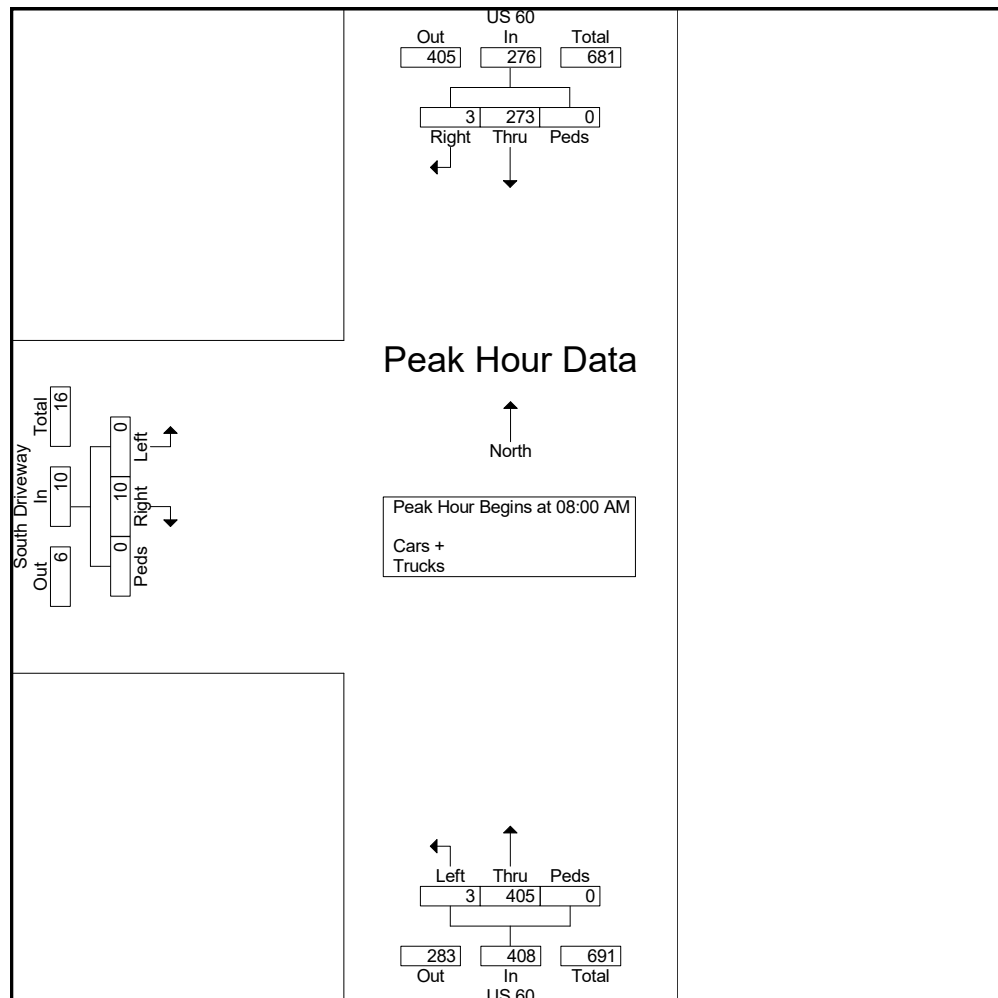
| Start Time  | US 60 Southbound |       |      |            | US 60 Northbound |      |      |            | South Driveway Eastbound |       |      |            | Int. Total |
|-------------|------------------|-------|------|------------|------------------|------|------|------------|--------------------------|-------|------|------------|------------|
|             | Thru             | Right | Peds | App. Total | Left             | Thru | Peds | App. Total | Left                     | Right | Peds | App. Total |            |
| 06:00 AM    | 16               | 1     | 0    | 17         | 1                | 24   | 0    | 25         | 0                        | 0     | 1    | 1          | 43         |
| 06:15 AM    | 25               | 0     | 0    | 25         | 0                | 40   | 0    | 40         | 0                        | 4     | 0    | 4          | 69         |
| 06:30 AM    | 33               | 0     | 0    | 33         | 0                | 30   | 0    | 30         | 0                        | 1     | 0    | 1          | 64         |
| 06:45 AM    | 30               | 1     | 0    | 31         | 1                | 52   | 0    | 53         | 1                        | 1     | 1    | 3          | 87         |
| Total       | 104              | 2     | 0    | 106        | 2                | 146  | 0    | 148        | 1                        | 6     | 2    | 9          | 263        |
| 07:00 AM    | 32               | 0     | 0    | 32         | 0                | 40   | 0    | 40         | 0                        | 1     | 0    | 1          | 73         |
| 07:15 AM    | 41               | 0     | 0    | 41         | 0                | 49   | 0    | 49         | 0                        | 0     | 0    | 0          | 90         |
| 07:30 AM    | 49               | 0     | 1    | 50         | 1                | 80   | 1    | 82         | 1                        | 1     | 2    | 4          | 136        |
| 07:45 AM    | 57               | 0     | 0    | 57         | 0                | 105  | 0    | 105        | 1                        | 0     | 0    | 1          | 163        |
| Total       | 179              | 0     | 1    | 180        | 1                | 274  | 1    | 276        | 2                        | 2     | 2    | 6          | 462        |
| 08:00 AM    | 88               | 0     | 0    | 88         | 0                | 82   | 0    | 82         | 0                        | 0     | 0    | 0          | 170        |
| 08:15 AM    | 67               | 0     | 0    | 67         | 3                | 109  | 0    | 112        | 0                        | 2     | 0    | 2          | 181        |
| 08:30 AM    | 48               | 3     | 0    | 51         | 0                | 106  | 0    | 106        | 0                        | 6     | 0    | 6          | 163        |
| 08:45 AM    | 70               | 0     | 0    | 70         | 0                | 108  | 0    | 108        | 0                        | 2     | 0    | 2          | 180        |
| Total       | 273              | 3     | 0    | 276        | 3                | 405  | 0    | 408        | 0                        | 10    | 0    | 10         | 694        |
| 09:00 AM    | 67               | 1     | 0    | 68         | 0                | 64   | 0    | 64         | 2                        | 0     | 2    | 4          | 136        |
| 09:15 AM    | 49               | 0     | 0    | 49         | 0                | 77   | 0    | 77         | 2                        | 1     | 1    | 4          | 130        |
| 09:30 AM    | 42               | 0     | 0    | 42         | 0                | 58   | 0    | 58         | 2                        | 2     | 0    | 4          | 104        |
| 09:45 AM    | 58               | 1     | 0    | 59         | 0                | 75   | 0    | 75         | 1                        | 0     | 0    | 1          | 135        |
| Total       | 216              | 2     | 0    | 218        | 0                | 274  | 0    | 274        | 7                        | 3     | 3    | 13         | 505        |
| Grand Total | 772              | 7     | 1    | 780        | 6                | 1099 | 1    | 1106       | 10                       | 21    | 7    | 38         | 1924       |
| Apprch %    | 99               | 0.9   | 0.1  |            | 0.5              | 99.4 | 0.1  |            | 26.3                     | 55.3  | 18.4 |            |            |
| Total %     | 40.1             | 0.4   | 0.1  | 40.5       | 0.3              | 57.1 | 0.1  | 57.5       | 0.5                      | 1.1   | 0.4  | 2          |            |
| Cars +      | 723              | 7     | 1    | 731        | 6                | 1046 | 1    | 1053       | 10                       | 21    | 7    | 38         | 1822       |
| % Cars +    | 93.7             | 100   | 100  | 93.7       | 100              | 95.2 | 100  | 95.2       | 100                      | 100   | 100  | 100        | 94.7       |
| Trucks      | 49               | 0     | 0    | 49         | 0                | 53   | 0    | 53         | 0                        | 0     | 0    | 0          | 102        |
| % Trucks    | 6.3              | 0     | 0    | 6.3        | 0                | 4.8  | 0    | 4.8        | 0                        | 0     | 0    | 0          | 5.3        |



TRAFFIC DATA COLLECTION

File Name : Williamsburg (US 60 and South Driveway)  
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|                                                            | US 60 Southbound |       |      |            | US 60 Northbound |      |      |            | South Driveway Eastbound |       |      |            |            |
|------------------------------------------------------------|------------------|-------|------|------------|------------------|------|------|------------|--------------------------|-------|------|------------|------------|
| Start Time                                                 | Thru             | Right | Peds | App. Total | Left             | Thru | Peds | App. Total | Left                     | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 |                  |       |      |            |                  |      |      |            |                          |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                  |       |      |            |                  |      |      |            |                          |       |      |            |            |
| 08:00 AM                                                   | 88               | 0     | 0    | 88         | 0                | 82   | 0    | 82         | 0                        | 0     | 0    | 0          | 170        |
| 08:15 AM                                                   | 67               | 0     | 0    | 67         | 3                | 109  | 0    | 112        | 0                        | 2     | 0    | 2          | 181        |
| 08:30 AM                                                   | 48               | 3     | 0    | 51         | 0                | 106  | 0    | 106        | 0                        | 6     | 0    | 6          | 163        |
| 08:45 AM                                                   | 70               | 0     | 0    | 70         | 0                | 108  | 0    | 108        | 0                        | 2     | 0    | 2          | 180        |
| Total Volume                                               | 273              | 3     | 0    | 276        | 3                | 405  | 0    | 408        | 0                        | 10    | 0    | 10         | 694        |
| % App. Total                                               | 98.9             | 1.1   | 0    |            | 0.7              | 99.3 | 0    |            | 0                        | 100   | 0    |            |            |
| PHF                                                        | .776             | .250  | .000 | .784       | .250             | .929 | .000 | .911       | .000                     | .417  | .000 | .417       | .959       |





## TRAFFIC DATA COLLECTION

File Name : Williamsburg (US 60 and South Driveway)

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## Groups Printed- Cars + - Trucks

| Start Time  | US 60 Southbound |       |      |            | US 60 Northbound |      |      |            | South Driveway Eastbound |       |      |            | Int. Total |
|-------------|------------------|-------|------|------------|------------------|------|------|------------|--------------------------|-------|------|------------|------------|
|             | Thru             | Right | Peds | App. Total | Left             | Thru | Peds | App. Total | Left                     | Right | Peds | App. Total |            |
| 03:00 PM    | 112              | 0     | 0    | 112        | 2                | 86   | 0    | 88         | 0                        | 2     | 1    | 3          | 203        |
| 03:15 PM    | 119              | 0     | 0    | 119        | 0                | 81   | 0    | 81         | 0                        | 0     | 1    | 1          | 201        |
| 03:30 PM    | 136              | 0     | 0    | 136        | 0                | 73   | 0    | 73         | 1                        | 1     | 4    | 6          | 215        |
| 03:45 PM    | 132              | 1     | 0    | 133        | 0                | 92   | 0    | 92         | 1                        | 0     | 3    | 4          | 229        |
| Total       | 499              | 1     | 0    | 500        | 2                | 332  | 0    | 334        | 2                        | 3     | 9    | 14         | 848        |
| 04:00 PM    | 120              | 2     | 0    | 122        | 0                | 97   | 0    | 97         | 0                        | 3     | 3    | 6          | 225        |
| 04:15 PM    | 115              | 0     | 0    | 115        | 0                | 72   | 0    | 72         | 1                        | 0     | 2    | 3          | 190        |
| 04:30 PM    | 125              | 0     | 0    | 125        | 1                | 92   | 0    | 93         | 0                        | 1     | 5    | 6          | 224        |
| 04:45 PM    | 125              | 0     | 0    | 125        | 0                | 93   | 0    | 93         | 0                        | 0     | 0    | 0          | 218        |
| Total       | 485              | 2     | 0    | 487        | 1                | 354  | 0    | 355        | 1                        | 4     | 10   | 15         | 857        |
| 05:00 PM    | 127              | 1     | 0    | 128        | 0                | 109  | 0    | 109        | 1                        | 0     | 1    | 2          | 239        |
| 05:15 PM    | 149              | 0     | 0    | 149        | 0                | 101  | 0    | 101        | 0                        | 0     | 0    | 0          | 250        |
| 05:30 PM    | 101              | 1     | 0    | 102        | 1                | 86   | 0    | 87         | 2                        | 1     | 3    | 6          | 195        |
| 05:45 PM    | 84               | 1     | 0    | 85         | 0                | 70   | 0    | 70         | 1                        | 0     | 2    | 3          | 158        |
| Total       | 461              | 3     | 0    | 464        | 1                | 366  | 0    | 367        | 4                        | 1     | 6    | 11         | 842        |
| 06:00 PM    | 77               | 0     | 0    | 77         | 0                | 56   | 0    | 56         | 0                        | 0     | 0    | 0          | 133        |
| 06:15 PM    | 70               | 1     | 0    | 71         | 0                | 56   | 0    | 56         | 0                        | 1     | 3    | 4          | 131        |
| 06:30 PM    | 68               | 0     | 0    | 68         | 0                | 42   | 0    | 42         | 0                        | 0     | 0    | 0          | 110        |
| 06:45 PM    | 63               | 0     | 0    | 63         | 2                | 40   | 0    | 42         | 0                        | 0     | 0    | 0          | 105        |
| Total       | 278              | 1     | 0    | 279        | 2                | 194  | 0    | 196        | 0                        | 1     | 3    | 4          | 479        |
| Grand Total | 1723             | 7     | 0    | 1730       | 6                | 1246 | 0    | 1252       | 7                        | 9     | 28   | 44         | 3026       |
| Apprch %    | 99.6             | 0.4   | 0    |            | 0.5              | 99.5 | 0    |            | 15.9                     | 20.5  | 63.6 |            |            |
| Total %     | 56.9             | 0.2   | 0    | 57.2       | 0.2              | 41.2 | 0    | 41.4       | 0.2                      | 0.3   | 0.9  | 1.5        |            |
| Cars +      | 1690             | 7     | 0    | 1697       | 6                | 1208 | 0    | 1214       | 7                        | 9     | 16   | 32         | 2943       |
| % Cars +    | 98.1             | 100   | 0    | 98.1       | 100              | 97   | 0    | 97         | 100                      | 100   | 57.1 | 72.7       | 97.3       |
| Trucks      | 33               | 0     | 0    | 33         | 0                | 38   | 0    | 38         | 0                        | 0     | 12   | 12         | 83         |
| % Trucks    | 1.9              | 0     | 0    | 1.9        | 0                | 3    | 0    | 3          | 0                        | 0     | 42.9 | 27.3       | 2.7        |

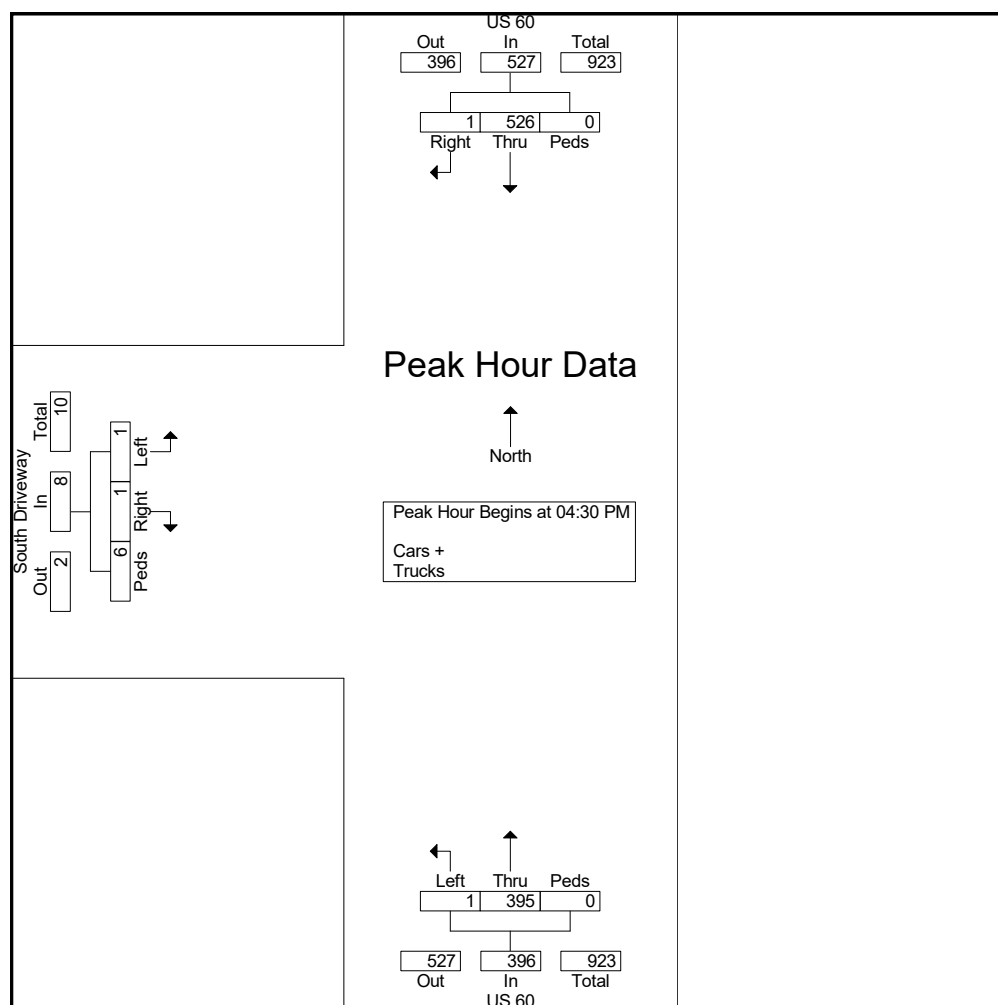




TRAFFIC DATA COLLECTION

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|                                                            | US 60 Southbound |       |      |            | US 60 Northbound |      |      |            | South Driveway Eastbound |       |      |            |            |
|------------------------------------------------------------|------------------|-------|------|------------|------------------|------|------|------------|--------------------------|-------|------|------------|------------|
| Start Time                                                 | Thru             | Right | Peds | App. Total | Left             | Thru | Peds | App. Total | Left                     | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1 |                  |       |      |            |                  |      |      |            |                          |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                  |       |      |            |                  |      |      |            |                          |       |      |            |            |
| 04:30 PM                                                   | 125              | 0     | 0    | 125        | 1                | 92   | 0    | 93         | 0                        | 1     | 5    | 6          | 224        |
| 04:45 PM                                                   | 125              | 0     | 0    | 125        | 0                | 93   | 0    | 93         | 0                        | 0     | 0    | 0          | 218        |
| 05:00 PM                                                   | 127              | 1     | 0    | 128        | 0                | 109  | 0    | 109        | 1                        | 0     | 1    | 2          | 239        |
| 05:15 PM                                                   | 149              | 0     | 0    | 149        | 0                | 101  | 0    | 101        | 0                        | 0     | 0    | 0          | 250        |
| Total Volume                                               | 526              | 1     | 0    | 527        | 1                | 395  | 0    | 396        | 1                        | 1     | 6    | 8          | 931        |
| % App. Total                                               | 99.8             | 0.2   | 0    |            | 0.3              | 99.7 | 0    |            | 12.5                     | 12.5  | 75   |            |            |
| PHF                                                        | .883             | .250  | .000 | .884       | .250             | .906 | .000 | .908       | .250                     | .250  | .300 | .333       | .931       |





TRAFFIC DATA COLLECTION

File Name : Williamsburg (US 60 and North Driveway)  
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Groups Printed- Cars + - Trucks

| Start Time  | US 60 Southbound |       |      |            | US 60 Northbound |      |      |            | Northern Driveway Eastbound |       |      |            | Int. Total |
|-------------|------------------|-------|------|------------|------------------|------|------|------------|-----------------------------|-------|------|------------|------------|
|             | Thru             | Right | Peds | App. Total | Left             | Thru | Peds | App. Total | Left                        | Right | Peds | App. Total |            |
| 06:00 AM    | 16               | 0     | 0    | 16         | 0                | 24   | 0    | 24         | 0                           | 0     | 0    | 0          | 40         |
| 06:15 AM    | 23               | 0     | 0    | 23         | 0                | 39   | 0    | 39         | 0                           | 0     | 0    | 0          | 62         |
| 06:30 AM    | 34               | 0     | 0    | 34         | 0                | 31   | 0    | 31         | 0                           | 0     | 1    | 1          | 66         |
| 06:45 AM    | 29               | 0     | 0    | 29         | 0                | 54   | 0    | 54         | 0                           | 0     | 1    | 1          | 84         |
| Total       | 102              | 0     | 0    | 102        | 0                | 148  | 0    | 148        | 0                           | 0     | 2    | 2          | 252        |
| 07:00 AM    | 32               | 0     | 0    | 32         | 0                | 37   | 0    | 37         | 0                           | 0     | 0    | 0          | 69         |
| 07:15 AM    | 41               | 0     | 0    | 41         | 0                | 48   | 0    | 48         | 0                           | 0     | 0    | 0          | 89         |
| 07:30 AM    | 48               | 0     | 0    | 48         | 0                | 82   | 0    | 82         | 0                           | 0     | 0    | 0          | 130        |
| 07:45 AM    | 55               | 0     | 0    | 55         | 0                | 105  | 0    | 105        | 0                           | 0     | 0    | 0          | 160        |
| Total       | 176              | 0     | 0    | 176        | 0                | 272  | 0    | 272        | 0                           | 0     | 0    | 0          | 448        |
| 08:00 AM    | 87               | 0     | 0    | 87         | 0                | 74   | 0    | 74         | 0                           | 0     | 0    | 0          | 161        |
| 08:15 AM    | 67               | 0     | 0    | 67         | 0                | 106  | 0    | 106        | 0                           | 0     | 0    | 0          | 173        |
| 08:30 AM    | 51               | 0     | 0    | 51         | 0                | 106  | 0    | 106        | 0                           | 0     | 0    | 0          | 157        |
| 08:45 AM    | 68               | 0     | 0    | 68         | 0                | 110  | 0    | 110        | 0                           | 0     | 0    | 0          | 178        |
| Total       | 273              | 0     | 0    | 273        | 0                | 396  | 0    | 396        | 0                           | 0     | 0    | 0          | 669        |
| 09:00 AM    | 67               | 1     | 0    | 68         | 0                | 67   | 0    | 67         | 0                           | 1     | 1    | 2          | 137        |
| 09:15 AM    | 48               | 1     | 0    | 49         | 0                | 78   | 0    | 78         | 1                           | 0     | 3    | 4          | 131        |
| 09:30 AM    | 42               | 0     | 0    | 42         | 0                | 62   | 0    | 62         | 0                           | 0     | 1    | 1          | 105        |
| 09:45 AM    | 59               | 2     | 0    | 61         | 0                | 77   | 0    | 77         | 0                           | 0     | 0    | 0          | 138        |
| Total       | 216              | 4     | 0    | 220        | 0                | 284  | 0    | 284        | 1                           | 1     | 5    | 7          | 511        |
| Grand Total | 767              | 4     | 0    | 771        | 0                | 1100 | 0    | 1100       | 1                           | 1     | 7    | 9          | 1880       |
| Apprch %    | 99.5             | 0.5   | 0    |            | 0                | 100  | 0    |            | 11.1                        | 11.1  | 77.8 |            |            |
| Total %     | 40.8             | 0.2   | 0    | 41         | 0                | 58.5 | 0    | 58.5       | 0.1                         | 0.1   | 0.4  | 0.5        |            |
| Cars +      | 717              | 4     | 0    | 721        | 0                | 1046 | 0    | 1046       | 1                           | 1     | 7    | 9          | 1776       |
| % Cars +    | 93.5             | 100   | 0    | 93.5       | 0                | 95.1 | 0    | 95.1       | 100                         | 100   | 100  | 100        | 94.5       |
| Trucks      | 50               | 0     | 0    | 50         | 0                | 54   | 0    | 54         | 0                           | 0     | 0    | 0          | 104        |
| % Trucks    | 6.5              | 0     | 0    | 6.5        | 0                | 4.9  | 0    | 4.9        | 0                           | 0     | 0    | 0          | 5.5        |



# TRAFFIC DATA COLLECTION

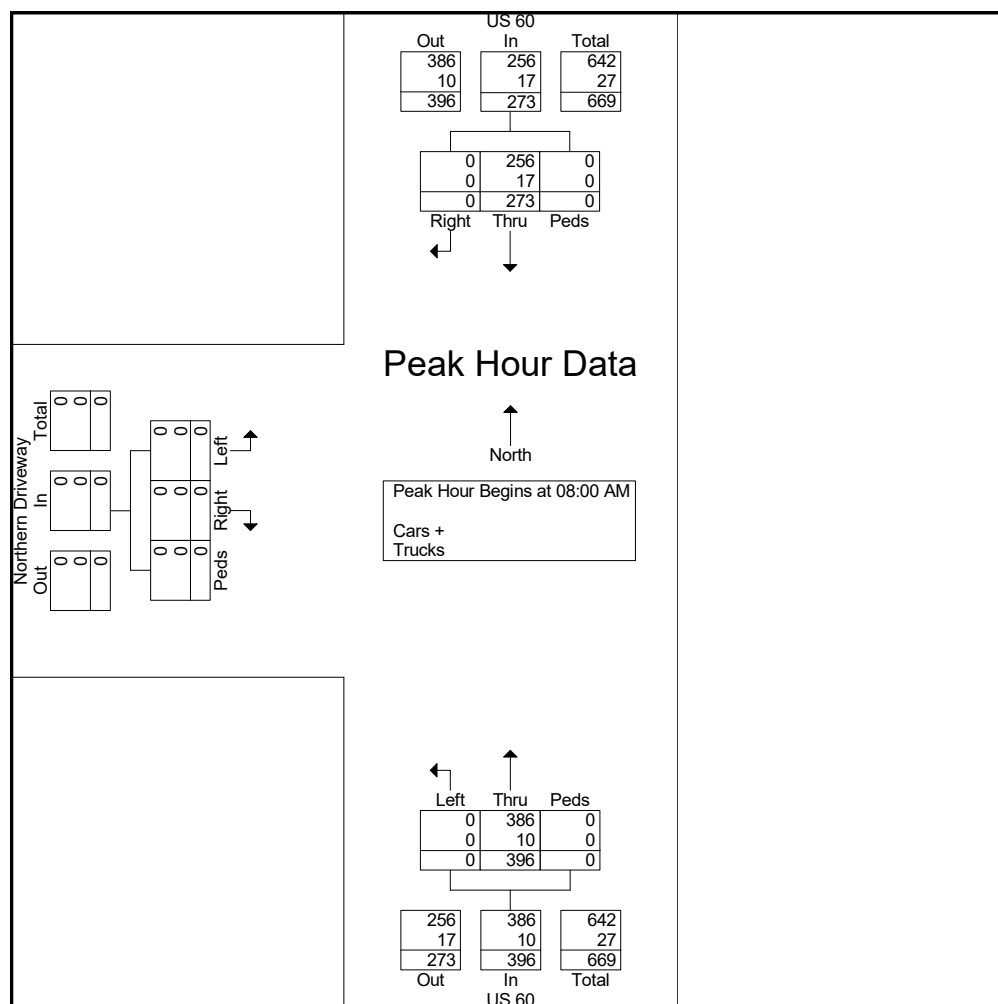
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|                                                            | US 60<br>Southbound |       |      |            | US 60<br>Northbound |      |      |            | Northern Driveway<br>Eastbound |       |      |            |            |
|------------------------------------------------------------|---------------------|-------|------|------------|---------------------|------|------|------------|--------------------------------|-------|------|------------|------------|
| Start Time                                                 | Thru                | Right | Peds | App. Total | Left                | Thru | Peds | App. Total | Left                           | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 |                     |       |      |            |                     |      |      |            |                                |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                     |       |      |            |                     |      |      |            |                                |       |      |            |            |
| 08:00 AM                                                   | 87                  | 0     | 0    | 87         | 0                   | 74   | 0    | 74         | 0                              | 0     | 0    | 0          | 161        |
| 08:15 AM                                                   | 67                  | 0     | 0    | 67         | 0                   | 106  | 0    | 106        | 0                              | 0     | 0    | 0          | 173        |
| 08:30 AM                                                   | 51                  | 0     | 0    | 51         | 0                   | 106  | 0    | 106        | 0                              | 0     | 0    | 0          | 157        |
| 08:45 AM                                                   | 68                  | 0     | 0    | 68         | 0                   | 110  | 0    | 110        | 0                              | 0     | 0    | 0          | 178        |
| Total Volume                                               | 273                 | 0     | 0    | 273        | 0                   | 396  | 0    | 396        | 0                              | 0     | 0    | 0          | 669        |
| % App. Total                                               | 100                 | 0     | 0    |            | 0                   | 100  | 0    |            | 0                              | 0     | 0    |            |            |
| PHF                                                        | .784                | .000  | .000 | .784       | .000                | .900 | .000 | .900       | .000                           | .000  | .000 | .000       | .940       |
| Cars +                                                     | 256                 | 0     | 0    | 256        | 0                   | 386  | 0    | 386        | 0                              | 0     | 0    | 0          | 642        |
| % Cars +                                                   | 93.8                | 0     | 0    | 93.8       | 0                   | 97.5 | 0    | 97.5       | 0                              | 0     | 0    | 0          | 96.0       |
| Trucks                                                     | 17                  | 0     | 0    | 17         | 0                   | 10   | 0    | 10         | 0                              | 0     | 0    | 0          | 27         |
| % Trucks                                                   | 6.2                 | 0     | 0    | 6.2        | 0                   | 2.5  | 0    | 2.5        | 0                              | 0     | 0    | 0          | 4.0        |







TRAFFIC DATA COLLECTION

File Name : Williamsburg (US 60 and North Driveway)

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Groups Printed- Cars + - Trucks

| Start Time  | US 60 Southbound |       |      |            | US 60 Northbound |      |      |            | Northern Driveway Eastbound |       |      |            | Int. Total |
|-------------|------------------|-------|------|------------|------------------|------|------|------------|-----------------------------|-------|------|------------|------------|
|             | Thru             | Right | Peds | App. Total | Left             | Thru | Peds | App. Total | Left                        | Right | Peds | App. Total |            |
| 03:00 PM    | 112              | 0     | 0    | 112        | 1                | 85   | 0    | 86         | 1                           | 0     | 2    | 3          | 201        |
| 03:15 PM    | 118              | 0     | 0    | 118        | 0                | 80   | 0    | 80         | 0                           | 0     | 1    | 1          | 199        |
| 03:30 PM    | 136              | 0     | 0    | 136        | 0                | 75   | 0    | 75         | 0                           | 0     | 3    | 3          | 214        |
| 03:45 PM    | 127              | 0     | 0    | 127        | 0                | 90   | 0    | 90         | 0                           | 0     | 3    | 3          | 220        |
| Total       | 493              | 0     | 0    | 493        | 1                | 330  | 0    | 331        | 1                           | 0     | 9    | 10         | 834        |
| 04:00 PM    | 117              | 0     | 0    | 117        | 0                | 97   | 0    | 97         | 0                           | 0     | 2    | 2          | 216        |
| 04:15 PM    | 115              | 0     | 0    | 115        | 1                | 71   | 0    | 72         | 1                           | 0     | 4    | 5          | 192        |
| 04:30 PM    | 125              | 0     | 0    | 125        | 2                | 90   | 0    | 92         | 0                           | 0     | 5    | 5          | 222        |
| 04:45 PM    | 123              | 0     | 0    | 123        | 0                | 93   | 0    | 93         | 0                           | 0     | 0    | 0          | 216        |
| Total       | 480              | 0     | 0    | 480        | 3                | 351  | 0    | 354        | 1                           | 0     | 11   | 12         | 846        |
| 05:00 PM    | 130              | 0     | 0    | 130        | 0                | 105  | 0    | 105        | 2                           | 0     | 2    | 4          | 239        |
| 05:15 PM    | 145              | 0     | 0    | 145        | 0                | 102  | 0    | 102        | 0                           | 0     | 2    | 2          | 249        |
| 05:30 PM    | 104              | 3     | 0    | 107        | 0                | 89   | 0    | 89         | 0                           | 0     | 0    | 0          | 196        |
| 05:45 PM    | 80               | 0     | 0    | 80         | 1                | 71   | 0    | 72         | 2                           | 0     | 1    | 3          | 155        |
| Total       | 459              | 3     | 0    | 462        | 1                | 367  | 0    | 368        | 4                           | 0     | 5    | 9          | 839        |
| 06:00 PM    | 73               | 2     | 0    | 75         | 0                | 58   | 0    | 58         | 1                           | 0     | 1    | 2          | 135        |
| 06:15 PM    | 69               | 0     | 0    | 69         | 0                | 58   | 0    | 58         | 1                           | 0     | 4    | 5          | 132        |
| 06:30 PM    | 71               | 0     | 0    | 71         | 0                | 44   | 0    | 44         | 0                           | 0     | 3    | 3          | 118        |
| 06:45 PM    | 63               | 0     | 0    | 63         | 1                | 40   | 0    | 41         | 0                           | 0     | 1    | 1          | 105        |
| Total       | 276              | 2     | 0    | 278        | 1                | 200  | 0    | 201        | 2                           | 0     | 9    | 11         | 490        |
| Grand Total | 1708             | 5     | 0    | 1713       | 6                | 1248 | 0    | 1254       | 8                           | 0     | 34   | 42         | 3009       |
| Apprch %    | 99.7             | 0.3   | 0    |            | 0.5              | 99.5 | 0    |            | 19                          | 0     | 81   |            |            |
| Total %     | 56.8             | 0.2   | 0    | 56.9       | 0.2              | 41.5 | 0    | 41.7       | 0.3                         | 0     | 1.1  | 1.4        |            |
| Cars +      | 1674             | 5     | 0    | 1679       | 6                | 1209 | 0    | 1215       | 8                           | 0     | 20   | 28         | 2922       |
| % Cars +    | 98               | 100   | 0    | 98         | 100              | 96.9 | 0    | 96.9       | 100                         | 0     | 58.8 | 66.7       | 97.1       |
| Trucks      | 34               | 0     | 0    | 34         | 0                | 39   | 0    | 39         | 0                           | 0     | 14   | 14         | 87         |
| % Trucks    | 2                | 0     | 0    | 2          | 0                | 3.1  | 0    | 3.1        | 0                           | 0     | 41.2 | 33.3       | 2.9        |



TRAFFIC DATA COLLECTION

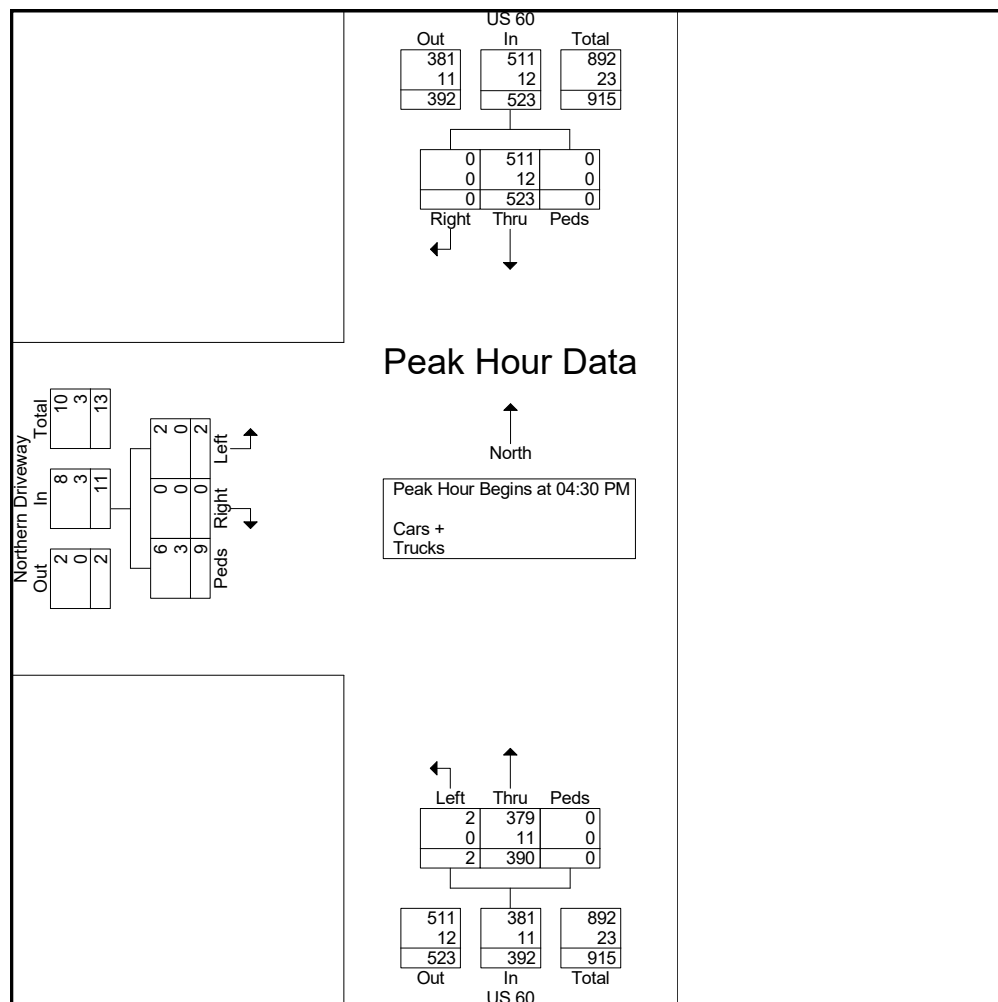
File Name : Williamsburg (US 60 and North Driveway)

Site Code :

Start Date : 11/13/2024

Page No : 2

|                                                            | US 60<br>Southbound |       |      |            | US 60<br>Northbound |      |      |            | Northern Driveway<br>Eastbound |       |      |            |            |
|------------------------------------------------------------|---------------------|-------|------|------------|---------------------|------|------|------------|--------------------------------|-------|------|------------|------------|
| Start Time                                                 | Thru                | Right | Peds | App. Total | Left                | Thru | Peds | App. Total | Left                           | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1 |                     |       |      |            |                     |      |      |            |                                |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                     |       |      |            |                     |      |      |            |                                |       |      |            |            |
| 04:30 PM                                                   | 125                 | 0     | 0    | 125        | 2                   | 90   | 0    | 92         | 0                              | 0     | 5    | 5          | 222        |
| 04:45 PM                                                   | 123                 | 0     | 0    | 123        | 0                   | 93   | 0    | 93         | 0                              | 0     | 0    | 0          | 216        |
| 05:00 PM                                                   | 130                 | 0     | 0    | 130        | 0                   | 105  | 0    | 105        | 2                              | 0     | 2    | 4          | 239        |
| 05:15 PM                                                   | 145                 | 0     | 0    | 145        | 0                   | 102  | 0    | 102        | 0                              | 0     | 2    | 2          | 249        |
| Total Volume                                               | 523                 | 0     | 0    | 523        | 2                   | 390  | 0    | 392        | 2                              | 0     | 9    | 11         | 926        |
| % App. Total                                               | 100                 | 0     | 0    |            | 0.5                 | 99.5 | 0    |            | 18.2                           | 0     | 81.8 |            |            |
| PHF                                                        | .902                | .000  | .000 | .902       | .250                | .929 | .000 | .933       | .250                           | .000  | .450 | .550       | .930       |
| Cars +                                                     | 511                 | 0     | 0    | 511        | 2                   | 379  | 0    | 381        | 2                              | 0     | 6    | 8          | 900        |
| % Cars +                                                   | 97.7                | 0     | 0    | 97.7       | 100                 | 97.2 | 0    | 97.2       | 100                            | 0     | 66.7 | 72.7       | 97.2       |
| Trucks                                                     | 12                  | 0     | 0    | 12         | 0                   | 11   | 0    | 11         | 0                              | 0     | 3    | 3          | 26         |
| % Trucks                                                   | 2.3                 | 0     | 0    | 2.3        | 0                   | 2.8  | 0    | 2.8        | 0                              | 0     | 33.3 | 27.3       | 2.8        |



Fort Magruder – TIA

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## **APPENDIX C: SYNCHRO OUTPUT – EXISTING (2024) CONDITIONS**



# Fort Magruder Redevelopment

## 1: Avon Avenue & Pocahontas Trail

Existing 2024  
Timing Plan: AM Peak Hour

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 0.5    |      |        |       |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT   | NBL    | NBR  |
| Lane Configurations      | ↑↑↱    |      | ↱      | ↑↑    | ↱      |      |
| Traffic Vol, veh/h       | 270    | 13   | 9      | 396   | 12     | 12   |
| Future Vol, veh/h        | 270    | 13   | 9      | 396   | 12     | 12   |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free  | Stop   | Stop |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | -      | -    | 100    | -     | 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      | 2     | 2      | 2    |
| Mvmt Flow                | 293    | 14   | 10     | 430   | 13     | 13   |
|                          |        |      |        |       |        |      |
| Major/Minor              | Major1 |      | Major2 |       | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | 307    | 0     | 535    | 154  |
| Stage 1                  | -      | -    | -      | -     | 300    | -    |
| Stage 2                  | -      | -    | -      | -     | 235    | -    |
| Critical Hdwy            | -      | -    | 4.14   | -     | 6.84   | 6.94 |
| Critical Hdwy Stg 1      | -      | -    | -      | -     | 5.84   | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -     | 5.84   | -    |
| Follow-up Hdwy           | -      | -    | 2.22   | -     | 3.52   | 3.32 |
| Pot Cap-1 Maneuver       | -      | -    | 1250   | -     | 475    | 864  |
| Stage 1                  | -      | -    | -      | -     | 725    | -    |
| Stage 2                  | -      | -    | -      | -     | 782    | -    |
| Platoon blocked, %       | -      | -    |        | -     |        |      |
| Mov Cap-1 Maneuver       | -      | -    | 1250   | -     | 471    | 864  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -     | 556    | -    |
| Stage 1                  | -      | -    | -      | -     | 725    | -    |
| Stage 2                  | -      | -    | -      | -     | 776    | -    |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Approach                 | EB     |      | WB     |       | NB     |      |
| HCM Control Delay, s     | 0      |      | 0.2    |       | 10.5   |      |
| HCM LOS                  | B      |      |        |       |        |      |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBL   | WBT    |      |
| Capacity (veh/h)         | 677    | -    | -      | 1250  | -      |      |
| HCM Lane V/C Ratio       | 0.039  | -    | -      | 0.008 | -      |      |
| HCM Control Delay (s)    | 10.5   | -    | -      | 7.9   | -      |      |
| HCM Lane LOS             | B      | -    | -      | A     | -      |      |
| HCM 95th %tile Q(veh)    | 0.1    | -    | -      | 0     | -      |      |

# Fort Magruder Redevelopment

## 2: East Site Driveway & Pocahontas Trail

Existing 2024  
Timing Plan: AM Peak Hour

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 0.2    |      |        |       |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT   | NBL    | NBR  |
| Lane Configurations      | ↑↑↱    |      | ↱      | ↑↑    | ↱      |      |
| Traffic Vol, veh/h       | 273    | 3    | 3      | 405   | 0      | 10   |
| Future Vol, veh/h        | 273    | 3    | 3      | 405   | 0      | 10   |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free  | Stop   | Stop |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | -      | -    | 100    | -     | 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      | 2     | 2      | 2    |
| Mvmt Flow                | 297    | 3    | 3      | 440   | 0      | 11   |
|                          |        |      |        |       |        |      |
| Major/Minor              | Major1 |      | Major2 |       | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | 300    | 0     | 525    | 150  |
| Stage 1                  | -      | -    | -      | -     | 299    | -    |
| Stage 2                  | -      | -    | -      | -     | 226    | -    |
| Critical Hdwy            | -      | -    | 4.14   | -     | 6.84   | 6.94 |
| Critical Hdwy Stg 1      | -      | -    | -      | -     | 5.84   | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -     | 5.84   | -    |
| Follow-up Hdwy           | -      | -    | 2.22   | -     | 3.52   | 3.32 |
| Pot Cap-1 Maneuver       | -      | -    | 1258   | -     | 482    | 870  |
| Stage 1                  | -      | -    | -      | -     | 726    | -    |
| Stage 2                  | -      | -    | -      | -     | 790    | -    |
| Platoon blocked, %       | -      | -    |        | -     |        |      |
| Mov Cap-1 Maneuver       | -      | -    | 1258   | -     | 481    | 870  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -     | 563    | -    |
| Stage 1                  | -      | -    | -      | -     | 726    | -    |
| Stage 2                  | -      | -    | -      | -     | 788    | -    |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Approach                 | EB     |      | WB     |       | NB     |      |
| HCM Control Delay, s     | 0      |      | 0.1    |       | 9.2    |      |
| HCM LOS                  | A      |      |        |       |        |      |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBL   | WBT    |      |
| Capacity (veh/h)         | 870    | -    | -      | 1258  | -      |      |
| HCM Lane V/C Ratio       | 0.012  | -    | -      | 0.003 | -      |      |
| HCM Control Delay (s)    | 9.2    | -    | -      | 7.9   | -      |      |
| HCM Lane LOS             | A      | -    | -      | A     | -      |      |
| HCM 95th %tile Q(veh)    | 0      | -    | -      | 0     | -      |      |

# Fort Magruder Redevelopment

## 3: West Site Driveway & Pocahontas Trail

Existing 2024  
Timing Plan: AM Peak Hour

| Intersection             |        |        |      |        |      |      |
|--------------------------|--------|--------|------|--------|------|------|
| Int Delay, s/veh         | 0      |        |      |        |      |      |
| Movement                 | EBT    | EBR    | WBL  | WBT    | NBL  | NBR  |
| Lane Configurations      | ↑↑↱    |        | ↱    | ↑↑     | ↱    |      |
| Traffic Vol, veh/h       | 273    | 0      | 0    | 396    | 0    | 0    |
| Future Vol, veh/h        | 273    | 0      | 0    | 396    | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop | Stop |
| RT Channelized           | -      | None   | -    | None   | -    | None |
| Storage Length           | -      | -      | 100  | -      | 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    | 2      | 2    | 2    |
| Mvmt Flow                | 297    | 0      | 0    | 430    | 0    | 0    |
|                          |        |        |      |        |      |      |
| Major/Minor              | Major1 | Major2 |      | Minor1 |      |      |
| Conflicting Flow All     | 0      | 0      | 297  | 0      | 512  | 149  |
| Stage 1                  | -      | -      | -    | -      | 297  | -    |
| Stage 2                  | -      | -      | -    | -      | 215  | -    |
| Critical Hdwy            | -      | -      | 4.14 | -      | 6.84 | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | 5.84 | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | 5.84 | -    |
| Follow-up Hdwy           | -      | -      | 2.22 | -      | 3.52 | 3.32 |
| Pot Cap-1 Maneuver       | -      | -      | 1261 | -      | 491  | 871  |
| Stage 1                  | -      | -      | -    | -      | 728  | -    |
| Stage 2                  | -      | -      | -    | -      | 800  | -    |
| Platoon blocked, %       | -      | -      |      | -      |      |      |
| Mov Cap-1 Maneuver       | -      | -      | 1261 | -      | 491  | 871  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | 491  | -    |
| Stage 1                  | -      | -      | -    | -      | 728  | -    |
| Stage 2                  | -      | -      | -    | -      | 800  | -    |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Approach                 | EB     | WB     |      | NB     |      |      |
| HCM Control Delay, s     | 0      | 0      |      | 0      |      |      |
| HCM LOS                  | A      |        |      |        |      |      |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT    | EBR  | WBL    | WBT  |      |
| Capacity (veh/h)         | -      | -      | -    | 1261   | -    |      |
| HCM Lane V/C Ratio       | -      | -      | -    | -      | -    |      |
| HCM Control Delay (s)    | 0      | -      | -    | 0      | -    |      |
| HCM Lane LOS             | A      | -      | -    | A      | -    |      |
| HCM 95th %tile Q(veh)    | -      | -      | -    | 0      | -    |      |



Existing 2024  
Queuing and Blocking Report

Fort Magruder Redevelopment  
AM Peak Hour

Intersection: 1: Avon Avenue & Pocahontas Trail

| Movement              | WB  | NB |
|-----------------------|-----|----|
| Directions Served     | L   | LR |
| Maximum Queue (ft)    | 24  | 42 |
| Average Queue (ft)    | 2   | 17 |
| 95th Queue (ft)       | 13  | 44 |
| Link Distance (ft)    | 386 |    |
| Upstream Blk Time (%) |     |    |
| Queuing Penalty (veh) |     |    |
| Storage Bay Dist (ft) | 100 |    |
| Storage Blk Time (%)  |     |    |
| Queuing Penalty (veh) |     |    |

Intersection: 2: East Site Driveway & Pocahontas Trail

| Movement              | WB  | WB | NB  |
|-----------------------|-----|----|-----|
| Directions Served     | L   | T  | LR  |
| Maximum Queue (ft)    | 6   | 9  | 31  |
| Average Queue (ft)    | 0   | 0  | 9   |
| 95th Queue (ft)       | 4   | 5  | 33  |
| Link Distance (ft)    | 23  |    | 459 |
| Upstream Blk Time (%) | 0   | 0  |     |
| Queuing Penalty (veh) | 0   | 0  |     |
| Storage Bay Dist (ft) | 100 |    |     |
| Storage Blk Time (%)  | 0   | 0  |     |
| Queuing Penalty (veh) | 0   | 0  |     |

Intersection: 3: West Site Driveway & Pocahontas Trail

| Movement              |
|-----------------------|
| Directions Served     |
| Maximum Queue (ft)    |
| Average Queue (ft)    |
| 95th Queue (ft)       |
| Link Distance (ft)    |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%)  |
| Queuing Penalty (veh) |

Network Summary

|                                 |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

# Fort Magruder Redevelopment

## 1: Avon Avenue & Pocahontas Trail

Existing 2024  
Timing Plan: PM Peak Hour

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.6  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    |      |
| Traffic Vol, veh/h       | 498  | 29   | 14   | 374  | 21   | 13   |
| Future Vol, veh/h        | 498  | 29   | 14   | 374  | 21   | 13   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 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    | 2    | 2    | 2    |
| Mvmt Flow                | 541  | 32   | 15   | 407  | 23   | 14   |

| Major/Minor          | Major1 | Major2 | Minor1 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0      | 0      | 573    | 0 | 791  |
| Stage 1              | -      | -      | -      | - | 557  |
| Stage 2              | -      | -      | -      | - | 234  |
| Critical Hdwy        | -      | -      | 4.14   | - | 6.84 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 |
| Follow-up Hdwy       | -      | -      | 2.22   | - | 3.52 |
| Pot Cap-1 Maneuver   | -      | -      | 996    | - | 327  |
| Stage 1              | -      | -      | -      | - | 537  |
| Stage 2              | -      | -      | -      | - | 783  |
| Platoon blocked, %   | -      | -      | -      | - | -    |
| Mov Cap-1 Maneuver   | -      | -      | 996    | - | 322  |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 427  |
| Stage 1              | -      | -      | -      | - | 537  |
| Stage 2              | -      | -      | -      | - | 771  |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.3 | 12.7 |
| HCM LOS              |    |     | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 504   | -   | -   | 996   | -   |
| HCM Lane V/C Ratio    | 0.073 | -   | -   | 0.015 | -   |
| HCM Control Delay (s) | 12.7  | -   | -   | 8.7   | -   |
| HCM Lane LOS          | B     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | 0     | -   |

# Fort Magruder Redevelopment

## 2: East Site Driveway & Pocahontas Trail

Existing 2024  
Timing Plan: PM Peak Hour

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 0      |      |        |       |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT   | NBL    | NBR  |
| Lane Configurations      | ↑↑     |      | ↑      | ↑↑    | ↑      |      |
| Traffic Vol, veh/h       | 526    | 1    | 1      | 395   | 1      | 1    |
| Future Vol, veh/h        | 526    | 1    | 1      | 395   | 1      | 1    |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free  | Stop   | Stop |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | -      | -    | 100    | -     | 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      | 2     | 2      | 2    |
| Mvmt Flow                | 572    | 1    | 1      | 429   | 1      | 1    |
|                          |        |      |        |       |        |      |
| Major/Minor              | Major1 |      | Major2 |       | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | 573    | 0     | 790    | 287  |
| Stage 1                  | -      | -    | -      | -     | 573    | -    |
| Stage 2                  | -      | -    | -      | -     | 217    | -    |
| Critical Hdwy            | -      | -    | 4.14   | -     | 6.84   | 6.94 |
| Critical Hdwy Stg 1      | -      | -    | -      | -     | 5.84   | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -     | 5.84   | -    |
| Follow-up Hdwy           | -      | -    | 2.22   | -     | 3.52   | 3.32 |
| Pot Cap-1 Maneuver       | -      | -    | 996    | -     | 327    | 710  |
| Stage 1                  | -      | -    | -      | -     | 527    | -    |
| Stage 2                  | -      | -    | -      | -     | 798    | -    |
| Platoon blocked, %       | -      | -    |        | -     |        |      |
| Mov Cap-1 Maneuver       | -      | -    | 996    | -     | 327    | 710  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -     | 427    | -    |
| Stage 1                  | -      | -    | -      | -     | 527    | -    |
| Stage 2                  | -      | -    | -      | -     | 797    | -    |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Approach                 | EB     |      | WB     |       | NB     |      |
| HCM Control Delay, s     | 0      |      | 0      |       | 11.8   |      |
| HCM LOS                  |        |      |        |       | B      |      |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBL   | WBT    |      |
| Capacity (veh/h)         | 533    | -    | -      | 996   | -      |      |
| HCM Lane V/C Ratio       | 0.004  | -    | -      | 0.001 | -      |      |
| HCM Control Delay (s)    | 11.8   | -    | -      | 8.6   | -      |      |
| HCM Lane LOS             | B      | -    | -      | A     | -      |      |
| HCM 95th %tile Q(veh)    | 0      | -    | -      | 0     | -      |      |



# Fort Magruder Redevelopment

## 3: West Site Driveway & Pocahontas Trail

Existing 2024  
Timing Plan: PM Peak Hour

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 0.1    |      |        |       |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT   | NBL    | NBR  |
| Lane Configurations      | ↑↑↱    |      | ↱      | ↑↑    | ↱      |      |
| Traffic Vol, veh/h       | 523    | 0    | 2      | 390   | 2      | 9    |
| Future Vol, veh/h        | 523    | 0    | 2      | 390   | 2      | 9    |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free  | Stop   | Stop |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | -      | -    | 100    | -     | 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      | 2     | 2      | 2    |
| Mvmt Flow                | 568    | 0    | 2      | 424   | 2      | 10   |
|                          |        |      |        |       |        |      |
| Major/Minor              | Major1 |      | Major2 |       | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | 568    | 0     | 784    | 284  |
| Stage 1                  | -      | -    | -      | -     | 568    | -    |
| Stage 2                  | -      | -    | -      | -     | 216    | -    |
| Critical Hdwy            | -      | -    | 4.14   | -     | 6.84   | 6.94 |
| Critical Hdwy Stg 1      | -      | -    | -      | -     | 5.84   | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -     | 5.84   | -    |
| Follow-up Hdwy           | -      | -    | 2.22   | -     | 3.52   | 3.32 |
| Pot Cap-1 Maneuver       | -      | -    | 1000   | -     | 330    | 713  |
| Stage 1                  | -      | -    | -      | -     | 530    | -    |
| Stage 2                  | -      | -    | -      | -     | 799    | -    |
| Platoon blocked, %       | -      | -    |        | -     |        |      |
| Mov Cap-1 Maneuver       | -      | -    | 1000   | -     | 329    | 713  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -     | 329    | -    |
| Stage 1                  | -      | -    | -      | -     | 530    | -    |
| Stage 2                  | -      | -    | -      | -     | 797    | -    |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Approach                 | EB     |      | WB     |       | NB     |      |
| HCM Control Delay, s     | 0      |      | 0      |       | 11.2   |      |
| HCM LOS                  | B      |      |        |       |        |      |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBL   | WBT    |      |
| Capacity (veh/h)         | 588    | -    | -      | 1000  | -      |      |
| HCM Lane V/C Ratio       | 0.02   | -    | -      | 0.002 | -      |      |
| HCM Control Delay (s)    | 11.2   | -    | -      | 8.6   | -      |      |
| HCM Lane LOS             | B      | -    | -      | A     | -      |      |
| HCM 95th %tile Q(veh)    | 0.1    | -    | -      | 0     | -      |      |

Existing 2024  
Queuing and Blocking Report

Fort Magruder Redevelopment  
PM Peak Hour

Intersection: 1: Avon Avenue & Pocahontas Trail

| Movement              | EB | WB  | NB  |
|-----------------------|----|-----|-----|
| Directions Served     | TR | L   | LR  |
| Maximum Queue (ft)    | 2  | 28  | 53  |
| Average Queue (ft)    | 0  | 4   | 23  |
| 95th Queue (ft)       | 0  | 20  | 48  |
| Link Distance (ft)    | 23 |     | 386 |
| Upstream Blk Time (%) | 0  |     |     |
| Queuing Penalty (veh) | 0  |     |     |
| Storage Bay Dist (ft) |    | 100 |     |
| Storage Blk Time (%)  |    |     |     |
| Queuing Penalty (veh) |    |     |     |

Intersection: 2: East Site Driveway & Pocahontas Trail

| Movement              | WB  | WB | NB  |
|-----------------------|-----|----|-----|
| Directions Served     | L   | T  | LR  |
| Maximum Queue (ft)    | 2   | 8  | 27  |
| Average Queue (ft)    | 0   | 0  | 2   |
| 95th Queue (ft)       | 2   | 5  | 14  |
| Link Distance (ft)    |     | 23 | 459 |
| Upstream Blk Time (%) | 0   | 0  |     |
| Queuing Penalty (veh) | 0   | 0  |     |
| Storage Bay Dist (ft) | 100 |    |     |
| Storage Blk Time (%)  | 0   | 0  |     |
| Queuing Penalty (veh) | 0   | 0  |     |

Intersection: 3: West Site Driveway & Pocahontas Trail

| Movement              | WB  | NB  |
|-----------------------|-----|-----|
| Directions Served     | L   | LR  |
| Maximum Queue (ft)    | 8   | 34  |
| Average Queue (ft)    | 0   | 9   |
| 95th Queue (ft)       | 6   | 32  |
| Link Distance (ft)    |     | 396 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) | 100 |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

Network Summary

|                                 |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

Fort Magruder – TIA

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## **APPENDIX D: SYNCHRO OUTPUT – NO-BUILD (2032) CONDITIONS**



# Fort Magruder Redevelopment

## 1: Avon Avenue & Pocahontas Trail

No-Build 2032  
Timing Plan: AM Peak Hour

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.5  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑↑   |      |
| Traffic Vol, veh/h       | 292  | 14   | 10   | 429  | 13   | 13   |
| Future Vol, veh/h        | 292  | 14   | 10   | 429  | 13   | 13   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 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    | 2    | 2    | 2    |
| Mvmt Flow                | 317  | 15   | 11   | 466  | 14   | 14   |

| Major/Minor          | Major1 | Major2 | Minor1 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0      | 0      | 332    | 0 | 580  |
| Stage 1              | -      | -      | -      | - | 325  |
| Stage 2              | -      | -      | -      | - | 255  |
| Critical Hdwy        | -      | -      | 4.14   | - | 6.84 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 |
| Follow-up Hdwy       | -      | -      | 2.22   | - | 3.52 |
| Pot Cap-1 Maneuver   | -      | -      | 1224   | - | 445  |
| Stage 1              | -      | -      | -      | - | 705  |
| Stage 2              | -      | -      | -      | - | 764  |
| Platoon blocked, %   | -      | -      | -      | - | -    |
| Mov Cap-1 Maneuver   | -      | -      | 1224   | - | 441  |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 534  |
| Stage 1              | -      | -      | -      | - | 705  |
| Stage 2              | -      | -      | -      | - | 757  |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.2 | 10.7 |
| HCM LOS              |    |     | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 656   | -   | -   | 1224  | -   |
| HCM Lane V/C Ratio    | 0.043 | -   | -   | 0.009 | -   |
| HCM Control Delay (s) | 10.7  | -   | -   | 8     | -   |
| HCM Lane LOS          | B     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0     | -   |

# Fort Magruder Redevelopment

## 2: East Site Driveway & Pocahontas Trail

No-Build 2032  
Timing Plan: AM Peak Hour

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 0.2    |      |        |       |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT   | NBL    | NBR  |
| Lane Configurations      | ↑↑     |      | ↱      | ↑↑    | ↲      |      |
| Traffic Vol, veh/h       | 296    | 3    | 3      | 439   | 0      | 11   |
| Future Vol, veh/h        | 296    | 3    | 3      | 439   | 0      | 11   |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free  | Stop   | Stop |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | -      | -    | 100    | -     | 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      | 2     | 2      | 2    |
| Mvmt Flow                | 322    | 3    | 3      | 477   | 0      | 12   |
|                          |        |      |        |       |        |      |
| Major/Minor              | Major1 |      | Major2 |       | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | 325    | 0     | 569    | 163  |
| Stage 1                  | -      | -    | -      | -     | 324    | -    |
| Stage 2                  | -      | -    | -      | -     | 245    | -    |
| Critical Hdwy            | -      | -    | 4.14   | -     | 6.84   | 6.94 |
| Critical Hdwy Stg 1      | -      | -    | -      | -     | 5.84   | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -     | 5.84   | -    |
| Follow-up Hdwy           | -      | -    | 2.22   | -     | 3.52   | 3.32 |
| Pot Cap-1 Maneuver       | -      | -    | 1231   | -     | 452    | 853  |
| Stage 1                  | -      | -    | -      | -     | 705    | -    |
| Stage 2                  | -      | -    | -      | -     | 773    | -    |
| Platoon blocked, %       | -      | -    |        | -     |        |      |
| Mov Cap-1 Maneuver       | -      | -    | 1231   | -     | 451    | 853  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -     | 541    | -    |
| Stage 1                  | -      | -    | -      | -     | 705    | -    |
| Stage 2                  | -      | -    | -      | -     | 771    | -    |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Approach                 | EB     |      | WB     |       | NB     |      |
| HCM Control Delay, s     | 0      |      | 0.1    |       | 9.3    |      |
| HCM LOS                  | A      |      |        |       |        |      |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBL   | WBT    |      |
| Capacity (veh/h)         | 853    | -    | -      | 1231  | -      |      |
| HCM Lane V/C Ratio       | 0.014  | -    | -      | 0.003 | -      |      |
| HCM Control Delay (s)    | 9.3    | -    | -      | 7.9   | -      |      |
| HCM Lane LOS             | A      | -    | -      | A     | -      |      |
| HCM 95th %tile Q(veh)    | 0      | -    | -      | 0     | -      |      |

# Fort Magruder Redevelopment

## 3: West Site Driveway & Pocahontas Trail

No-Build 2032  
Timing Plan: AM Peak Hour

| Intersection             |        |        |      |        |      |      |
|--------------------------|--------|--------|------|--------|------|------|
| Int Delay, s/veh         | 0      |        |      |        |      |      |
| Movement                 | EBT    | EBR    | WBL  | WBT    | NBL  | NBR  |
| Lane Configurations      | ↑↑↱    |        | ↱    | ↑↑     | ↱    |      |
| Traffic Vol, veh/h       | 296    | 0      | 0    | 429    | 0    | 0    |
| Future Vol, veh/h        | 296    | 0      | 0    | 429    | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop | Stop |
| RT Channelized           | -      | None   | -    | None   | -    | None |
| Storage Length           | -      | -      | 100  | -      | 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    | 2      | 2    | 2    |
| Mvmt Flow                | 322    | 0      | 0    | 466    | 0    | 0    |
|                          |        |        |      |        |      |      |
| Major/Minor              | Major1 | Major2 |      | Minor1 |      |      |
| Conflicting Flow All     | 0      | 0      | 322  | 0      | 555  | 161  |
| Stage 1                  | -      | -      | -    | -      | 322  | -    |
| Stage 2                  | -      | -      | -    | -      | 233  | -    |
| Critical Hdwy            | -      | -      | 4.14 | -      | 6.84 | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | 5.84 | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | 5.84 | -    |
| Follow-up Hdwy           | -      | -      | 2.22 | -      | 3.52 | 3.32 |
| Pot Cap-1 Maneuver       | -      | -      | 1235 | -      | 462  | 855  |
| Stage 1                  | -      | -      | -    | -      | 707  | -    |
| Stage 2                  | -      | -      | -    | -      | 784  | -    |
| Platoon blocked, %       | -      | -      |      | -      |      |      |
| Mov Cap-1 Maneuver       | -      | -      | 1235 | -      | 462  | 855  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | 462  | -    |
| Stage 1                  | -      | -      | -    | -      | 707  | -    |
| Stage 2                  | -      | -      | -    | -      | 784  | -    |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Approach                 | EB     | WB     |      | NB     |      |      |
| HCM Control Delay, s     | 0      | 0      |      | 0      |      |      |
| HCM LOS                  | A      |        |      |        |      |      |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT    | EBR  | WBL    | WBT  |      |
| Capacity (veh/h)         | -      | -      | -    | 1235   | -    |      |
| HCM Lane V/C Ratio       | -      | -      | -    | -      | -    |      |
| HCM Control Delay (s)    | 0      | -      | -    | 0      | -    |      |
| HCM Lane LOS             | A      | -      | -    | A      | -    |      |
| HCM 95th %tile Q(veh)    | -      | -      | -    | 0      | -    |      |



## No-Build 2032 Queuing and Blocking Report

Fort Magruder Redevelopment  
AM Peak Hour

### Intersection: 1: Avon Avenue & Pocahontas Trail

| Movement              | EB | WB  | NB  |
|-----------------------|----|-----|-----|
| Directions Served     | TR | L   | LR  |
| Maximum Queue (ft)    | 2  | 24  | 42  |
| Average Queue (ft)    | 0  | 2   | 20  |
| 95th Queue (ft)       | 2  | 13  | 45  |
| Link Distance (ft)    | 23 |     | 386 |
| Upstream Blk Time (%) | 0  |     |     |
| Queuing Penalty (veh) | 0  |     |     |
| Storage Bay Dist (ft) |    | 100 |     |
| Storage Blk Time (%)  |    |     |     |
| Queuing Penalty (veh) |    |     |     |

### Intersection: 2: East Site Driveway & Pocahontas Trail

| Movement              | WB  | WB | NB  |
|-----------------------|-----|----|-----|
| Directions Served     | L   | T  | LR  |
| Maximum Queue (ft)    | 7   | 9  | 33  |
| Average Queue (ft)    | 0   | 0  | 10  |
| 95th Queue (ft)       | 5   | 6  | 34  |
| Link Distance (ft)    |     | 23 | 459 |
| Upstream Blk Time (%) | 0   | 0  |     |
| Queuing Penalty (veh) | 0   | 0  |     |
| Storage Bay Dist (ft) | 100 |    |     |
| Storage Blk Time (%)  | 0   | 0  |     |
| Queuing Penalty (veh) | 0   | 0  |     |

### Intersection: 3: West Site Driveway & Pocahontas Trail

| Movement              |
|-----------------------|
| Directions Served     |
| Maximum Queue (ft)    |
| Average Queue (ft)    |
| 95th Queue (ft)       |
| Link Distance (ft)    |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%)  |
| Queuing Penalty (veh) |

### Network Summary

Network wide Queuing Penalty: 0

# Fort Magruder Redevelopment

## 1: Avon Avenue & Pocahontas Trail

No-Build 2032  
Timing Plan: PM Peak Hour

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.6  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    |      |
| Traffic Vol, veh/h       | 539  | 31   | 15   | 405  | 23   | 14   |
| Future Vol, veh/h        | 539  | 31   | 15   | 405  | 23   | 14   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 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    | 2    | 2    | 2    |
| Mvmt Flow                | 586  | 34   | 16   | 440  | 25   | 15   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 620    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.14   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.22   |
| Pot Cap-1 Maneuver   | -      | -      | 956    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 956    |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.3 | 13.3 |
| HCM LOS              |    |     | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 476   | -   | -   | 956   | -   |
| HCM Lane V/C Ratio    | 0.084 | -   | -   | 0.017 | -   |
| HCM Control Delay (s) | 13.3  | -   | -   | 8.8   | -   |
| HCM Lane LOS          | B     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   | 0.1   | -   |

# Fort Magruder Redevelopment

## 2: East Site Driveway & Pocahontas Trail

No-Build 2032  
Timing Plan: PM Peak Hour

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 0      |      |        |       |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT   | NBL    | NBR  |
| Lane Configurations      | ↑↑     |      | ↑      | ↑↑    | ↑      |      |
| Traffic Vol, veh/h       | 570    | 1    | 1      | 428   | 1      | 1    |
| Future Vol, veh/h        | 570    | 1    | 1      | 428   | 1      | 1    |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free  | Stop   | Stop |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | -      | -    | 100    | -     | 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      | 2     | 2      | 2    |
| Mvmt Flow                | 620    | 1    | 1      | 465   | 1      | 1    |
|                          |        |      |        |       |        |      |
| Major/Minor              | Major1 |      | Major2 |       | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | 621    | 0     | 856    | 311  |
| Stage 1                  | -      | -    | -      | -     | 621    | -    |
| Stage 2                  | -      | -    | -      | -     | 235    | -    |
| Critical Hdwy            | -      | -    | 4.14   | -     | 6.84   | 6.94 |
| Critical Hdwy Stg 1      | -      | -    | -      | -     | 5.84   | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -     | 5.84   | -    |
| Follow-up Hdwy           | -      | -    | 2.22   | -     | 3.52   | 3.32 |
| Pot Cap-1 Maneuver       | -      | -    | 956    | -     | 297    | 685  |
| Stage 1                  | -      | -    | -      | -     | 498    | -    |
| Stage 2                  | -      | -    | -      | -     | 782    | -    |
| Platoon blocked, %       | -      | -    |        | -     |        |      |
| Mov Cap-1 Maneuver       | -      | -    | 956    | -     | 297    | 685  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -     | 401    | -    |
| Stage 1                  | -      | -    | -      | -     | 498    | -    |
| Stage 2                  | -      | -    | -      | -     | 781    | -    |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Approach                 | EB     |      | WB     |       | NB     |      |
| HCM Control Delay, s     | 0      |      | 0      |       | 12.1   |      |
| HCM LOS                  |        |      |        |       | B      |      |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBL   | WBT    |      |
| Capacity (veh/h)         | 506    | -    | -      | 956   | -      |      |
| HCM Lane V/C Ratio       | 0.004  | -    | -      | 0.001 | -      |      |
| HCM Control Delay (s)    | 12.1   | -    | -      | 8.8   | -      |      |
| HCM Lane LOS             | B      | -    | -      | A     | -      |      |
| HCM 95th %tile Q(veh)    | 0      | -    | -      | 0     | -      |      |



# Fort Magruder Redevelopment

## 3: West Site Driveway & Pocahontas Trail

No-Build 2032  
Timing Plan: PM Peak Hour

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 0.1    |      |        |       |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT   | NBL    | NBR  |
| Lane Configurations      | ↑↑↱    |      | ↱      | ↑↑    | ↱      |      |
| Traffic Vol, veh/h       | 566    | 0    | 2      | 422   | 2      | 10   |
| Future Vol, veh/h        | 566    | 0    | 2      | 422   | 2      | 10   |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free  | Stop   | Stop |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | -      | -    | 100    | -     | 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      | 2     | 2      | 2    |
| Mvmt Flow                | 615    | 0    | 2      | 459   | 2      | 11   |
|                          |        |      |        |       |        |      |
| Major/Minor              | Major1 |      | Major2 |       | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | 615    | 0     | 849    | 308  |
| Stage 1                  | -      | -    | -      | -     | 615    | -    |
| Stage 2                  | -      | -    | -      | -     | 234    | -    |
| Critical Hdwy            | -      | -    | 4.14   | -     | 6.84   | 6.94 |
| Critical Hdwy Stg 1      | -      | -    | -      | -     | 5.84   | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -     | 5.84   | -    |
| Follow-up Hdwy           | -      | -    | 2.22   | -     | 3.52   | 3.32 |
| Pot Cap-1 Maneuver       | -      | -    | 961    | -     | 300    | 688  |
| Stage 1                  | -      | -    | -      | -     | 502    | -    |
| Stage 2                  | -      | -    | -      | -     | 783    | -    |
| Platoon blocked, %       | -      | -    |        | -     |        |      |
| Mov Cap-1 Maneuver       | -      | -    | 961    | -     | 299    | 688  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -     | 299    | -    |
| Stage 1                  | -      | -    | -      | -     | 502    | -    |
| Stage 2                  | -      | -    | -      | -     | 781    | -    |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Approach                 | EB     |      | WB     |       | NB     |      |
| HCM Control Delay, s     | 0      |      | 0      |       | 11.5   |      |
| HCM LOS                  |        |      |        |       | B      |      |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBL   | WBT    |      |
| Capacity (veh/h)         | 565    | -    | -      | 961   | -      |      |
| HCM Lane V/C Ratio       | 0.023  | -    | -      | 0.002 | -      |      |
| HCM Control Delay (s)    | 11.5   | -    | -      | 8.8   | -      |      |
| HCM Lane LOS             | B      | -    | -      | A     | -      |      |
| HCM 95th %tile Q(veh)    | 0.1    | -    | -      | 0     | -      |      |

## No-Build 2032 Queuing and Blocking Report

Fort Magruder Redevelopment  
PM Peak Hour

### Intersection: 1: Avon Avenue & Pocahontas Trail

| Movement              | EB | WB  | NB  |
|-----------------------|----|-----|-----|
| Directions Served     | TR | L   | LR  |
| Maximum Queue (ft)    | 5  | 30  | 53  |
| Average Queue (ft)    | 0  | 6   | 22  |
| 95th Queue (ft)       | 4  | 24  | 49  |
| Link Distance (ft)    | 23 |     | 386 |
| Upstream Blk Time (%) |    |     |     |
| Queuing Penalty (veh) |    |     |     |
| Storage Bay Dist (ft) |    | 100 |     |
| Storage Blk Time (%)  |    |     |     |
| Queuing Penalty (veh) |    |     |     |

### Intersection: 2: East Site Driveway & Pocahontas Trail

| Movement              | WB  | WB | NB  |
|-----------------------|-----|----|-----|
| Directions Served     | L   | T  | LR  |
| Maximum Queue (ft)    | 4   | 6  | 31  |
| Average Queue (ft)    | 0   | 0  | 2   |
| 95th Queue (ft)       | 4   | 5  | 16  |
| Link Distance (ft)    |     | 23 | 459 |
| Upstream Blk Time (%) | 0   | 0  |     |
| Queuing Penalty (veh) | 0   | 0  |     |
| Storage Bay Dist (ft) | 100 |    |     |
| Storage Blk Time (%)  | 0   | 0  |     |
| Queuing Penalty (veh) | 0   | 0  |     |

### Intersection: 3: West Site Driveway & Pocahontas Trail

| Movement              | WB  | NB  |
|-----------------------|-----|-----|
| Directions Served     | L   | LR  |
| Maximum Queue (ft)    | 5   | 32  |
| Average Queue (ft)    | 0   | 11  |
| 95th Queue (ft)       | 5   | 34  |
| Link Distance (ft)    |     | 396 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) | 100 |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

### Network Summary

Network wide Queuing Penalty: 0

Fort Magruder – TIA

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## **APPENDIX E: SYNCHRO OUTPUT – BUILD (2032) CONDITIONS**



# Fort Magruder Redevelopment

## 1: Avon Avenue & Pocahontas Trail

Build 2032  
Timing Plan: AM Peak Hour

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.5  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    |      |
| Traffic Vol, veh/h       | 312  | 14   | 10   | 454  | 13   | 13   |
| Future Vol, veh/h        | 312  | 14   | 10   | 454  | 13   | 13   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 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    | 2    | 2    | 2    |
| Mvmt Flow                | 339  | 15   | 11   | 493  | 14   | 14   |

| Major/Minor          | Major1 | Major2 | Minor1 |   |      |      |
|----------------------|--------|--------|--------|---|------|------|
| Conflicting Flow All | 0      | 0      | 354    | 0 | 616  | 177  |
| Stage 1              | -      | -      | -      | - | 347  | -    |
| Stage 2              | -      | -      | -      | - | 269  | -    |
| Critical Hdwy        | -      | -      | 4.14   | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 | -    |
| Follow-up Hdwy       | -      | -      | 2.22   | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver   | -      | -      | 1201   | - | 422  | 835  |
| Stage 1              | -      | -      | -      | - | 687  | -    |
| Stage 2              | -      | -      | -      | - | 752  | -    |
| Platoon blocked, %   | -      | -      | -      | - | -    | -    |
| Mov Cap-1 Maneuver   | -      | -      | 1201   | - | 418  | 835  |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 516  | -    |
| Stage 1              | -      | -      | -      | - | 687  | -    |
| Stage 2              | -      | -      | -      | - | 745  | -    |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.2 | 10.9 |
| HCM LOS              |    |     | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 638   | -   | -   | 1201  | -   |
| HCM Lane V/C Ratio    | 0.044 | -   | -   | 0.009 | -   |
| HCM Control Delay (s) | 10.9  | -   | -   | 8     | -   |
| HCM Lane LOS          | B     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0     | -   |

# Fort Magruder Redevelopment

## 2: East Site Driveway & Pocahontas Trail

Build 2032  
Timing Plan: AM Peak Hour

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 0.5    |      |        |       |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT   | NBL    | NBR  |
| Lane Configurations      | ↑↑↱    |      | ↱      | ↑↑    | ↱      |      |
| Traffic Vol, veh/h       | 311    | 6    | 5      | 462   | 20     | 16   |
| Future Vol, veh/h        | 311    | 6    | 5      | 462   | 20     | 16   |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free  | Stop   | Stop |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | -      | -    | 100    | -     | 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      | 2     | 2      | 2    |
| Mvmt Flow                | 338    | 7    | 5      | 502   | 22     | 17   |
|                          |        |      |        |       |        |      |
| Major/Minor              | Major1 |      | Major2 |       | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | 345    | 0     | 603    | 173  |
| Stage 1                  | -      | -    | -      | -     | 342    | -    |
| Stage 2                  | -      | -    | -      | -     | 261    | -    |
| Critical Hdwy            | -      | -    | 4.14   | -     | 6.84   | 6.94 |
| Critical Hdwy Stg 1      | -      | -    | -      | -     | 5.84   | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -     | 5.84   | -    |
| Follow-up Hdwy           | -      | -    | 2.22   | -     | 3.52   | 3.32 |
| Pot Cap-1 Maneuver       | -      | -    | 1211   | -     | 430    | 840  |
| Stage 1                  | -      | -    | -      | -     | 691    | -    |
| Stage 2                  | -      | -    | -      | -     | 759    | -    |
| Platoon blocked, %       | -      | -    |        | -     |        |      |
| Mov Cap-1 Maneuver       | -      | -    | 1211   | -     | 428    | 840  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -     | 524    | -    |
| Stage 1                  | -      | -    | -      | -     | 691    | -    |
| Stage 2                  | -      | -    | -      | -     | 756    | -    |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Approach                 | EB     |      | WB     |       | NB     |      |
| HCM Control Delay, s     | 0      |      | 0.1    |       | 11.1   |      |
| HCM LOS                  | B      |      |        |       |        |      |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBL   | WBT    |      |
| Capacity (veh/h)         | 629    | -    | -      | 1211  | -      |      |
| HCM Lane V/C Ratio       | 0.062  | -    | -      | 0.004 | -      |      |
| HCM Control Delay (s)    | 11.1   | -    | -      | 8     | -      |      |
| HCM Lane LOS             | B      | -    | -      | A     | -      |      |
| HCM 95th %tile Q(veh)    | 0.2    | -    | -      | 0     | -      |      |

# Fort Magruder Redevelopment

## 3: West Site Driveway & Pocahontas Trail

Build 2032  
Timing Plan: AM Peak Hour

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 0.7    |      |        |       |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT   | NBL    | NBR  |
| Lane Configurations      | ↑↑↱    |      | ↱      | ↑↑    | ↱      |      |
| Traffic Vol, veh/h       | 299    | 28   | 23     | 449   | 19     | 15   |
| Future Vol, veh/h        | 299    | 28   | 23     | 449   | 19     | 15   |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free  | Stop   | Stop |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | -      | -    | 100    | -     | 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      | 2     | 2      | 2    |
| Mvmt Flow                | 325    | 30   | 25     | 488   | 21     | 16   |
|                          |        |      |        |       |        |      |
| Major/Minor              | Major1 |      | Major2 |       | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | 355    | 0     | 634    | 178  |
| Stage 1                  | -      | -    | -      | -     | 340    | -    |
| Stage 2                  | -      | -    | -      | -     | 294    | -    |
| Critical Hdwy            | -      | -    | 4.14   | -     | 6.84   | 6.94 |
| Critical Hdwy Stg 1      | -      | -    | -      | -     | 5.84   | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -     | 5.84   | -    |
| Follow-up Hdwy           | -      | -    | 2.22   | -     | 3.52   | 3.32 |
| Pot Cap-1 Maneuver       | -      | -    | 1200   | -     | 411    | 834  |
| Stage 1                  | -      | -    | -      | -     | 692    | -    |
| Stage 2                  | -      | -    | -      | -     | 730    | -    |
| Platoon blocked, %       | -      | -    |        | -     |        |      |
| Mov Cap-1 Maneuver       | -      | -    | 1200   | -     | 402    | 834  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -     | 402    | -    |
| Stage 1                  | -      | -    | -      | -     | 692    | -    |
| Stage 2                  | -      | -    | -      | -     | 715    | -    |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Approach                 | EB     |      | WB     |       | NB     |      |
| HCM Control Delay, s     | 0      |      | 0.4    |       | 12.4   |      |
| HCM LOS                  | B      |      |        |       |        |      |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBL   | WBT    |      |
| Capacity (veh/h)         | 521    | -    | -      | 1200  | -      |      |
| HCM Lane V/C Ratio       | 0.071  | -    | -      | 0.021 | -      |      |
| HCM Control Delay (s)    | 12.4   | -    | -      | 8.1   | -      |      |
| HCM Lane LOS             | B      | -    | -      | A     | -      |      |
| HCM 95th %tile Q(veh)    | 0.2    | -    | -      | 0.1   | -      |      |

## Build 2032

### Queuing and Blocking Report

Fort Magruder Redevelopment  
AM Peak Hour

#### Intersection: 1: Avon Avenue & Pocahontas Trail

| Movement              | EB | WB  | WB   | NB  |
|-----------------------|----|-----|------|-----|
| Directions Served     | TR | L   | T    | LR  |
| Maximum Queue (ft)    | 3  | 27  | 6    | 42  |
| Average Queue (ft)    | 0  | 3   | 0    | 19  |
| 95th Queue (ft)       | 3  | 16  | 4    | 45  |
| Link Distance (ft)    | 23 |     | 1058 | 386 |
| Upstream Blk Time (%) | 0  |     |      |     |
| Queuing Penalty (veh) | 0  |     |      |     |
| Storage Bay Dist (ft) |    | 100 |      |     |
| Storage Blk Time (%)  |    |     |      |     |
| Queuing Penalty (veh) |    |     |      |     |

#### Intersection: 2: East Site Driveway & Pocahontas Trail

| Movement              | WB  | WB | NB  |
|-----------------------|-----|----|-----|
| Directions Served     | L   | T  | LR  |
| Maximum Queue (ft)    | 13  | 18 | 50  |
| Average Queue (ft)    | 1   | 1  | 21  |
| 95th Queue (ft)       | 7   | 9  | 47  |
| Link Distance (ft)    |     | 23 | 459 |
| Upstream Blk Time (%) | 0   | 0  |     |
| Queuing Penalty (veh) | 0   | 0  |     |
| Storage Bay Dist (ft) | 100 |    |     |
| Storage Blk Time (%)  | 0   | 0  |     |
| Queuing Penalty (veh) | 0   | 0  |     |

#### Intersection: 3: West Site Driveway & Pocahontas Trail

| Movement              | WB  | NB  |
|-----------------------|-----|-----|
| Directions Served     | L   | LR  |
| Maximum Queue (ft)    | 32  | 56  |
| Average Queue (ft)    | 5   | 22  |
| 95th Queue (ft)       | 24  | 49  |
| Link Distance (ft)    |     | 396 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) | 100 |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

#### Network Summary

Network wide Queuing Penalty: 0



# Fort Magruder Redevelopment

## 1: Avon Avenue & Pocahontas Trail

Build 2032  
Timing Plan: PM Peak Hour

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.6  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    |      |
| Traffic Vol, veh/h       | 590  | 31   | 15   | 470  | 23   | 14   |
| Future Vol, veh/h        | 590  | 31   | 15   | 470  | 23   | 14   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 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    | 2    | 2    | 2    |
| Mvmt Flow                | 641  | 34   | 16   | 511  | 25   | 15   |

| Major/Minor          | Major1 | Major2 | Minor1 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0      | 0      | 675    | 0 | 946  |
| Stage 1              | -      | -      | -      | - | 658  |
| Stage 2              | -      | -      | -      | - | 288  |
| Critical Hdwy        | -      | -      | 4.14   | - | 6.84 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 |
| Follow-up Hdwy       | -      | -      | 2.22   | - | 3.52 |
| Pot Cap-1 Maneuver   | -      | -      | 912    | - | 260  |
| Stage 1              | -      | -      | -      | - | 477  |
| Stage 2              | -      | -      | -      | - | 735  |
| Platoon blocked, %   | -      | -      | -      | - | -    |
| Mov Cap-1 Maneuver   | -      | -      | 912    | - | 255  |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 370  |
| Stage 1              | -      | -      | -      | - | 477  |
| Stage 2              | -      | -      | -      | - | 722  |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.3 | 13.9 |
| HCM LOS              |    |     | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 443   | -   | -   | 912   | -   |
| HCM Lane V/C Ratio    | 0.091 | -   | -   | 0.018 | -   |
| HCM Control Delay (s) | 13.9  | -   | -   | 9     | -   |
| HCM Lane LOS          | B     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   | 0.1   | -   |

# Fort Magruder Redevelopment

## 2: East Site Driveway & Pocahontas Trail

Build 2032  
Timing Plan: PM Peak Hour

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 0.3    |      |        |       |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT   | NBL    | NBR  |
| Lane Configurations      | ↑↑↱    |      | ↱      | ↑↑    | ↱      |      |
| Traffic Vol, veh/h       | 613    | 16   | 14     | 480   | 10     | 9    |
| Future Vol, veh/h        | 613    | 16   | 14     | 480   | 10     | 9    |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free  | Stop   | Stop |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | -      | -    | 100    | -     | 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      | 2     | 2      | 2    |
| Mvmt Flow                | 666    | 17   | 15     | 522   | 11     | 10   |
|                          |        |      |        |       |        |      |
| Major/Minor              | Major1 |      | Major2 |       | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | 683    | 0     | 966    | 342  |
| Stage 1                  | -      | -    | -      | -     | 675    | -    |
| Stage 2                  | -      | -    | -      | -     | 291    | -    |
| Critical Hdwy            | -      | -    | 4.14   | -     | 6.84   | 6.94 |
| Critical Hdwy Stg 1      | -      | -    | -      | -     | 5.84   | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -     | 5.84   | -    |
| Follow-up Hdwy           | -      | -    | 2.22   | -     | 3.52   | 3.32 |
| Pot Cap-1 Maneuver       | -      | -    | 906    | -     | 252    | 654  |
| Stage 1                  | -      | -    | -      | -     | 467    | -    |
| Stage 2                  | -      | -    | -      | -     | 733    | -    |
| Platoon blocked, %       | -      | -    |        | -     |        |      |
| Mov Cap-1 Maneuver       | -      | -    | 906    | -     | 248    | 654  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -     | 363    | -    |
| Stage 1                  | -      | -    | -      | -     | 467    | -    |
| Stage 2                  | -      | -    | -      | -     | 721    | -    |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Approach                 | EB     |      | WB     |       | NB     |      |
| HCM Control Delay, s     | 0      |      | 0.3    |       | 13.2   |      |
| HCM LOS                  | B      |      |        |       |        |      |
|                          |        |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBL   | WBT    |      |
| Capacity (veh/h)         | 460    | -    | -      | 906   | -      |      |
| HCM Lane V/C Ratio       | 0.045  | -    | -      | 0.017 | -      |      |
| HCM Control Delay (s)    | 13.2   | -    | -      | 9     | -      |      |
| HCM Lane LOS             | B      | -    | -      | A     | -      |      |
| HCM 95th %tile Q(veh)    | 0.1    | -    | -      | 0.1   | -      |      |

# Fort Magruder Redevelopment

## 3: West Site Driveway & Pocahontas Trail

Build 2032  
Timing Plan: PM Peak Hour

| Intersection             |        |        |        |       |      |      |
|--------------------------|--------|--------|--------|-------|------|------|
| Int Delay, s/veh         | 2.7    |        |        |       |      |      |
| Movement                 | EBT    | EBR    | WBL    | WBT   | NBL  | NBR  |
| Lane Configurations      | ↑↑     |        | ↱      | ↑↑    | ↲    |      |
| Traffic Vol, veh/h       | 581    | 65     | 54     | 431   | 65   | 53   |
| Future Vol, veh/h        | 581    | 65     | 54     | 431   | 65   | 53   |
| Conflicting Peds, #/hr   | 0      | 0      | 0      | 0     | 0    | 0    |
| Sign Control             | Free   | Free   | Free   | Free  | Stop | Stop |
| RT Channelized           | -      | None   | -      | None  | -    | None |
| Storage Length           | -      | -      | 100    | -     | 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      | 2     | 2    | 2    |
| Mvmt Flow                | 632    | 71     | 59     | 468   | 71   | 58   |
|                          |        |        |        |       |      |      |
| Major/Minor              | Major1 | Major2 | Minor1 |       |      |      |
| Conflicting Flow All     | 0      | 0      | 703    | 0     | 1020 | 352  |
| Stage 1                  | -      | -      | -      | -     | 668  | -    |
| Stage 2                  | -      | -      | -      | -     | 352  | -    |
| Critical Hdwy            | -      | -      | 4.14   | -     | 6.84 | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -      | -     | 5.84 | -    |
| Critical Hdwy Stg 2      | -      | -      | -      | -     | 5.84 | -    |
| Follow-up Hdwy           | -      | -      | 2.22   | -     | 3.52 | 3.32 |
| Pot Cap-1 Maneuver       | -      | -      | 890    | -     | 233  | 644  |
| Stage 1                  | -      | -      | -      | -     | 471  | -    |
| Stage 2                  | -      | -      | -      | -     | 683  | -    |
| Platoon blocked, %       | -      | -      |        | -     |      |      |
| Mov Cap-1 Maneuver       | -      | -      | 890    | -     | 218  | 644  |
| Mov Cap-2 Maneuver       | -      | -      | -      | -     | 218  | -    |
| Stage 1                  | -      | -      | -      | -     | 471  | -    |
| Stage 2                  | -      | -      | -      | -     | 638  | -    |
|                          |        |        |        |       |      |      |
|                          |        |        |        |       |      |      |
| Approach                 | EB     | WB     |        | NB    |      |      |
| HCM Control Delay, s     | 0      | 1      |        | 24.6  |      |      |
| HCM LOS                  | C      |        |        |       |      |      |
|                          |        |        |        |       |      |      |
|                          |        |        |        |       |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT    | EBR    | WBL   | WBT  |      |
| Capacity (veh/h)         | 310    | -      | -      | 890   | -    |      |
| HCM Lane V/C Ratio       | 0.414  | -      | -      | 0.066 | -    |      |
| HCM Control Delay (s)    | 24.6   | -      | -      | 9.3   | -    |      |
| HCM Lane LOS             | C      | -      | -      | A     | -    |      |
| HCM 95th %tile Q(veh)    | 1.9    | -      | -      | 0.2   | -    |      |

## Build 2032

### Queuing and Blocking Report

Fort Magruder Redevelopment  
PM Peak Hour

#### Intersection: 1: Avon Avenue & Pocahontas Trail

| Movement              | EB | WB  | WB   | NB  |
|-----------------------|----|-----|------|-----|
| Directions Served     | TR | L   | T    | LR  |
| Maximum Queue (ft)    | 5  | 31  | 37   | 56  |
| Average Queue (ft)    | 0  | 5   | 2    | 23  |
| 95th Queue (ft)       | 3  | 23  | 17   | 50  |
| Link Distance (ft)    | 23 |     | 1058 | 386 |
| Upstream Blk Time (%) |    |     |      |     |
| Queuing Penalty (veh) |    |     |      |     |
| Storage Bay Dist (ft) |    | 100 |      |     |
| Storage Blk Time (%)  |    |     |      |     |
| Queuing Penalty (veh) |    |     |      |     |

#### Intersection: 2: East Site Driveway & Pocahontas Trail

| Movement              | WB  | WB | NB  |
|-----------------------|-----|----|-----|
| Directions Served     | L   | T  | LR  |
| Maximum Queue (ft)    | 22  | 31 | 43  |
| Average Queue (ft)    | 4   | 6  | 15  |
| 95th Queue (ft)       | 17  | 25 | 41  |
| Link Distance (ft)    |     | 23 | 459 |
| Upstream Blk Time (%) | 1   | 0  |     |
| Queuing Penalty (veh) | 0   | 1  |     |
| Storage Bay Dist (ft) | 100 |    |     |
| Storage Blk Time (%)  | 1   | 0  |     |
| Queuing Penalty (veh) | 1   | 0  |     |

#### Intersection: 3: West Site Driveway & Pocahontas Trail

| Movement              | EB   | WB  | NB  |
|-----------------------|------|-----|-----|
| Directions Served     | TR   | L   | LR  |
| Maximum Queue (ft)    | 4    | 53  | 117 |
| Average Queue (ft)    | 0    | 18  | 50  |
| 95th Queue (ft)       | 4    | 44  | 92  |
| Link Distance (ft)    | 1242 |     | 396 |
| Upstream Blk Time (%) |      |     |     |
| Queuing Penalty (veh) |      |     |     |
| Storage Bay Dist (ft) |      | 100 |     |
| Storage Blk Time (%)  |      |     |     |
| Queuing Penalty (veh) |      |     |     |

#### Network Summary

Network wide Queuing Penalty: 2



Fort Magruder – TIA

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## **APPENDIX F: TURN LANE WARRANT ANALYSIS**

VIRGINIA DEPARTMENT OF TRANSPORTATION  
COMMERCIAL ENTRANCE DESIGN



### General Project Information

Enter a value for all input cells

Project Name: Fort Magruder - Pocahontas Trail at East Site Driveway

County: James City County

Reviewer: Build 2032 AM Peak Hour

Date: 11/18/2024

### Adjacent Roadway Data

Adjacent Road Name: Pocahontas Trail Type: 5 Lane w/ Cont. Left Turn Lane

Posted Speed: 45 mph \* Classification: Principal Urban Arterial

AADT: N/A VPD D: N/A k: N/A enter N/A if factors are unknown

\*Use Design Speed if available

### Trip Generation

Generated Trips: 2532 VPD % Trucks in Entrance: N/A %

Right In: 6 VPH Advancing Volume: 433 VPH

Left In: 13 VPH 3% Opposing Volume: 284 VPH\*\*

\*\*Also used as Approaching Volume for Rt. Turns

### Entrance Criteria

Entrance is a Standard Commercial Entrance

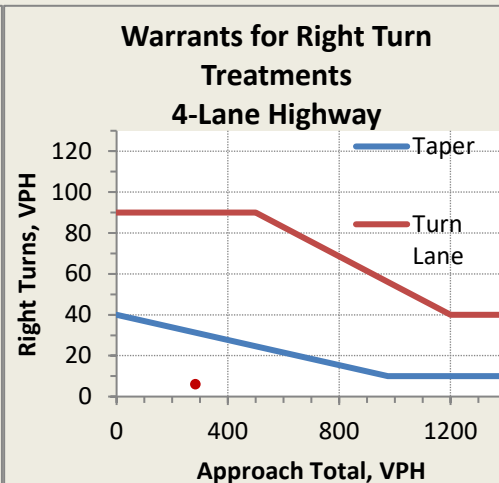
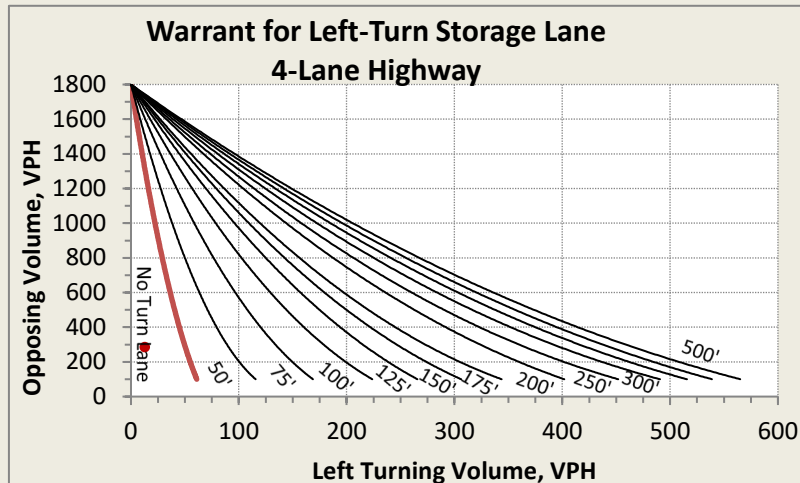
Entrance Type: Full Access Entrance

Minimum Spacing: 565 ft SDL: 565 ft SDR: 600 ft

Left Turn Lane Warrant: Left Turn in Volume  $\geq$  50 VPH Left Turn Lane Not Required

Right Turn Taper Warrant: Rt. Turn Volume  $\geq$  31 VPH No Taper Required

Right Turn Lane Warrant: Rt. Turn Volume  $\geq$  90 VPH No Right Turn Lane Required



1. The Minimum Warranted Left Turn Stacking Length 50' unless more required as plotted above.

VIRGINIA DEPARTMENT OF TRANSPORTATION  
COMMERCIAL ENTRANCE DESIGN



### General Project Information

Enter a value for all input cells

Project Name: Fort Magruder - Pocahontas Trail at East Site Driveway

County: James City County

Reviewer: Build 2032 PM Peak Hour

Date: 11/18/2024

### Adjacent Roadway Data

Adjacent Road Name: Pocahontas Trail Type: 5 Lane w/ Cont. Left Turn Lane

Posted Speed: 45 mph \* Classification: Principal Urban Arterial

AADT: N/A VPD D: N/A k: N/A enter N/A if factors are unknown

\*Use Design Speed if available

### Trip Generation

Generated Trips: 2532 VPD % Trucks in Entrance: N/A %

Right In: 16 VPH Advancing Volume: 461 VPH

Left In: 32 VPH 7% Opposing Volume: 551 VPH\*\*

\*\*Also used as Approaching Volume for Rt. Turns

### Entrance Criteria

Entrance is a Standard Commercial Entrance

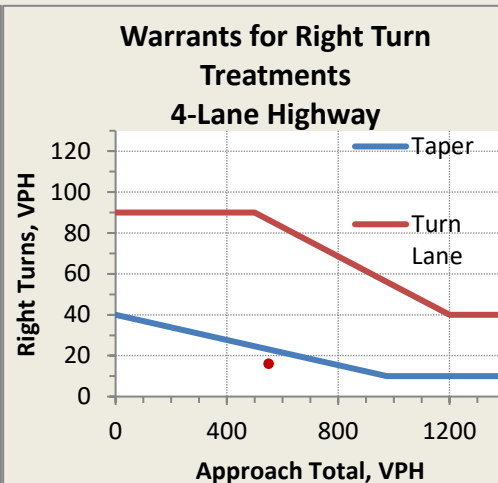
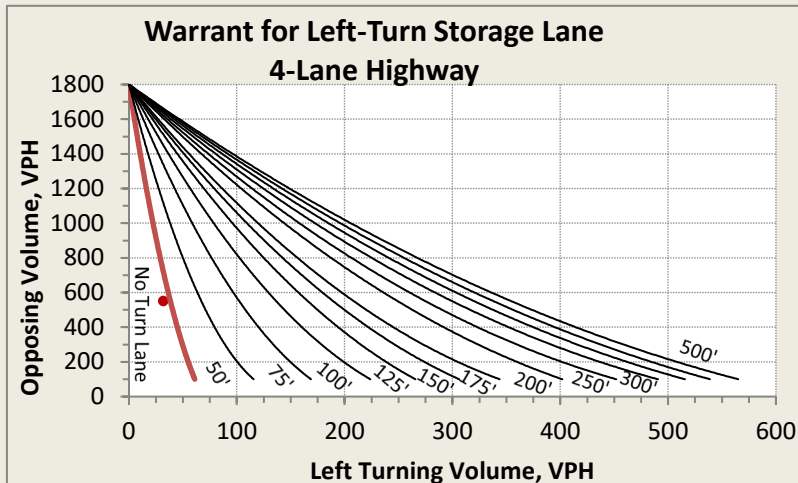
Entrance Type: Full Access Entrance

Minimum Spacing: 565 ft SDL: 565 ft SDR: 600 ft

Left Turn Lane Warrant: Left Turn in Volume  $\geq$  38 VPH Left Turn Lane Not Required

Right Turn Taper Warrant: Rt. Turn Volume  $\geq$  23 VPH No Taper Required

Right Turn Lane Warrant: Rt. Turn Volume  $\geq$  86 VPH No Right Turn Lane Required



1. The Minimum Warranted Left Turn Stacking Length 50' unless more required as plotted above.

VIRGINIA DEPARTMENT OF TRANSPORTATION  
COMMERCIAL ENTRANCE DESIGN



### General Project Information

Enter a value for all input cells

Project Name: Fort Magruder - Pocahontas Trail at West Site Driveway

County: James City County

Reviewer: Build 2032 AM Peak Hour

Date: 11/18/2024

### Adjacent Roadway Data

Adjacent Road Name: Pocahontas Trail Type: 5 Lane w/ Cont. Left Turn Lane

Posted Speed: 45 mph \* Classification: Principal Urban Arterial

AADT: N/A VPD D: N/A k: N/A enter N/A if factors are unknown

\*Use Design Speed if available

### Trip Generation

Generated Trips: 2532 VPD % Trucks in Entrance: N/A %

Right In: 28 VPH Advancing Volume: 436 VPH

Left In: 15 VPH 3% Opposing Volume: 304 VPH\*\*

\*\*Also used as Approaching Volume for Rt. Turns

### Entrance Criteria

Entrance is a Standard Commercial Entrance

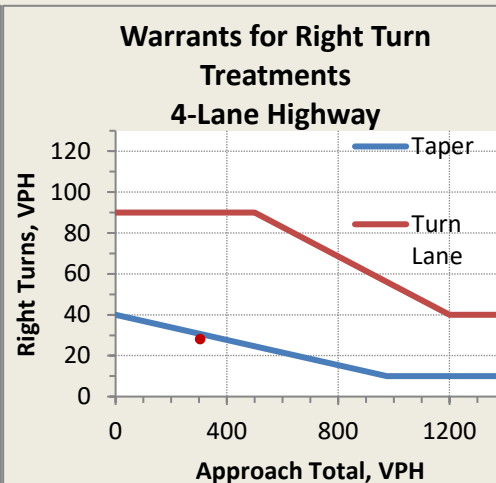
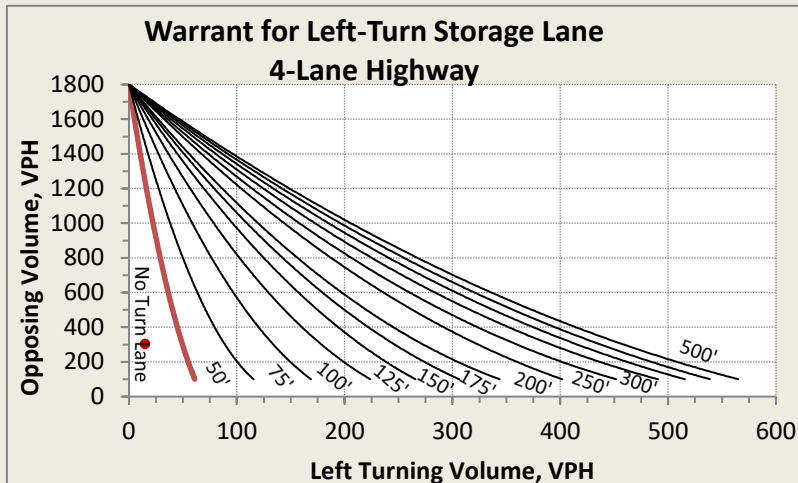
Entrance Type: Full Access Entrance

Minimum Spacing: 565 ft SDL: 565 ft SDR: 600 ft

Left Turn Lane Warrant: Left Turn in Volume  $\geq$  49 VPH Left Turn Lane Not Required

Right Turn Taper Warrant: Rt. Turn Volume  $\geq$  31 VPH No Taper Required

Right Turn Lane Warrant: Rt. Turn Volume  $\geq$  90 VPH No Right Turn Lane Required



1. The Minimum Warranted Left Turn Stacking Length 50' unless more required as plotted above.



VIRGINIA DEPARTMENT OF TRANSPORTATION  
COMMERCIAL ENTRANCE DESIGN



**General Project Information**

Enter a value for all input cells

Project Name: Fort Magruder - Pocahontas Trail at West Site Driveway

County: James City County

Reviewer: Build 2032 PM Peak Hour

Date: 11/18/2024

**Adjacent Roadway Data**

Adjacent Road Name: Pocahontas Trail Type: 5 Lane w/ Cont. Left Turn Lane

Posted Speed: 45 mph \* Classification: Principal Urban Arterial

AADT: N/A VPD D: N/A k: N/A enter N/A if factors are unknown

\*Use Design Speed if available

**Trip Generation**

Generated Trips: 2532 VPD % Trucks in Entrance: N/A %

Right In: 65 VPH Advancing Volume: 453 VPH

Left In: 36 VPH 8% Opposing Volume: 603 VPH\*\*

\*\*Also used as Approaching Volume for Rt. Turns

**Entrance Criteria**

Entrance is a Standard Commercial Entrance

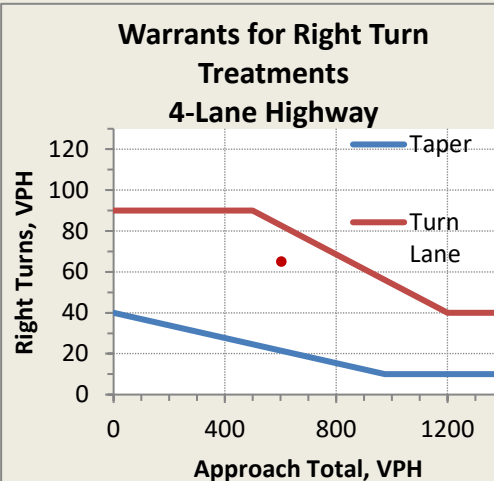
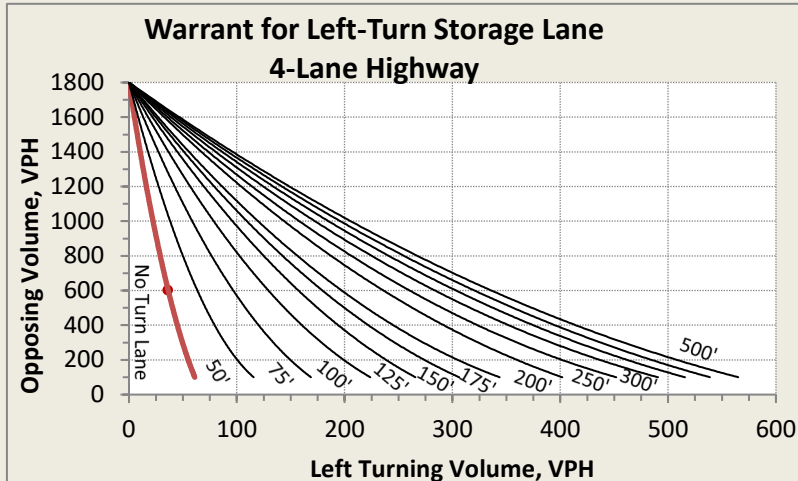
Entrance Type: Full Access Entrance

Minimum Spacing: 565 ft SDL: 565 ft SDR: 600 ft

Left Turn Lane Warrant: Left Turn in Volume  $\geq$  36 VPH Left Turn Lane Required w/100' Taper

Right Turn Taper Warrant: Rt. Turn Volume  $\geq$  21 VPH 100' Right Turn Taper Required

Right Turn Lane Warrant: Rt. Turn Volume  $\geq$  83 VPH No Right Turn Lane Required



1. The Minimum Warranted Left Turn Stacking Length 50' unless more required as plotted above.



#### Community Development

101-A Mounts Bay Road

P.O. Box 8784

Williamsburg, VA 23187-8784

P: 757-253-6671

F: 757-253-6822

[community.development@jamescitycountyva.gov](mailto:community.development@jamescitycountyva.gov)

[jamescitycountyva.gov](http://jamescitycountyva.gov)

#### Building Safety & Permits

757-253-6626

#### Neighborhood Development

757-253-6640

#### Planning

757-253-6685

#### Zoning

757-253-6671

## **Fiscal Impact Analysis**

In alignment with the 2045 Comprehensive Plan, on February 28, 2023, the Board of Supervisors adopted a resolution directing staff to use the County's Fiscal Impact Model to assess proposed developments. Staff has taken the information provided in the fiscal input form provided by the applicant and used the County's model to analyze fiscal impacts.

- a. Overall fiscal impact (capital and operating costs). The fiscal model output information is below, which includes the model standard assessed values based on average data for the applicable fiscal analysis zone within the County (Attachment A).
- b. Capital Expenditures. This amount represents impacts to County facilities and services attributable to this proposed development. This amount is shown in Attachment A and is further broken out below by type of capital expenditure and by unit type (Attachment B).
- c. Staff has also run the model using the unit assessed values provided in the fiscal input form submitted by the applicant (Attachment C).

**Attachment A**

| NET FISCAL IMPACT                                 | Fort Magruder -<br>Default Values | %           |
|---------------------------------------------------|-----------------------------------|-------------|
| <b>PROJECTED REVENUES</b>                         |                                   |             |
| General Property Taxes                            | \$7,360,501                       | 61%         |
| Other Local Taxes                                 | \$4,089,034                       | 34%         |
| Licenses, Permits & Fees                          | \$72,183                          | 1%          |
| Fines & Forfeitures                               | \$11,698                          | 0%          |
| Use of Money & Prop                               | \$0                               | 0%          |
| Commonwealth                                      | \$0                               | 0%          |
| Federal Government                                | \$0                               | 0%          |
| Charges for Services                              | \$471,240                         | 4%          |
| Miscellaneous                                     | \$0                               | 0%          |
| Total General Fund Revenues                       | \$12,004,656                      | 100%        |
| Schools Revenues (Non-County)                     | \$2,821,041                       |             |
| <b>GRAND TOTAL REVENUES</b>                       | <b>\$14,825,697</b>               |             |
| <b>PROJECTED EXPENDITURES</b>                     |                                   |             |
| Operating Expenditures                            |                                   |             |
| General Administration                            | \$38,131                          | 0%          |
| Court Services                                    | \$36,168                          | 0%          |
| Public Safety                                     | \$1,639,707                       | 17%         |
| Financial Administration                          | \$45,535                          | 0%          |
| Info Resources Management                         | \$12,812                          | 0%          |
| Community Development                             | \$12,059                          | 0%          |
| General Services                                  | \$212,268                         | 2%          |
| Parks & Recreation                                | \$47,095                          | 0%          |
| Other Contributions And Transfers To Other Funds^ | \$1,058,259                       | 11%         |
| Total General Fund Expenditures                   | \$3,102,034                       | 32%         |
| School Operating Expenditures                     | \$6,590,731                       | 68%         |
| <b>GRAND TOTAL OPERATING EXPENDITURES</b>         | <b>\$9,692,765</b>                | <b>100%</b> |
| Capital Expenditures                              |                                   |             |
| Non-Schools Capital                               | \$640,410                         | 68%         |
| Schools Capital                                   | \$304,802                         | 32%         |
| <b>GRAND TOTAL OPERATING EXPENDITURES</b>         | <b>\$945,212</b>                  | <b>100%</b> |
| <b>GRAND TOTAL EXPENDITURES</b>                   | <b>\$10,637,977</b>               |             |
| <b>CUMULATIVE NET FISCAL IMPACT</b>               | <b>\$4,187,720</b>                |             |
| <i>Average Annual Net Fiscal Impact</i>           | <i>\$167,509</i>                  |             |

Attachment B

| CAPITAL IMPACTS PER UNIT    |             | Fort Magruder -<br>Default Values |
|-----------------------------|-------------|-----------------------------------|
| Transportation              |             |                                   |
|                             | Multifamily | \$34.71                           |
| Parks and Recreation        |             |                                   |
|                             | Multifamily | \$2,202.16                        |
| Fire and Emergency Services |             |                                   |
|                             | Multifamily | \$769.40                          |
| Police                      |             |                                   |
|                             | Multifamily | \$5.13                            |
| Library                     |             |                                   |
|                             | Multifamily | \$319.61                          |
| General Government          |             |                                   |
|                             | Multifamily | \$44.11                           |
| General Services            |             |                                   |
|                             | Multifamily | \$249.26                          |
| Courts                      |             |                                   |
|                             | Multifamily | \$736.51                          |
| Schools                     |             |                                   |
|                             | Multifamily | \$2,311.73                        |
| TOTAL                       |             |                                   |
|                             | Multifamily | \$6,672.62                        |



**Attachment C**

| NET FISCAL IMPACT                                 |                     | Fort Magruder -<br>Developer Values | % |
|---------------------------------------------------|---------------------|-------------------------------------|---|
| <b>PROJECTED REVENUES</b>                         |                     |                                     |   |
| General Property Taxes                            | \$11,557,174        | 70%                                 |   |
| Other Local Taxes                                 | \$4,236,310         | 26%                                 |   |
| Licenses, Permits & Fees                          | \$123,678           | 1%                                  |   |
| Fines & Forfeitures                               | \$11,698            | 0%                                  |   |
| Use of Money & Prop                               | \$0                 | 0%                                  |   |
| Commonwealth                                      | \$0                 | 0%                                  |   |
| Federal Government                                | \$0                 | 0%                                  |   |
| Charges for Services                              | \$471,240           | 3%                                  |   |
| Miscellaneous                                     | \$0                 | 0%                                  |   |
| Total General Fund Revenues                       | \$16,400,100        | 100%                                |   |
| Schools Revenues (Non-County)                     | \$2,821,041         |                                     |   |
| <b>GRAND TOTAL REVENUES</b>                       | <b>\$19,221,141</b> |                                     |   |
| <b>PROJECTED EXPENDITURES</b>                     |                     |                                     |   |
| Operating Expenditures                            |                     |                                     |   |
| General Administration                            | \$38,131            | 0%                                  |   |
| Court Services                                    | \$36,168            | 0%                                  |   |
| Public Safety                                     | \$1,639,707         | 17%                                 |   |
| Financial Administration                          | \$45,535            | 0%                                  |   |
| Info Resources Management                         | \$12,812            | 0%                                  |   |
| Community Development                             | \$12,059            | 0%                                  |   |
| General Services                                  | \$212,268           | 2%                                  |   |
| Parks & Recreation                                | \$47,095            | 0%                                  |   |
| Other Contributions And Transfers To Other Funds^ | \$1,058,259         | 11%                                 |   |
| Total General Fund Expenditures                   | \$3,102,034         | 32%                                 |   |
| School Operating Expenditures                     | \$6,590,731         | 68%                                 |   |
| <b>GRAND TOTAL OPERATING EXPENDITURES</b>         | <b>\$9,692,765</b>  | <b>100%</b>                         |   |
| Capital Expenditures                              |                     |                                     |   |
| Non-Schools Capital                               | \$640,410           | 68%                                 |   |
| Schools Capital                                   | \$304,802           | 32%                                 |   |
| <b>GRAND TOTAL OPERATING EXPENDITURES</b>         | <b>\$945,212</b>    | <b>100%</b>                         |   |
| <b>GRAND TOTAL EXPENDITURES</b>                   | <b>\$10,637,977</b> |                                     |   |
| <b>CUMULATIVE NET FISCAL IMPACT</b>               | <b>\$8,583,164</b>  |                                     |   |
| <i>Average Annual Net Fiscal Impact</i>           | <i>\$343,327</i>    |                                     |   |

## RESOLUTION

### CASE NOS. ZO-0008-2011. MULTIPLE USE DISTRICTS AND MIXED USE

#### CONSTRUCTION PHASING POLICY

WHEREAS, the task of updating the Mixed Use Zoning District was undertaken as a part of the Board of Supervisors adopted methodology for the zoning ordinance update in May 2010; and

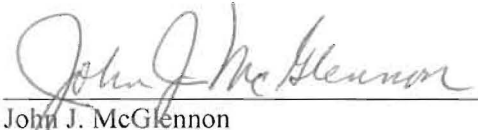
WHEREAS, the 2009 Comprehensive Plan referenced the importance of construction phasing to ensure residential development did not take place before a majority of commercial/industrial development was completed; and

WHEREAS, after meeting with the Policy Committee, the Planning Commission, and the Board of Supervisors, the following policy is recommended for all Mixed Use area development.

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

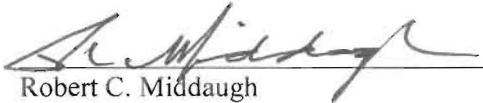
Construction within Mixed Use developments shall be sequenced in accordance with a project build-out schedule submitted for review as a part of the initial application and approved by the Board of Supervisors. As a guideline, project proposals that adhere to the following sequencing requirements will be considered consistent with the objectives of the phasing plan:

- (1) Building permits for up to 10 percent of the residential units may be issued prior to commencing any commercial construction; and
- (2) Certificates of Occupancy (CO) must be issued for at least 25 percent of the commercial square footage as shown on the master plan prior to building permits being issued for any residential unit above 50 percent of the total proposed units as shown on the master plan; and
- (3) Prior to issuance of building permits for construction of the final 20 percent of the residential units, CO must be issued for at least 80 percent of the commercial square footage as shown on the master plan.
- (4) If no residential development is proposed, the construction phasing shall still make assurances that all infrastructure is installed in coordination with the planned build-out of the development.



John J. McGlennon  
Chairman, Board of Supervisors

ATTEST:



Robert C. Midaugh  
Clerk to the Board

|           | VOTES         |            |                |
|-----------|---------------|------------|----------------|
|           | <u>AYE</u>    | <u>NAY</u> | <u>ABSTAIN</u> |
| MCGLENNON | <u>X</u>      | —          | —              |
| JONES     | <u>X</u>      | —          | —              |
| KENNEDY   | <u>Absent</u> | —          | —              |
| ICENHOUR  | <u>X</u>      | —          | —              |
| KALE      | <u>X</u>      | —          | —              |

Adopted by the Board of Supervisors of James City County, Virginia, this 11th day of September, 2012.

ZO-8-11MUConsPol\_res

**MINUTES**  
**JAMES CITY COUNTY PLANNING COMMISSION**  
**REGULAR MEETING**  
**COUNTY GOVERNMENT CENTER BOARD ROOM**  
**101 MOUNTS BAY ROAD, WILLIAMSBURG, VA 23185**  
**April 2, 2025**  
**6:00 PM**

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**A. CALL TO ORDER**

Dr. Allman called the meeting to order at 6 p.m.

**B. ROLL CALL**

**Planning Commissioners Present:**

Kira Allmann, Vice Chair  
Frank Polster  
Stephen Rodgers  
Jay Everson  
Scott Maye  
Crystal Haskins

**Planning Commissioners Absent:**

Jack Haldeman, Chair

**Staff Present:**

Susan Istenes, Director of Planning  
Liz Parman, Deputy County Attorney  
Christy Parrish, Zoning Administrator  
Tom Leininger, Principal Planner  
Jose Ribeiro, Senior Planner/Landscape Planner  
Terry Costello, Senior Planner  
Roberta Sulouff, Senior Planner  
Allison Jackura, Senior Planner  
Morgan Risinger, Senior Planner  
Will Albiston, Planner  
Linda Titus, Community Development Assistant  
Hannah Hunnicutt, Community Development Assistant

**C. PUBLIC COMMENT**

Dr. Allman opened Public Comment.

As no one wished to speak, Dr. Allman closed Public Comment.

**D. REPORTS OF THE COMMISSION**

Dr. Allman stated that the Policy Committee did not meet in March.



Mr. Rodgers stated that the Development Review Committee (DRC) met on March 26, 2024, to discuss two new items, SIGN-25-0032. Mason Park Subdivision Entrance Sign and C-25-0002. Solara Woods Water and Sewer Subdivision Exception Request. The DRC voted to approve the location of SIGN-25-0032. Mason Park Subdivision Entrance Sign (3-0). The applicant for C-25-0002. Solara Woods Water and Sewer Subdivision Exception Request had requested the case be deferred to the May 21, 2025, meeting. On a voice vote, the Committee voted to defer C-25-0002. Solara Woods Water and Sewer Subdivision Exception Request to the May 21, 2025, meeting.

#### **E. CONSENT AGENDA**

1. SPLN-22-0012. Ford's Village Phases A and B
2. Minutes of the March 5, 2025, Regular Meeting
3. Minutes of the March 17, 2025, Regular Meeting

Mr. Polster asked to pull SPLN-22-0012. Ford's Village Phases A and B from the Consent Agenda.

On a voice vote, the Commission voted to approve the motion. (6-0)

Mr. Polster discussed the Stormwater Management Master Plan and how it relates to the proposed Westwood Park Rezoning case in the Public Hearing.

#### **F. PUBLIC HEARING(S)**

1. SUP-24-0034. 7649 Cypress Drive Rental of Rooms

Ms. Terry Costello, Senior Planner, addressed the Commission stating that Ms. Sharon Elliot had applied for a Special Use Permit (SUP) to allow the operation of the rental of rooms at 7649 Cypress Drive. Ms. Costello explained that the rental of rooms SUP would allow for the short-term rental of one bedroom within the existing three-bedroom residence. Ms. Costello noted that the property is zoned A-1, General Agricultural, is designated Rural Lands on the Comprehensive Plan, and is located outside of the Primary Service Area (PSA).

Ms. Costello stated that staff considered the home's location, parking provisions, and that the owner would reside on-site during the time of the rentals, to be favorable factors in the evaluation of this application. Ms. Costello explained that the property has an existing driveway and parking area sufficient to accommodate guests. Ms. Costello stated that staff is recommending conditions which are intended to mitigate the impacts of the use and preserve the residential character of the home. Ms. Costello noted that such conditions include limitations on the number of rooms rented and total number of rental occupants per stay.

Ms. Costello explained that there was a previously approved SUP for a tourist home which expired due to a condition not being met within the required timeframe.

Ms. Costello stated that while staff believes that this location is generally considered appropriate for this use, staff finds that the proposal is not fully consistent with the

Comprehensive Plan recommendations for short-term rentals and therefore staff cannot recommend approval. Ms. Costello explained that should the Planning Commission wish to recommend approval to the Board of Supervisors, staff has included proposed conditions for consideration.

Ms. Sharon Elliot, 7649 Cypress Drive, Lanexa, VA, addressed the Commission stating that her previous SUP had expired due to the need for an updated Certificate of Occupancy.

Mr. Everson stated that he would not support the case as it is not consistent with the Comprehensive Plan.

Mr. Maye made a statement regarding approving cases that were not consistent with the Comprehensive Plan.

Discussion ensued.

Mr. Rodgers made a motion to recommend approval of SUP-24-0034. 7649 Cypress Drive Rental of Rooms.

On a roll call vote, the Commission voted to recommend approval. (5-1)

2. SUP-25-0001. Christ Fellowship Church of Williamsburg

Mr. Will Albiston, Planner, addressed the Commission stating that Mr. Terry Lackey had applied for a SUP on behalf of Christ Fellowship Church of Williamsburg to allow the operation of a place of public assembly and expand the existing development on the site by adding two storage sheds and a playground area at 3687 Ironbound Road and 3695 Ironbound Road. Mr. Albiston noted that the properties were approximately 4.77 acres in size, zoned R-8, Rural Residential, with Proffers and PUD-R, Planned Unit Development Residential, designated Low Density Residential on the Comprehensive Plan Land Use Map, and located inside the PSA.

Mr. Albiston explained that the Master Plan showed the existing site development with the proposed site improvements. Mr. Albiston stated that the existing site was developed with two main structures, a parking area, and a stormwater management facility. Mr. Albiston explained that the proposed site improvements solely consist of the addition of two 8-foot by 12-and-a-half-foot storage sheds and 50-foot by 50-foot playground area. Mr. Albiston noted that should this SUP be approved, any future development on the site that is not generally consistent with the Master Plan would require a Master Plan amendment to be approved by the Board of Supervisors.

Mr. Albiston stated that staff found this proposal to be compatible with surrounding development and generally consistent with the Comprehensive Plan and Zoning Ordinance. Mr. Albiston informed the Commission that staff recommended that the Planning Commission recommend approval of this application to the Board of Supervisors, subject to the proposed conditions.

Dr. Allman opened the Public Hearing.

Mr. Scott Dobson, 209 Cliftons Bluff, Williamsburg, VA, addressed the Commission in support of the project.

Mr. Terry Lackey, 8323 Barons Court, Williamsburg, VA, addressed the Commission in support of the project.

Mr. S. Aden Digges, 3701 Ironbound Road, Williamsburg, VA, addressed the Commission in support of the project with the condition that a parking lot expansion would not be proposed in the future.

Dr. Allman closed the Public Hearing.

Mr. Polster inquired about the Master Plan and if the Christ Fellowship Church of Williamsburg were to try to expand the parking lot, would they need to reapply for an SUP.

Mr. Albiston explained the Zoning Ordinance gives the Planning Director the authority to make interpretations and judgements on whether proposed development is consistent with an approved Master Plan. If found inconsistent, a Master Plan amendment would need to be submitted to the Planning Commission and the Board of Supervisors.

Mr. Everson made a motion to approve SUP-25-0001. Christ Fellowship Church of Williamsburg with the proposed conditions.

On a roll call vote, the Commission voted to recommend approval. (6-0)

3. Z-24-0012/SUP-24-0023. Chickahominy Haven Marina - Rezoning and Special Use Permit (R-2 to A-1)

Ms. Roberta Sulouff, Senior Planner, addressed the Commission stating that Mr. Jason Grimes of AES Consulting Engineers, had applied on behalf of Sincere Estates, LLC, to rezone the site of the Chickahominy Haven Marina from R-2, General Residential to A-1, General Agricultural, with proffers. Ms. Sulouff explained that along with the rezoning, the applicant is requesting an SUP to allow for the legal operation of the existing marina and existing and proposed accessory uses including a restaurant, boat storage, boat trailer parking, a general store, wet slips, docks and piers. Ms. Sulouff noted that the subject property is located outside the PSA, zoned R-2, General Residential, and is designated Rural Lands on the Comprehensive Plan.

Ms. Sulouff stated that this lot is shown on the 1965 Master Plan for the Chickahominy Haven subdivision as a commercial lot, but the plat predates the Zoning Ordinance. Ms. Sulouff explained that when the site received a zoning designation of R-2, it had been operating as a commercial Marina for several years. Ms. Sulouff noted that boating facilities associated with homeowners associations (HOA) were permitted uses in the R-2 zoning District; however, this marina is owned and operated privately and has operated as a legal nonconformity for much of its existence. Ms. Sulouff explained that many uses on the site, including the general store, restaurant, and wet slip rentals have lost their legally nonconforming status as they have ceased operation for a period of over two years.

Ms. Sulouff stated that the new owners of the marina wished to reestablish those uses, but reestablishing the uses is not permitted in the current zoning district. Ms. Sulouff explained that renovations of structures related to uses that have maintained their legally nonconforming status were limited by the Zoning Ordinance, to avoid the expansion of nonconforming uses.

Ms. Sulouff stated that the applicant requested a rezoning to the A-1 Zoning District, which permits marinas and their accessory uses by SUP. Ms. Sulouff explained that the applicant had proffered to exclude all other uses permitted in the A-1 District aside from the marina and its accessory uses. Ms. Sulouff noted that staff had also proposed SUP conditions which would mitigate impacts of the use, and provide an opportunity to address existing issues on the site, such as parking nonconformities and unaddressed stormwater runoff.

Ms. Sulouff stated that with the conditions and draft proffers, staff found that the proposal was compatible with surrounding zoning and development and consistent with the Comprehensive Plan.

Ms. Sulouff stated that staff recommended that the Planning Commission recommend approval of the proposed Rezoning and SUP applications to the Board of Supervisors, subject to the attached conditions and proffers.

Dr. Allman opened the Public Hearing.

Mr. James Cumming, 100 Lakeview Drive, Toano VA, addressed the Commission in support of the proposed project, stating that the goal of the proposed project was to bring the marina back to its previous operation.

Mr. Steven Barone, 7464 Little Creek Dam Road, Toano VA, addressed the Commission in support of the proposed project.

Mr. Logan Hall, 1102 Hitchens Lane, Williamsburg VA, addressed the Commission in support of the proposed project.

Dr. Allman closed the Public Hearing.

Mr. Polster stated that Mr. Haldeman had visited the site of the marina and was in support of the proposed project.

Discussion ensued.

Mr. Rodgers raised concerns about potential noise from special events held at the marina.

Ms. Sulouff explained that any special events would have to be permitted and abide by the Noise Ordinance.

Mr. Polster made a motion to recommend approval of Z-24-0012/SUP-24-0023. Chickahominy Haven Marina - Rezoning and Special Use Permit (R-2 to A-1) with conditions.



On a roll call vote, the Commission voted to recommend approval. (6-0)

4. SUP-24-0032. 232 Lakeview Drive

Mr. Jose Ribiero, Senior Planner/Landscape Planner, addressed the Commission stating that SUP-24-0032. 232 Lakeview Drive had been deferred to this meeting on April 2, 2025, to allow time for the applicant to have the 100-foot Resource Protection Area (RPA) delineated. Mr. Ribiero noted that the applicant had contracted Stantec to delineate the RPA. Mr. Ribiero explained that Stantec evaluated the results of the recent delineation of on-site features within 100 feet of the project area to determine the extent of the RPA buffer associated with the Little Creek Reservoir. Mr. Ribiero confirmed that the storage area is located outside the 100-foot RPA. Mr. Ribiero stated that there was no need to have this project evaluated by the Chesapeake Bay Board as the RPA was not impacted by this proposal.

Mr. Ribiero stated that Mr. James Beavers of Williamsburg Contracting, LLC, had applied for an SUP to allow for a contractor's office and storage of vehicles and equipment on his property located at 232 Lakeview Drive. Mr. Ribiero noted that the property is zoned A-1, General Agricultural, and designated as Rural Lands and Community Character Conservation, Open Space, or Recreation on the Comprehensive Plan. Mr. Ribiero explained that a contractor's office and storage yard required an SUP on properties zoned A-1, General Agricultural.

Mr. Ribiero stated that Mr. Beavers currently operates his business without the required SUP. Mr. Ribiero explained that if the SUP application was approved, the land use would come into compliance with current zoning regulations. Mr. Ribiero noted that all reviewing agencies had evaluated this application.

Mr. Ribiero stated that the property is designated as Rural Lands and Community Character Conservation, Open Space, or Recreation on the Comprehensive Plan Land Use Map.

Mr. Ribiero explained that appropriate primary uses in Rural Lands include traditional agricultural and farming activities, but home-based occupations, or certain uses that require low-intensity settings relative to the site in which it would be located may be considered in a case-by-case review. Mr. Ribiero noted that staff found the proposed scale of the business to be low intensity, which would not negatively impact the natural and rural character of the area.

Mr. Ribiero stated that per the Comprehensive Plan, land uses that were most appropriate for the Community Character Conservation, Open Space, or Recreation designation were those that currently contribute to the rural, historic, and scenic character of the County.

Mr. Ribiero explained that the current use of this property is not consistent with the Community Character Conservation, Open Space, or Recreation designation of the Comprehensive Plan, but the use has already been established in this area as of 2019. Mr. Ribiero stated that Condition No. 4 prohibits parking, storage of equipment and vehicles, and additional soil disturbance within 15 feet of the RPA buffer and Condition No. 11 that limits the number of vehicles that can be parked on-site to ensure that the area subject to this SUP would not expand further into the Conservation, Open

Space, or Recreation area. Mr. Ribeiro noted that the proposed new Condition No. 12 further prohibits development within this Comprehensive Plan designation.

Mr. Ribeiro stated that staff recommends the Planning Commission recommend approval of this application to the Board of Supervisors, subject to the proposed conditions.

Mr. Polster commended Mr. Ribeiro for including a map with the RPA buffer and noted that the applicant had been placing drip pans under the equipment to prevent spillage.

Discussion ensued.

Dr. Allman opened the Public Hearing.

Ms. Amanda Beavers and Mr. James Beavers, 232 Lakeview Drive, Toano, VA, addressed the Commission and explained that the site is only used for storage of equipment, and no work is done on the property.

Dr. Allman closed the Public Hearing.

Mr. Polster thanked the applicant for moving forward with the RPA delineation as instructed and stated that he intends to support the proposed project.

Mr. Rodgers made a motion to recommend approval of SUP-24-0032. 232 Lakeview Drive with the proposed conditions.

On a roll call vote, the Commission voted to recommend approval. (6-0)

5. Z-24-0014 & MP-25-0001. Fort Magruder Mixed Use Rezoning

Ms. Allison Jackura, Senior Planner, addressed the Commission regarding the rezoning of the Fort Magruder Hotel and Conference Center property located at 6945, 6927, and 6951 Pocahontas Trail. Ms. Jackura stated that the proposed Rezoning and Master Plan is to convert the existing hotel and conference space into 126 apartments and 32,000 square feet of commercial space. Ms. Jackura explained that the applicant is proposing to rezone the property to MU, Mixed Use.

Ms. Jackura stated that 40% of the residential units would be designated as affordable and workforce housing, which is proffered by the applicant. Ms. Jackura explained that the existing landscape buffers that were required by the Ordinance to exist in Mixed Use districts were to be retained and enhanced. Ms. Jackura noted that existing vegetation that needs to be removed would be identified and enhanced landscaping would be planted.

Ms. Jackura explained that the parking lot would be brought into compliance with the current requirements, with landscape islands being installed and required access aisles added to ADA accessible parking spaces. Ms. Jackura noted that stormwater facilities would be brought into compliance with current requirements, and details would be addressed during the site plan process if the case is approved. Ms. Jackura stated that the total impervious surface of this property is approximately 75% and with the

proposed landscape islands in the parking lot, the impervious surface would be reduced to approximately 70%. Ms. Jackura noted that the existing indoor and outdoor pools were proffered to remain as recreational amenities, as well as the 1.1-acre Civil War era redoubt located on the property.

Ms. Jackura explained that the front landscaping is required to be an average of 30 feet in depth, and the applicants have stated that they would be expanding slightly to come into compliance with the requirement. Ms. Jackura noted that the fencing, stockade wall, and canons would be removed from the landscape buffer and the side and rear buffers would be retained as a provision granted by the Planning Director. She noted that the condition being that the same quantity of vegetation be planted in the buffers.

Ms. Jackura stated that the architecture of the building would remain, and the existing canopy affixed to the entrance and roundabout in the parking lot would be removed to create more space.

Ms. Jackura noted that the property is designated Mixed Use according to the Comprehensive Plan and the proposal does align with the Comprehensive Plan. Ms. Jackura stated that the proposed plan meets the updated Code and Ordinance requirements and passes most adopted policies. Ms. Jackura noted that the proposed plan does not meet the Parks & Recreation Facilities Guidelines, but staff did note that there were constraints in regard to how the guidelines were written and the nature of the property itself, specifically the Civil War Era redoubt, which prevents the ability to put a playground. Ms. Jackura noted that the development already exists, which limits the options of what they can do but they have proffered additional amenities.

Ms. Jackura stated that staff recommended the Planning Commission recommend approval of Z-24-0014 with proffered conditions and MP-25-0001 to the Board of Supervisors.

Mr. Vernon Geddy, 1177 Jamestown Road Williamsburg, VA, addressed the Commission stating that he was representing Conserve Holdings, LLC. Mr. Geddy stated that Conserve Holdings, LLC, is a real estate investment company that owns and operates several multifamily properties in the County. Mr. Geddy noted that the Fort Magruder Hotel and Conference Center property is under contract with Conserve Holdings, LLC.

Mr. Geddy explained that the proposed project is for the adoptive reuse of an underutilized property through a multi-million dollar renovation to provide quality affordable, workforce, and market-rate housing and commercial space. Mr. Geddy noted that the fact that it is an adoptive reuse of an existing property creates a few challenges under the Zoning Ordinance.

Mr. Geddy stated that 40% of the proposed residential units are proffered as workforce and affordable housing. Mr. Geddy noted that the plan passes the Adequate Public Schools Facilities Test and Adequate Transportation Facilities Test, and there is a proffer to create an updated traffic study if necessary.

Dr. Haskins asked Mr. Geddy to clarify the distinction between market rate and affordable workforce housing, and what the additional 60% of housing would be.

Mr. Geddy explained that 60% of housing would be at the market rate price, while the 40% of affordable and workforce housing would follow the policy of 60%, 80%, and 120% of the Area Median income (AMI). Mr. Geddy noted that the range of each would vary based on family size.

Discussion ensued.

Dr. Allman opened the Public Hearing.

Ms. Allison Woodard, 11 Heath Place, Newport News, VA, addressed the Commission as a representative of the Williamsburg Battlefield Association and advocated for the preservation of the Civil War redoubt on the property.

Ms. Bonnie Smith, 301 Lewis Burwell Place, Williamsburg, VA, addressed the Commission with concerns about the proposed project.

Dr. Allman closed the Public Hearing.

Mr. Polster asked the applicants to confirm if the restaurant on the property would be retained.

Mr. Geddy confirmed that there would be a restaurant with a commercial kitchen.

Discussion ensued.

Mr. Polster made a motion to recommend approval of Z-24-0014 & MP-25-0001. Fort Magruder Mixed Use Rezoning.

On a roll call vote, the Commission voted to recommend approval. (6-0)

6. Z-23-0004/MP-23-0001. Westwood Park Rezoning

Ms. Morgan Risinger, Senior Planner, addressed the Commission stating that Mr. Jason Grimes of AES Consulting Engineers, and Mr. Vernon Geddy of Geddy, Harris, Franck, and Hickman, had applied on behalf of ABVA Development to rezone approximately 79.56 acres of property located at 4601 Ironbound Road. Ms. Risinger stated that the property is currently zoned PL, Public Land, is inside the PSA, and is designated Federal, State, or County Land on the Comprehensive Plan.

Ms. Risinger explained that the application requested to rezone the property from PL, Public Lands to PUD-R, Planned Unit Development Residential. Ms. Risinger stated that the proposed development includes a maximum of 186 residential dwellings, of which 86 would be single-family detached units and 100 would be single-family attached and multifamily units. Ms. Risinger noted that this corresponds to a proposed residential density of 3.44 units per developable acre. Ms. Risinger explained that 20% of the homes, or 38 homes, would be made affordable for those making up to 80% of the AMI and the proposal also includes a maximum of 40,000 square feet of commercial and office uses.

Ms. Risinger stated that the proposed landscape buffers for the site include a 50-foot-wide buffer from the properties adjacent to Discovery Park Boulevard and a 100-foot-



wide buffer from the properties along Rollison Drive in New Town. Ms. Risinger explained that a 150-foot-wide buffer would also be provided from Route 199. Ms. Risinger noted that the proposed recreational amenities include a swimming pool and bathhouse, at least six acres of passive parks including areas for picnics and grilling, two playgrounds, and at least 3,000 linear feet of soft-surface trails.

Ms. Risinger explained that the proposed residential density requires two density bonus points for the development and to meet the required density bonus points, the applicants have proposed to undertake a stormwater management facility retrofit at the Courthouse Green development which is in the same subwatershed. Ms. Risinger stated that staff found that this bonus point item was met and corresponds to 1.5 density bonus points. Ms. Risinger explained that the applicants have also proposed binding design guidelines and staff found that this bonus point item was met and corresponds to 0.5 density bonus points.

Ms. Risinger stated that the property is located in the Powhatan Creek watershed and was reviewed for consistency with the Watershed Master Plan. Ms. Risinger explained that in addition to the stormwater management facility retrofit proposed for bonus points, the application also proposes another stormwater management facility retrofit in New Town Block 8 as well as a stormwater management facility outfall repair near the SunTrust Building in New Town. Ms. Risinger noted that the application also ensured the submission of a Master Stormwater Plan where all stormwater management facility outfalls had outlet protection designed for 100-year storm events, and compliance with the most updated version of the County's Special Stormwater Criteria. Ms. Risinger stated that staff found that the application was consistent with the Powhatan Creek Watershed Master Plan.

Ms. Risinger explained that during the Comprehensive Plan update process, a Land Use (LU) application, LU-20-0002, was submitted requesting to change the LU designation for this portion of the property from Federal, State, or County Land to the Mixed Use - New Town designation. Ms. Risinger stated that at its June 24, 2021, meeting, the Planning Commission recommended approval of the Comprehensive Plan including the land use application. Ms. Risinger noted that following consideration by the Board of Supervisors, the LU application was deferred to be reviewed concurrently with the Rezoning application and guidance was received to change the proposed LU designation to Mixed Use - Eastern State. Ms. Risinger stated that staff found the application consistent with the proposed draft language for the Mixed Use - Eastern State designation.

Ms. Risinger stated that staff found several factors favorable for the application, including that the proposal is consistent with the Zoning Ordinance, Comprehensive Plan, and workforce and affordable housing recommendations. Ms. Risinger also noted that the proposal is expected to have a positive cumulative fiscal impact, passes the Adequate Public Schools Facilities Test, Adequate Transportation Facilities Test, and satisfied the requirement for two density bonus points. Ms. Risinger stated that Parks & Recreation Department staff found the proposed amenities consistent with the Parks & Recreation Master Plan.

Ms. Risinger stated that staff found the application included mitigation for potential impacts and had no unfavorable factors. Ms. Risinger noted that staff had received correspondence from citizens, which was provided to the Planning Commission.

Ms. Risinger stated that staff recommends that the Planning Commission recommend approval of the proposed rezoning application to the Board of Supervisors, subject to the proposed proffers.

Dr. Allman asked for clarification on the steps of this process, and what would occur prior to ground being broken on the site.

Ms. Risinger stated that there were two proffers proposed, one being that a Stormwater Management Master Plan be submitted three months prior to a development plan for the property. This Master Plan would be reviewed by the Stormwater and Resource Protection Division. Ms. Risinger noted that there would also be a Utility Master Plan required for the James City Service Authority staff to review the proposed utility infrastructure would be and if there were any off-site improvements required.

Dr. Allman asked if the development plan would come back to the Planning Commission.

Ms. Risinger explained that major subdivisions were subject to approval through the Planning Commission, but not as a public hearing.

Mr. Rodgers asked what would happen if the Stormwater Management Master Plan did not work.

Ms. Risinger explained that the Stormwater Management Master Plan must be approved before any final development plan is approved.

Dr. Allman opened the Public Hearing.

Mr. Vernon Geddy, 1177 Jamestown Road, Williamsburg, VA, addressed the Commission stating that he was representing ABVA Development. Mr. Geddy explained that the property is currently being sold by the Commonwealth of Virginia. Mr. Geddy noted that this project has been worked on for approximately five years and after receiving feedback from the Board of the New Town Residential Association, several changes had been made to the proposed development.

Dr. Allman asked Mr. Geddy if the capital contribution to the HOA would be a monthly payment.

Mr. Geddy explained that there is typically a one-time capital contribution when the property is purchased, and monthly payments would be billed based on the HOAs assessment of the funds it would need.

Dr. Allman asked if the HOA contribution is factored in the cost of the proposed affordable and workforce housing.

Mr. Mike Youngblood, 4808 Courthouse Street, Williamsburg, VA, explained that the cost of the HOA fee for market-rate housing would differ from the affordable and workforce housing.

Discussion ensued.

Dr. Allman opened the Public Hearing.

Mr. Jack Espinal, 4615 Town Creek Drive, Williamsburg, VA, addressed the Commission in support of the proposed project.

Ms. Ann Hewitt, 147 Raleigh Street, Williamsburg, VA, addressed the Commission with concerns about the proposed project.

Mr. Ken Goldsmith, 258 Sandy Bay Road, Williamsburg, VA, a representative of Friends of Powhatan Creek, addressed the Commission with concerns about the proposed project.

Dr. Allman closed the Public Hearing.

Mr. Polster commended staff and the applicant for their work on the proposed project but brought up concerns regarding the Powhatan Creek watershed.

Mr. Everson asked Mr. Polster what he would like the applicants to do regarding the concerns about the health of the Powhatan Creek watershed.

Discussion ensued.

Mr. Geddy stated that current problems with the Powhatan Creek watershed stem from Tewning Road and Eastern State, where water is flowing with no stormwater management. Mr. Geddy explained that the applicants had initially offered to design a stream restoration plan, but the County did not have a Capital Improvement Plan in place to accept money for restoration. Mr. Geddy noted that with the uninhibited water coming from upstream, it was likely that any stream restoration would eventually be destroyed.

Discussion continued.

Mr. Everson asked Ms. Risinger if the issue with the stream would be addressed in a Stormwater Management Master Plan.

Ms. Risinger stated that she did not believe it would include a requirement to restore the stream, but it would look at the quality and quantity of the stormwater on-site.

Mr. Everson asked if the purpose of the Stormwater Management Master Plan was to not make the current situation worse.

Ms. Risinger stated that the Master Plan was to handle the stormwater from the proposed development.

Discussion continued.

Mr. Polster asked staff if the Board of Supervisors would have to approve any proposed development on the property.

Ms. Risinger stated that the project would not be possible without approval of the Rezoning application.

Discussion continued.

Mr. Polster made a motion to recommend denial of Z-23-0004/MP-23-0001. Westwood Park Rezoning to the Board of Supervisors.

On a roll call vote, the Planning Commission voted to recommend denial. (5-1)

**G. PLANNING COMMISSION CONSIDERATIONS**

There were no items for consideration.

**H. PLANNING DIRECTOR'S REPORT**

1. Planning Director's Report - April 2025

Ms. Istenes reminded the Commissioners about the Board of Supervisors coverage chart attached to the Planning Director's Report.

**I. PLANNING COMMISSION DISCUSSION AND REQUESTS**

Mr. Polster discussed how the Stormwater Management Master Plan is not required and stated that he would like to see it become a requirement.

Mr. Everson disagreed, stating it was too large of an expense to expect from applicants before the proposed plans were approved.

Discussion ensued.

**J. ADJOURNMENT**

Dr. Allman asked for a motion to adjourn.

Mr. Rodgers made a motion to adjourn.

The meeting was adjourned at approximately 6:39 p.m.

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Susan Istenes, Secretary

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Kira Allman, Vice Chair



**REZONING-24-0012/SPECIAL USE PERMIT-24-0023. Chickahominy Haven Marina - Rezoning and Special Use Permit (R-2 to A-1)  
Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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**SUMMARY FACTS**

Applicant: Mr. Jason Grimes, AES Consulting Engineers on behalf of Sincere Estates, LLC

Landowner: Sincere Estates, LLC

Proposal: A request to rezone the subject property to A-1, General Agricultural, with Proffers, and for a Special Use Permit (SUP) to permit the legal operation of the existing marina and accessory uses including boat storage, boat trailer parking, a general store, wet slips, docks and piers.

Location: 4125 S Riverside Drive

Tax Map/Parcel No.: 1910900012A

Project Acreage: ± 2.24 acres

Zoning: R-2, General Residential

Proposed Zoning: A-1, General Agricultural, with Proffers

Comprehensive Plan: Rural Lands

Primary Service Area (PSA): Outside

Staff Contact: Roberta Sulouff, Senior Planner

**PUBLIC HEARING DATES**

Planning Commission: April 2, 2025, 6:00 p.m.

Board of Supervisors: May 13, 2025, 5:00 p.m.

**FACTORS FAVORABLE**

1. Staff finds the proposal generally consistent with the Comprehensive Plan.
2. Subject to the proposed conditions, staff finds the proposal will not negatively impact surrounding development.
3. The proposal creates an opportunity to bring the site further into conformance with the Zoning Ordinance.
4. The proposal creates an opportunity to address existing stormwater treatment issues.
5. Impacts: See Impact Analysis on Pages 4-5.

**FACTORS UNFAVORABLE**

1. With the proposed conditions, staff finds that there are no unfavorable factors.
2. Impacts: See Impact Analysis on Pages 4-5.

**PLANNING COMMISSION RECOMMENDATION**

At its April 2, 2025, meeting, the Planning Commission voted 6-0 to recommend that the Board of Supervisors approve this application, subject to the proposed conditions and proffers.

**CHANGES SINCE THE PLANNING COMMISSION MEETING**

None.

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*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.*

**REZONING-24-0012/SPECIAL USE PERMIT-24-0023. Chickahominy Haven Marina - Rezoning and Special Use Permit (R-2 to A-1)**  
**Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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**STAFF RECOMMENDATION**

Staff recommends approval of the proposed Rezoning and SUP applications, subject to the proposed conditions and proffers.

**PROJECT DESCRIPTION**

Mr. Jason Grimes of AES Consulting Engineers has applied on behalf of Sincere Estates, LLC, to rezone the subject property from R-2, General Residential to A-1, General Agricultural, with Proffers, and for an SUP on that rezoned property to permit the legal operation of the existing marina and accessory uses including boat storage, boat trailer parking, a general store, wet slips, docks and piers. While marinas are not permitted by-right in the R-2 District, the site has historically operated as a marina with a general store and restaurant for several decades, predating zoning regulations. As such, the uses on-site had a legally nonconforming status during that time. However, operation of most uses ceased for over a period of two years and thus lost its legally nonconforming status. Those discontinued uses include the operation of a restaurant (informally known as “Woodie’s Riverhouse”), wet boat slip rentals, and the operation of a general store.

The proposed A-1, General Agricultural Zoning District permits marinas and their accessory uses by SUP. This zoning would align with that of a directly neighboring property. Additionally, the applicant has proposed proffers which restrict uses on the property to those included in this application (Attachment No. 3).

The new owner of the property wishes to revitalize the site and bring the wet slips and docks of the marina, the general store, and the restaurant back into full operation. Marine fuel sale is considered accessory to the marina use and would be permitted should this SUP be approved. This application proposes the removal of existing fuel

tanks and the applicant states that he does not intend to sell fuel at this time; should there be a desire to sell fuel at the marina in the future, the marina would need to comply with all applicable state and local regulations and permitting procedures.

Per a Zoning Verification Letter from the James City County Zoning Administrator, dated July 30, 2024 (Attachment No. 5), without a Rezoning and an SUP, the owner could continue to operate the following uses (see right column):

*Enclosed, Dry Boat Storage:* three buildings (approximately 7,000, 3,500, and 800 square feet, respectively) containing a total of 36 dry storage units for watercraft and/or associated trailers.

- *Existing Boat Launch and Associated Docks:* including an area for trailering and launching of boats and four connecting dock structures used for temporary docking of boats and other watercrafts.
- *One Additional Dock for Temporary Docking:* to exclude use for wet slip rental or overnight docking.
- *Accessory Temporary Boat/Vehicle/Trailer Parking:* to be located only on existing paved and graveled areas.

**PLANNING AND ZONING HISTORY**

In July of 2024, staff received an inquiry into the redevelopment of uses at the site. Following a Conceptual Plan review and the subsequent submittal of documents verifying business operations, the Zoning Administrator issued a Zoning Verification Letter (Attachment No. 5) regarding the nonconforming status of uses on the site. This lot was shown as a commercial site on the plat for Chickahominy Haven, recorded in May of 1965.

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**REZONING-24-0012/SPECIAL USE PERMIT-24-0023. Chickahominy Haven Marina - Rezoning and Special Use Permit (R-2 to A-1)**  
**Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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**SURROUNDING ZONING AND DEVELOPMENT**

The property is located interior to the Chickahominy Haven subdivision at the terminus of S Riverside Drive. It is bounded by the canal serving the neighborhood and by the Chickahominy River. It also shares property lines with an undeveloped parcel used for storage by the Colonial Waterski Club and with one single-family residence.

|       | ZONING<br>DESIGNATION                                | EXISTING<br>LAND USE                                          | FUTURE<br>LAND USE<br>DESIGNATION                                                          |
|-------|------------------------------------------------------|---------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| NORTH | A-1, General<br>Agricultural and PL,<br>Public Lands | Single-Family<br>Residential<br>and Brickyard<br>Landing Park | Rural Lands and<br>Community<br>Character<br>Conservation,<br>Open Space, or<br>Recreation |
| SOUTH | R-2, General<br>Residential                          | Single-Family<br>Residential                                  | Rural Lands                                                                                |
| EAST  | N/A                                                  | Chickahominy<br>River                                         | N/A                                                                                        |
| WEST  | R-2, General<br>Residential                          | Undeveloped                                                   | Rural Lands                                                                                |

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**REZONING-24-0012/SPECIAL USE PERMIT-24-0023. Chickahominy Haven Marina - Rezoning and Special Use Permit (R-2 to A-1)**  
**Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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| <b>Impacts/Potentially Unfavorable Conditions</b> | <b>Status</b><br><i>(No Mitigation Required/Mitigated/Not Fully Mitigated)</i> | <b>Considerations/Proposed Mitigation of Potentially Unfavorable Conditions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------------------------------|--------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Public Transportation: Vehicular</u>           | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- The Virginia Department of Transportation reviewed this application and had no comments or recommendations.</li> <li>- The application indicates that an additional 29 peak hour trips may be generated by this use. This does not meet the Zoning Ordinance submittal requirement threshold for a Traffic Impact Analysis.</li> <li>- Per the applicant, historically most traffic to the site, outside of boat launching patrons, comes either through docked boats or via golf carts used by neighborhood residents.</li> </ul> |
| <u>Public Transportation: Bicycle/Pedestrian</u>  | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- No pedestrian or bicycle improvements are shown along this portion of S Riverside Drive on the Pedestrian Accommodations Master Plan or Regional Bikeways Master Plan.</li> <li>- This location is not within walking distance of a Williamsburg Area Transit Authority bus stop.</li> </ul>                                                                                                                                                                                                                                       |
| <u>Public Safety</u>                              | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- Fire Station 1 on Forge Road serves this area of the County and is located approximately 6.7 miles from the property.</li> <li>- The Fire Department reviewed the proposal and recommended approval of the application.</li> <li>- Staff finds this project does not generate impacts that require mitigation to the County's Fire Department facilities or services.</li> </ul>                                                                                                                                                   |
| <u>Public Schools</u>                             | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- The proposal is not expected to generate impacts to public schools.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <u>Public Parks and Recreation</u>                | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- The proposal is not expected to generate impacts to public parks and recreation.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <u>Public Libraries and Cultural Centers</u>      | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- The proposal is not expected to generate impacts to public libraries and cultural centers.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                              |

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**REZONING-24-0012/SPECIAL USE PERMIT-24-0023. Chickahominy Haven Marina - Rezoning and Special Use Permit (R-2 to A-1)**  
**Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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| <b>Impacts/Potentially Unfavorable Conditions</b>                                             | <b>Status</b><br><i>(No Mitigation Required/Mitigated/Not Fully Mitigated)</i> | <b>Considerations/Proposed Mitigation of Potentially Unfavorable Conditions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Groundwater and Drinking Water Resources</u>                                               | <u>Mitigated</u>                                                               | <ul style="list-style-type: none"> <li>- The property does not receive public water and sewer.</li> <li>- The Virginia Department of Health will review the proposed individual well and on-site sewage systems during the site plan review stage.</li> </ul>                                                                                                                                                                                                                                                                                                                   |
| <u>Watersheds, Streams, and Reservoirs</u><br>Project is located in the Ware Creek Watershed. | <u>Mitigated</u>                                                               | <ul style="list-style-type: none"> <li>- The Stormwater and Resource Protection Division reviewed the proposal and met with the applicant on-site. Development on-site predates stormwater and runoff regulations. No new impervious surface is proposed as part of this Rezoning and SUP request. Should site improvements be made in the future, those improvements would be subject to additional environmental review at that time. Currently, runoff from the site is largely untreated. Stormwater treatment measures will be required at the site plan stage.</li> </ul> |
| <u>Cultural/Historic</u>                                                                      | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- The site has been previously disturbed by the marina and associated operations.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <u>Nearby and Surrounding Properties</u>                                                      | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- Staff finds this project does not generate impacts that require mitigation.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <u>Community Character</u>                                                                    | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- Staff finds this project does not generate impacts that require mitigation.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <u>Covenants and Restrictions</u>                                                             | <u>No Mitigation Required</u>                                                  | <ul style="list-style-type: none"> <li>- The applicant has verified that he is not aware of any covenants or restrictions on the property that prohibit the proposed use.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                            |

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**REZONING-24-0012/SPECIAL USE PERMIT-24-0023. Chickahominy Haven Marina - Rezoning and Special Use Permit (R-2 to A-1)**  
**Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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**COMPREHENSIVE PLAN**

The site is designated Rural Lands on the Comprehensive Plan Land Use Map. Recommended uses include rural-based public or commercial recreation. Many of the Rural Lands Development Standards are particular to newly proposed development. That said, the Comprehensive Plan states that uses in Rural Lands should reflect and enhance the rural character of the County, with particular emphasis on the following standards:

- Locating structures and uses outside of sensitive areas.

*Outside of additional docks and piers, no further development is proposed within the Resource Protection Area (RPA). Additionally, some impacts to the RPA would be partially remediated during the site plan and Chesapeake Bay Board review processes.*

*All construction and/or improvements to the site will be subject to the Floodplain Regulations found in the Zoning Ordinance.*

- Maintaining existing topography, vegetation, trees, and tree lines to the maximum extent possible, especially along roads and between uses.

*The proposed uses are generally within previously cleared areas.*

- Discouraging development on farmland, open fields, scenic roadside vistas, and other important agricultural/forestal soils and resources.

*The proposed improvements do not impact farmland, open fields, scenic roadside vistas, and other important agricultural/forestal soils and resources.*

- Encouraging enhanced landscaping to screen structures located in open fields using a natural appearance or one that resembles traditional hedgerows and windbreaks.

*No new structures are proposed and those existing are not located in an open field.*

- Locating new driveways or service roads so that they follow existing contours and old roadway corridors whenever feasible.

*No new driveways or service roads are proposed.*

- Generally limiting the height of structures to an elevation below the height of surrounding mature trees and scaling buildings to be compatible with the character of the existing community.

*Proposed uses utilize existing structures which are at elevations below the height of surrounding trees.*

- Minimizing the number of street and driveway intersections along the main road by providing common driveways.

*The site will utilize its existing entrance at the terminus of S Riverside Drive.*

- Utilizing lighting only where necessary and in a manner that eliminates glare and brightness.

*Should site lighting be proposed during the site plan review stage, the proposed conditions restrict the permitted height of light poles and the Zoning Ordinance prohibits light trespass across property lines.*

Staff finds the proposed uses to be generally consistent with the Rural Lands Development Standards.

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**REZONING-24-0012/SPECIAL USE PERMIT-24-0023. Chickahominy Haven Marina - Rezoning and Special Use Permit (R-2 to A-1)  
Staff Report for the May 13, 2025, Board of Supervisors Public Hearing**

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**PROPOSED SUP CONDITIONS**

Proposed conditions are provided in Attachment No. 1.

**PROFFERS**

The applicant has submitted signed proffers, included as Attachment No. 3.

**STAFF RECOMMENDATION**

With the attached conditions and proffers, staff finds that the proposal is compatible with surrounding zoning and development and consistent with the Comprehensive Plan.

Staff recommends approval of the proposed Rezoning and SUP applications, subject to the attached conditions and proffers.

RS/ap  
RZ24-12\_SUP24-23CHMrna

**Attachments:**

1. Resolution
2. Ordinance
3. Proffers
4. Location Map
5. Zoning Verification Letter
6. Community Impact Statement
7. Master Plan
8. Chickahominy Haven Development Plat
9. Unapproved Minutes of the April 2, 2025, Planning Commission Regular Meeting

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*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-24-0023.CHICKAHOMINY HAVEN MARINA

WHEREAS, the Board of Supervisors of James City County, Virginia (the “Board”), has adopted by Ordinance specific land uses that shall be subjected to a Special Use Permit (“SUP”) process; and

WHEREAS, Mr. Jason Grimes of AES Consulting Engineers has applied for an SUP on behalf of Sincere Estates, LLC, the owner of property located at 4125 S Riverside Drive and further identified as James City County Real Estate Tax Map Parcel No. 1910900012A (the “Property”), to allow for the operation of a marina and its accessory uses (the “Project”) as shown on a plan titled “Rezoning for Chickahominy Marina” dated October 17, 2024; and

WHEREAS, the Planning Commission, following its public hearing on April 2, 2025, recommended approval of Case No. SUP-24-0023 by a vote of 6-0; and

WHEREAS, a public hearing was advertised, adjoining property owners notified, and a hearing conducted on Case No. SUP-24-0023; and

WHEREAS, the Board of Supervisors of James City County, Virginia, finds this use to be consistent with good zoning practices and the 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 (the “County Code”), does hereby approve the issuance of Case No. SUP-24-0023 as described herein with the following conditions:

1. Master Plan. This SUP shall be valid for the construction and operation of a marina, and accessory uses thereto (the “Project”), on property located at 4125 S Riverside Drive and further identified as James City County Real Estate Tax Map Parcel No. 1910900012A (the “Property”). The Project shall be developed and constructed substantially in accordance with the Master Plan titled “Rezoning for Chickahominy Marina” prepared by AES Consulting Engineers, dated October 17, 2024 (the “Master Plan”), with any deviations considered per Section 24-23(a)(2) of the James City County Zoning Ordinance, as amended.
2. Site Plan. A site plan shall be required for this Project. Final approval of the site plan shall be obtained within 36 months of issuance of this SUP, or the SUP shall become void. The site plan shall include vehicle parking areas to meet standards of Section 24, Division 2 of the James City County Zoning Ordinance.
3. Lighting. Prior to final site plan approval, if any exterior lighting is proposed for the Project, the Director of Planning or designee shall review and approve a lighting plan for the property. All new light poles shall not exceed 16 feet in height from finished grade.



4. Landscape and Screening Plan. Prior to final site plan approval, a landscape and screening plan shall be submitted to the Director of Planning or designee for review and approval. The landscape and screening plan shall provide, at a minimum, native and evergreen plantings and fencing that shall effectively screen the storage and/or parking areas associated with the Project from the residence located at 4123 S Riverside Drive.
5. Screening of Site Features. All dumpsters and roof and ground-mounted HVAC and mechanical units located on the Property shall be screened by an enclosure composed of masonry, closed-cell PVC, prefinished metal, or cementitious panels in detail and colors to blend with adjacent building materials. Where present, such features shall be shown on the site plan and shall be reviewed and approved by the Director of Planning for consistency with this condition prior to final site plan approval.
6. Removal of Fuel and Storage Tanks. Prior to final site plan approval, existing fuel storage and heating oil tanks shown on the Master Plan shall be removed.
7. Outside Display, Sale, or Storage. Outside sales, display, and storage of merchandise on-site shall be limited to the use of vending machines and ice chests.
8. Intercom and Speaker Noise. All intercom and other speaker systems on the Property shall operate in such a manner that they shall not be audible from adjacent properties.
9. Severance Clause. This SUP is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

\_\_\_\_\_  
James O. Icenhour, Jr.  
Chair, Board of Supervisors

ATTEST:

|  |           | VOTES      |            |                |               |
|--|-----------|------------|------------|----------------|---------------|
|  |           | <u>AYE</u> | <u>NAY</u> | <u>ABSTAIN</u> | <u>ABSENT</u> |
|  | HIPPLE    | _____      | _____      | _____          | _____         |
|  | NULL      | _____      | _____      | _____          | _____         |
|  | LARSON    | _____      | _____      | _____          | _____         |
|  | MCGLENNON | _____      | _____      | _____          | _____         |
|  | ICENHOUR  | _____      | _____      | _____          | _____         |

\_\_\_\_\_  
Teresa J. Saeed  
Deputy Clerk to the Board

Adopted by the Board of Supervisors of James City County, Virginia, this 13th day of May, 2025.

RZ24-12\_SUP24-23CHMrna-res

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE TO AMEND THE ZONING DISTRICT MAPS OF JAMES CITY COUNTY, VIRGINIA, TO REZONE APPROXIMATELY 2.24 ACRES AT 4125 S RIVERSIDE DRIVE (JAMES CITY COUNTY REAL ESTATE TAX MAP PARCEL NO. 1910900012A) FROM R-2, GENERAL RESIDENTIAL TO A-1, GENERAL AGRICULTURAL, WITH PROFFERS AS DESCRIBED IN CASE NO. Z-24-0012.

WHEREAS, Mr. Jason Grimes of AES Consulting Engineers, has applied on behalf of Sincere Estates, LLC, to rezone approximately 2.24 acres from R-2, General Residential to A-1, General Agricultural, with Proffers; and

WHEREAS, the property proposed to be rezoned is located at 4125 S Riverside Drive and further identified as James City County Real Estate Tax Map Parcel No. 1910900012A, and is shown on the Master Plan titled “Rezoning for Chickahominy Marina” dated October 17, 2024 (the “Master Plan”); and

WHEREAS, the Planning Commission, following its public hearing on April 2, 2025, recommended approval with proffers of Case No. Z-24-0012 by a vote of 6-0; and

WHEREAS, a public hearing was advertised, adjoining property owners notified, and a hearing conducted on Case No. Z-24-0012; and

WHEREAS, the Board of Supervisors of James City County, Virginia, finds Case No. Z-24-0012 to promote the health, safety, convenience, and general welfare of the public and further accomplish the objectives of zoning.

NOW, THEREFORE, BE IT ORDAINED by the Board of Supervisors of James City County, Virginia, that Case No. Z-24-0012 is hereby approved as described therein and the voluntary proffers are accepted.

\_\_\_\_\_  
James O. Icenhour, Jr.  
Chair, Board of Supervisors

ATTEST:

\_\_\_\_\_  
Teresa J. Saeed  
Deputy Clerk to the Board

HIPPLE  
NULL  
LARSON  
MCGLENNON  
ICENHOUR

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 13th day of May, 2025.

RZ24-12\_SUP24-23CHMrna-ord

Tax Parcel Number 1910900012A

**PROFFERS**

**CHICKAHOMINY HAVEN MARINA**

**April \_24<sup>th</sup>\_, 2025**

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Prepared by:  
Kaufman & Canoles, P.C.  
4801 Courthouse Street, Suite 300  
Williamsburg, Virginia 23188

## CHICKAHOMINY HAVEN MARINA PROFFERS

THESE PROFFERS ("Proffers") are made this 24<sup>th</sup> day of April, 2025, by and between **SINCERE ESTATES LLC**, a Virginia limited liability company ("Owner") (to be indexed as grantor), and **THE COUNTY OF JAMES CITY, VIRGINIA**, a political subdivision of the Commonwealth of Virginia ("County") (to be indexed as grantee), provides as follows:

### RECITALS

R-1. Owner is the owner of certain real property located in James City County, Virginia, being more particularly described on EXHIBIT A attached hereto and made a part hereof (the "Property").

R-2. The Property is now zoned R-2 – General Residential. The Property is designated Rural Lands on the County's Comprehensive Plan Future Land Use Map.

R-3. Owner has applied to rezone the Property from R-2 – General Residential to A-1 – General Agriculture, with proffers. The rezoning of the Property to A-1, with proffers, is consistent both with the land use designation for the Property in the County's Comprehensive Plan and the statement of intent for the General Agricultural zoning district set forth in Section 24-211 of the County Zoning Ordinance, Section 24-1 *et seq.* of the County Code of Ordinances, in effect on the date hereof (the "Zoning Ordinance").

R-4. A community impact study ("Community Impact Study") entitled "Community Impact Statement Rezoning and Special Use Permit of Chickahominy Marina" prepared by AES Consulting Engineers, dated November 1, 2024, has been submitted to the County Planning Director for review by the County in connection with this proposed rezoning. The Community Impact Study is on file in the office of the County Planning Director.

R-5. Developer has submitted to the County a conceptual plan of development ("Master Plan") entitled "Rezoning for Chickahominy Marina", dated October 17, 2024 and last revised January 31, 2025, prepared by AES Consulting Engineers, for the Property in accordance



with the County Zoning Ordinance. The Master Plan is on file in the office of the County Planning Director.

R-6. The County constitutes a high-growth locality as defined by Section 15.2-2298 of the Virginia Code.

R-7. The provisions of the Zoning Ordinance, may be deemed inadequate for protecting and enhancing orderly development of the Property. Accordingly, Owner, in furtherance of the above-described application for rezoning, desires to proffer certain conditions which are limited solely to those set forth herein in addition to the regulations provided for by the Zoning Ordinance for the protection and enhancement of the development of the Property, in accordance with the provisions of Sections 15.2-2303 and 15.2-2303.4(D)(1) of the Code of Virginia, as amended (the "Virginia Code"), Ordinance N0.31A-346 adopted by the James City County Board of Supervisors on October 8, 2019 and Sec 24-16 of the Zoning Ordinance.

NOW, THEREFORE, for and in consideration of the approval by the Board of Supervisors of the County of the rezoning set forth above and the Master Plan, and pursuant to Sections 15.2-2303 and 15.2-2303.4(D)(1) of the Virginia Code, and Section 24-16 of the Zoning Ordinance, it is agreed that all of the following conditions shall be met and satisfied in developing the Property.

PROFFERS:

1. Master Plan. The Property shall be developed generally in accordance with the Master Plan subject only to changes thereto that the County or its duly authorized designee determines do not alter the basic concept or character of the development in accordance with Section 24-23(a)(2)(f) of the Zoning Ordinance in effect on the date hereof; provided, however, such development shall be expressly subject to such changes in configuration, composition and location as required by all other governmental authorities having jurisdiction over such development.

2. Permitted Uses. Use of the Property shall be limited to:

a. Waterfront business activities which shall include, but not be limited to, marina, boat ramp for watercraft launching and retrieval, boat docks, piers, wet slip rental for watercraft, dry storage of watercraft and/or watercraft trailers, and retail store;

b. Restaurant; and

c. Accessory buildings, structures, and uses for each of the foregoing uses;

3. **Headings.** All section headings and subheadings of these Proffers are for convenience only and shall not be read as a part of these Proffers or utilized in interpretation thereof.

4. **Delegation of Subsequent Approvals.** The County Board of Supervisors by accepting these Proffers is exercising its legislative function. While these Proffers may provide for subsequent approvals by the County or by its duly authorized designees appointed by the County, such subsequent approvals by any duly authorized designee of the County shall not include the exercise of any legislative function.

5. **Severability.** In the event that any clause, sentence, paragraph, section or subsection of these Proffers shall be adjudged by any court of competent jurisdiction to be invalid or unenforceable for any reason, including a declaration that it is contrary to the Constitution of the Commonwealth of Virginia or of the United States, or if the application thereof to any owner of any portion of the Property or to any government agency is held invalid, such judgment or holding shall be confined in its operation to the clause, sentence, paragraph, section or subsection hereof, or the specific application thereof directly involved in the controversy in which the judgment or holding shall have been rendered or made, and shall not in any way affect the validity of any other clause, sentence, paragraph, section or provision hereof.

6. **Successors and Assigns.** These Proffers shall be binding upon and shall inure to the benefit of the parties hereto, and their respective heirs, successors and/or assigns;

provided, however once a party ceases to own any portion of the Property, such party shall have no continuing liability hereunder.

7. **Void if Rezoning Not Approved.** In the event that any of the proposed rezoning sought by this application is not approved by the County as submitted or is overturned by subsequent judicial determination, these Proffers shall be null and void.

8. **Reasonable Proffers.** The Owner, as evidenced by its signature below, deems these proffers to be reasonable and appropriate.

**[SIGNATURES APPEAR ON THE FOLLOWING PAGES]**

[COUNTERPART SIGNATURE PAGE TO PROFFERS]

WITNESS the following signatures, thereunto duly authorized:

SINCERE ESTATES LLC

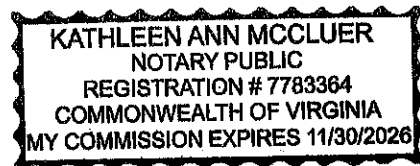
By: [Signature]  
Name: Steven Barone  
Title: President / CEO

COMMONWEALTH OF VIRGINIA  
CITY/COUNTY OF Newport News

The foregoing instrument was acknowledged before me this 21 day of April, 2025, by Steven P. Barone, member of Sincere Estates LLC, on its behalf.

[Signature]  
Notary Public

My commission expires: 11-30-26  
My registration number is: 7783364





**EXHIBIT A**

All that certain lot, piece or parcel of land, state, lying and being in James City County, Virginia, as more particularly shown in that certain plat entitled "Plat Showing Commercial Area of Section 8, Chickahominy Haven" dated May 27, 1967 and made by S. V. Camp, III, C.L.S., a copy of which is recorded in James City County Plat Book 21, page 46 in the Office of the Clerk of the Circuit Court of James City County Deed Book 137, page 28 in the aforementioned Clerk's Office.

# JCC Z-24-0012/SUP-24-0023, Chickahominy Haven Marina Rezoning & Special Use Permit (R-2 to A-1)





**Community Development**

101-A Mounts Bay Road

P.O. Box 8784

Williamsburg, VA 23187-8784

P: 757-253-6671

F: 757-253-6822

community.development@jamescitycountyva.gov

jamescitycountyva.gov

**Building Safety & Permits**

757-253-6626

**Neighborhood Development**

757-253-6640

**Planning**

757-253-6685

**Zoning**

757-253-6671

July 30, 2024

Sincere Estates, LLC  
Attn.: Steven P. Barone  
14790 Warwick Boulevard  
Newport News, VA 23608

RE: Zoning Administrator's Determination  
4125 S. Riverside Drive, Lanexa, VA 23089-9418, James City County Tax Parcel ID 1910900012A

Dear Mr. Barone:

You have requested various determinations as to the current use of the property you own at 4125 South Riverside Drive in James City County (the "Property"). The Property is also known as the Chickahominy Haven Marina and can be further identified as James City County Parcel No. 1910900012A. The Property is approximately 2.24 acres in size and is designated Rural Lands on the 2045 James City County Comprehensive Plan.

In particular, you have requested a determination as to the current zoning of the Property, the existing use of the Property, and the nature of the existing use of the Property relative to Chapter 24 of the James City County Code of Ordinances (the "Zoning Ordinance"). Accordingly, I have reviewed the zoning designation for and the present use of the Property, as well as such other information that I have deemed necessary, and I hereby make the following determinations in accordance with the authority vested in me by the Code of Virginia and the Zoning Ordinance:

- 1) The Property is zoned R2 – General Residential.
- 2) The entirety of the Property is located in a Special Flood Hazard Area identified on the Federal Emergency Management Agency Flood Insurance Rate Map – 51095C0082D effective December 16, 2015, and is subject to Article VI. Overlay Districts, Division 3. Floodplain Area Regulations of the Zoning Ordinance.
- 3) The existing use (the "Existing Use") of the Property is a non-conforming marina with boat/watercraft storage consisting of the following components on the Property as shown on Exhibit A attached hereto and incorporated herein by reference dated July 30, 2024:
  - a. One existing building, approximately 7,000 square feet, containing 20 enclosed dry storage units for boat/watercraft storage and/or associated trailers located on the Property identified as "Dry Boat Storage Building No. 1" as shown on Exhibit A.

- b. One existing building, approximately 3,500 square feet, containing 12 enclosed dry storage units for boat/watercraft storage and/or associated trailers identified as “Dry Boat Storage Building No. 2” as shown on Exhibit A.
  - c. One existing structure, approximately 800 square feet, containing 4 covered dry storage units for boat/watercraft storage and/or associated trailers identified as “Covered Boat Storage” as shown on Exhibit A.
  - d. Existing area for launching and trailering of boats and other watercrafts via the boat ramp with four (4) connecting dock structures used for temporary docking of boats and other watercrafts for the purpose of accessing the Property identified as “Boat Ramp Area” as shown on Exhibit A. Temporary docking does not include overnight stays or wet boat slips for rent.
  - e. One existing additional dock used for temporary docking of boats and other watercrafts for the purpose of accessing the Property identified as “Dock” as shown on Exhibit A. Temporary docking shall not include overnight stays or wet boat slips for rent.
  - f. Accessory temporary parking of vehicles and trailers for patrons using and accessing the boat ramp and storage areas on existing paved and graveled areas.
- 4) The Existing Use is a lawfully “Nonconforming use” and the associated structures and buildings identified above are lawfully “Nonconforming structures” as defined in the Zoning Ordinance Section 24-628. As such, the Existing Use and associated structures/buildings may be continued and/or maintained on the Property in accordance with Article VII of the Zoning Ordinance
- 5) The Property previously contained the following uses that have been discontinued for more than a period of two years and have lost their nonconforming status in accordance with Article VII of the Zoning Ordinance. These uses, identified in red and labeled not permitted on Exhibit A, shall not be reestablished until the appropriate approvals are granted by the James City County Board of Supervisors in accordance with the Zoning Ordinance:
- Restaurant, last known as Woodie’s Riverhouse;
  - Fuel sales;
  - Wet boat slip rentals;
  - General store;
  - Boat and engine service and repairs; and
  - Boat sales.

Pursuant to § 15.2-2311 of the Code of Virginia, you have thirty days from the date of this letter to appeal this decision to the Board of Zoning Appeals or this decision shall be final and unappealable. The applicable appeal fee is \$525 plus the cost of postage to notify adjacent property owners. Additional information regarding the filing of an appeal can be found in sections 24-663 and 24-664 of the James City County Code and at

[https://www.municode.com/library/va/james\\_city\\_county/codes/code\\_of\\_ordinances?nodeId=CD\\_ORD\\_C\\_H24ZO\\_ARTVIIIAP](https://www.municode.com/library/va/james_city_county/codes/code_of_ordinances?nodeId=CD_ORD_C_H24ZO_ARTVIIIAP).



If you have any questions, please feel free to contact me at 757-253-6671.

Regards,

A handwritten signature in dark ink, appearing to read "Christy Parrish", written in a cursive style.

Christy H. Parrish  
Zoning Administrator

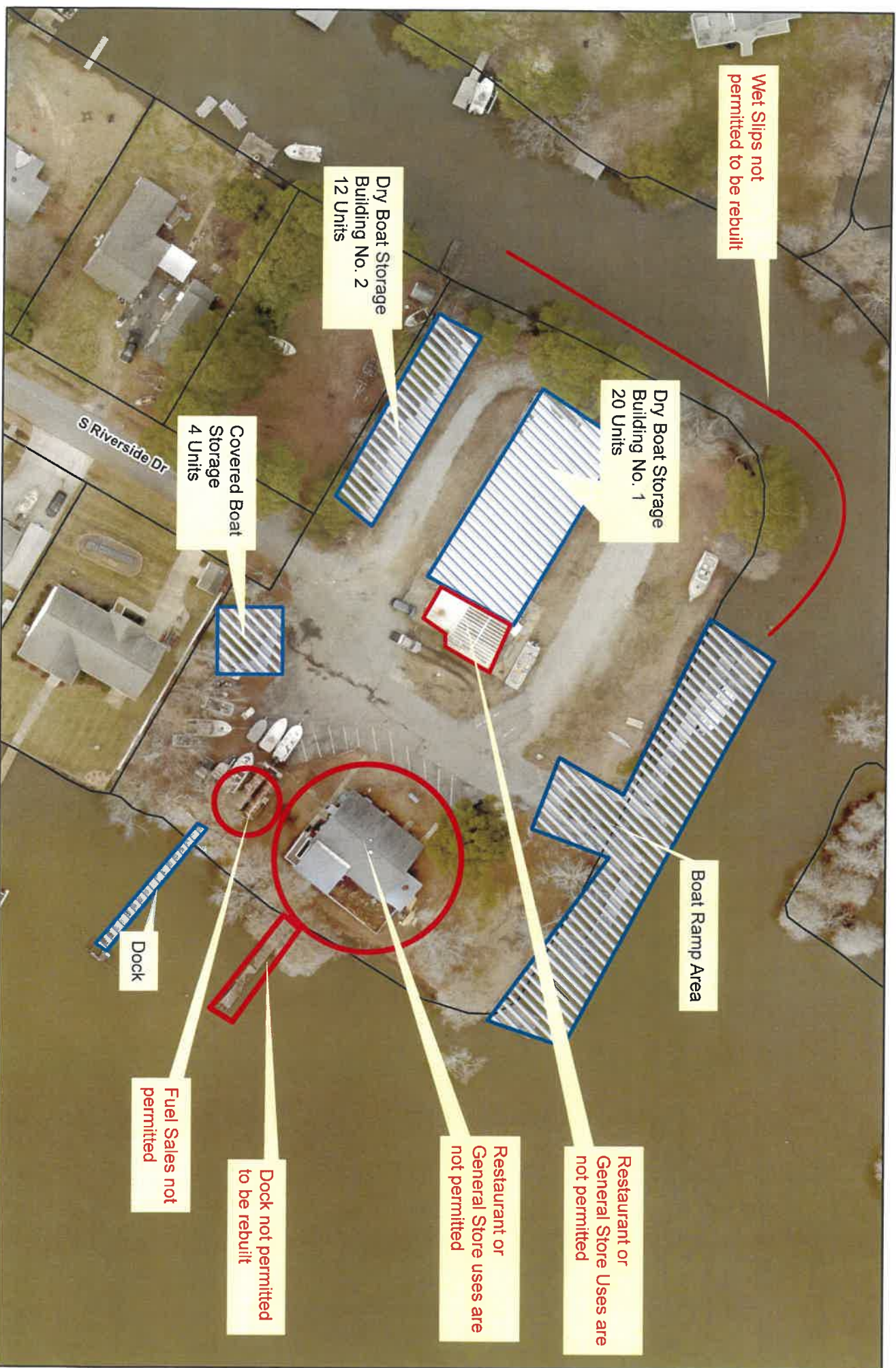
Attachment: Exhibit A dated July 30, 2024

CC: Sincere Estates LLC – Registered Agent  
Mr. Steven P Barone  
7464 Little Creek Dam Road  
Toano, VA, 23168

Zoning Administrator's Determination  
4125 S. Riverside Drive  
JCC Tax No. 1910900012A

Date July 30, 2024

Exhibit A



# **Community Impact Statement Rezoning and Special Use Permit Of Chickahominy Marina**

Prepared For  
**Sincere Estates, LLC**

November 1, 2024

AES Project Number: W10886-00

Prepared by:



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

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**LIST OF EXHIBITS**

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**APPENDIX**

|                                            |                        |
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| Traffic Analysis .....                     | (Under Separate Cover) |
| Phase I Cultural Resources Assessment..... |                        |
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## **I. INTRODUCTION**

On behalf of Mr. Steve Barone of Sincere Estates, LLC, we are applying to rezone one parcel, located at 4125 South Riverside Drive in the from R-2 to A-1 and apply for a special use permit for the rezoned parcel. The project is a historic marina within the Chickahominy Haven neighborhood and the owner is seeking to fully restore the marina functions previously utilized on this property. The marina has boat/marine storage, a small general store, restaurant and boat slips. Portions of these operations ceased during the Covid pandemic. Following meetings and discussions with James City County staff, the owner is seeking this Rezoning and Special Use Permit to reestablish the marina operations. The following narrative outlines the potential impacts of use on the property but we anticipate that the impacts of these uses would be similar to those seen during the previous operation of the facilities.

### Exhibit 1 – Location Map



### VICINITY MAP

(APROX. SCALE 1"=2000')

## **II. THE PROJECT TEAM**

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

- Developer - Sincere Estates, LLC
- Legal - Kaufman and Canoles
- Development Consultant - AES Consulting Engineers
- Environmental - Roth Environmental

## **III. PROJECT DESCRIPTION AND PLANNING CONSIDERATIONS**

### **Project Description**

The Chickahominy Marina was planned as part of the Chickahominy Haven residential development in the 1960's. The development installed a water canal to residential lots and provided for a Marina at the entrance to the canal system and the river. At the time of the platting of the development, the area of the marina was identified as "Commercial" on the subdivision plat. At the time of its construction and throughout the Marina's operation, it has been within the original R-2 zoning.

### **Planning Considerations**

The marina operated until the Covid pandemic which lead to portions of the facility being closed for a short period. The marina's restaurant is currently closed seeking approvals to reopen under the current owner with the intent to restore the full operations of the marina; including a small general store, boat storage, boat ramp, boat slips and the restaurant. As the Marina use isn't permitted under the current R-2 zoning ordinance, the owner is seeking to rezone the property to A-1 which permits a Marina operation with a special use permit.

## **IV. ANALYSIS OF IMPACTS TO PUBLIC FACILITIES AND SERVICES**

### **A. Water and Sewer Services**

The site is outside of the PSA and is served by private well and septic. No public water and public sanitary sewer services are anticipated.

### **B. Fire Protection and Emergency Services**

There are currently five fire stations providing fire protection and Emergency Medical

Service (EMS) to James City County. The location of the project allows for coverage by James City County Station 1, located on Forge Road which is 6.7 miles and roughly 12 minutes from the property.

### **C. Solid Waste**

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

## **V. ANALYSIS OF ENVIRONMENTAL IMPACTS**

The property has been previously developed. There are no current plans to add any impervious cover or remove any existing mature vegetation from the property. Any future improvements or upgrades to the property would require an environmental review. Existing buildings and parking exist within the Resource Protection Buffer; no expansion of buildings or parking facilities are being sought or planned within the RPA buffer.

## **VI. ANALYSIS OF STORMWATER MANAGEMENT**

For the purposes of this rezoning we understand that only new improvements would need to address current state stormwater regulations. At this time no proposed expansions to the existing buildings or parking are being proposed and therefore no stormwater is being considered. It is understood that should any improvements be necessary on the site, a site plan shall be required. As part of the site plan process, the site will need to show compliance with the state regulations and additionally will need to provide Special Stormwater Criteria measures per the regulations at the time the site plan is prepared.

## **VII. ANALYSIS OF IMPACTS TO TRAFFIC**

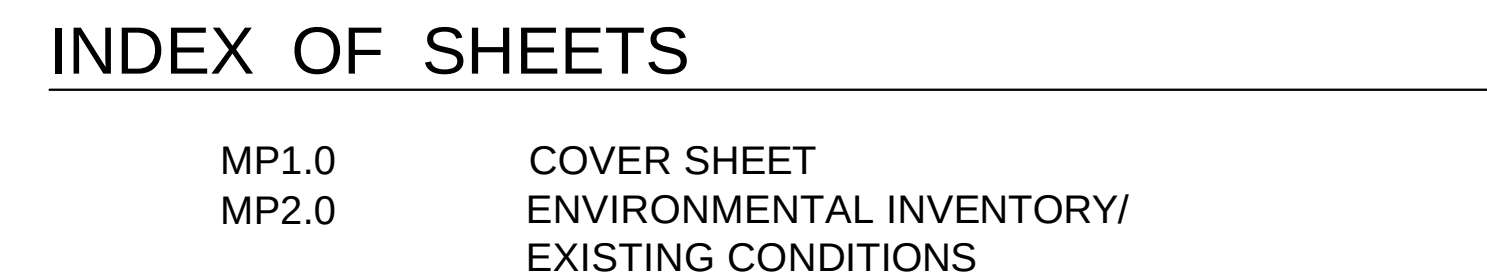
There should be no planned traffic impacts for the proposed development above the historical traffic seen on the property. Most all the vehicular traffic is from the surrounding residential communities. There is also boat access to the property.



**X. CONCLUSION**

In summary, the Chickahominy Marina has existed as a neighborhood amenity for the residents of the Haven for over 60 years. The request of this application is to permit the owner to restore the full operations of the marina facility.

- No “new” use that would expand traffic or parking demands on the neighborhood or the property.
- Anticipated changes will be in restoring or upgrades to the property and not expansion.
- The Marina was part of the original planned development and has existed along with the subdivision since the 1960’s.
- The development provides tax benefit to the County

[illegible]

|                   |                                            |
|-------------------|--------------------------------------------|
| PARCEL ID:        | 1910900012A                                |
| PROPERTY OWNERS:  | SINCERE ESTATES, LLC                       |
| PROPERTY ADDRESS: | 4125 S RIVERSIDE DRIVE<br>LANEXA, VA 23089 |
| PROPERTY ACREAGE: | 2.24 AC. ± (PER VHB PLAT)                  |
| CURRENT ZONING:   | R2 (GENERAL RESIDENTIAL)                   |
| PROPOSED ZONING:  | A-1 WITH PROFFERS                          |

(APROX. SCALE 1"=2000')

**ADS**  
CONSULTING ENGINEERS

Virginia | North Carolina | West Virginia

5248 Otie Towne Road, Suite 1  
Williamsburg, Virginia 23188  
Phone: (757) 253-0040

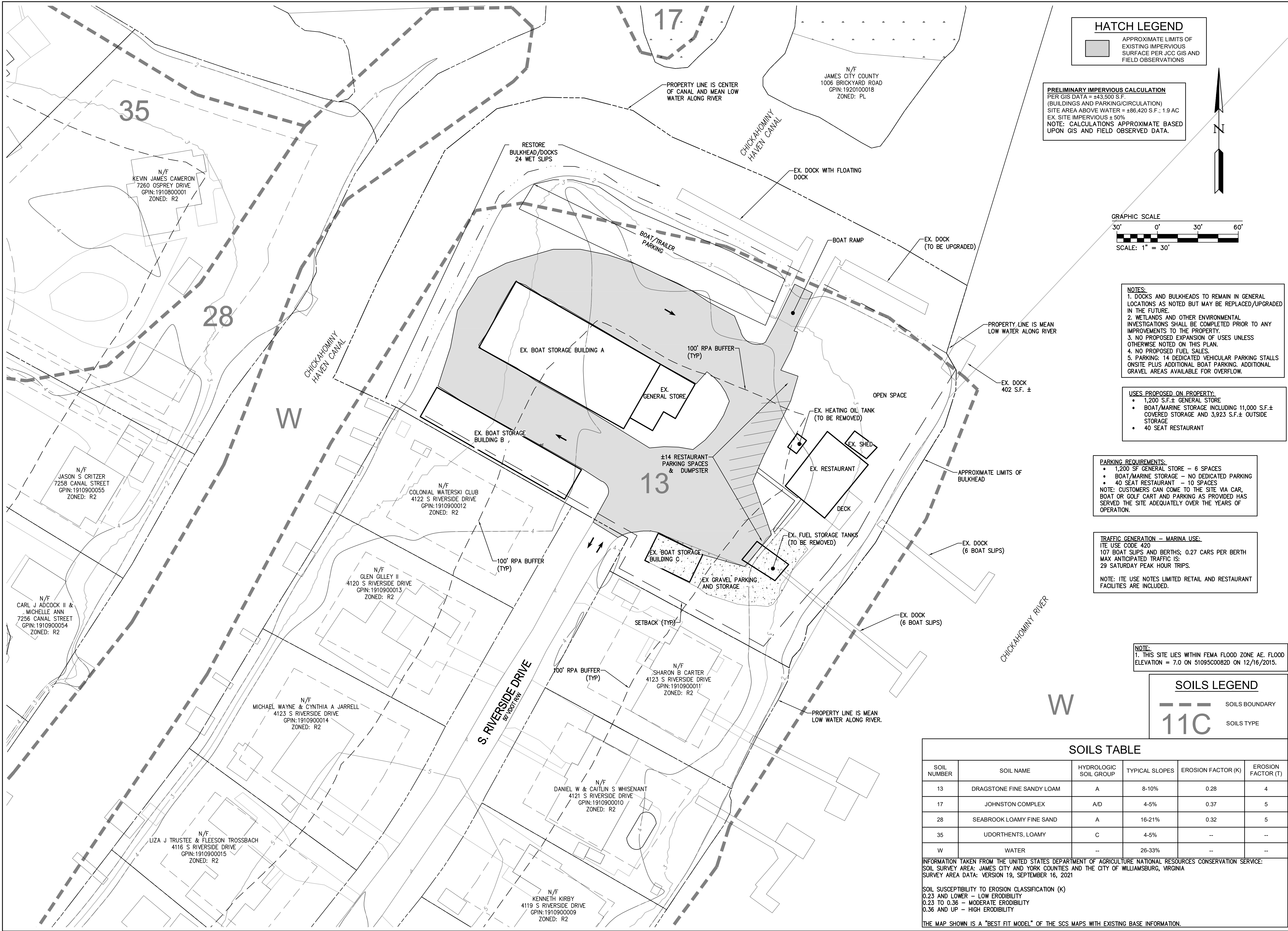
[www.adsva.com](http://www.adsva.com)

# REZONING PLAN FOR CHICKHOMINY MARINA

|                   |            |           |
|-------------------|------------|-----------|
| Project Contacts: |            | JAG       |
| Project Number:   |            | W10886-00 |
| Scale:            | Date:      |           |
| AS NOTED          | 10/17/2024 |           |
| Sheet Title:      |            |           |
| COVER SHEET       |            |           |

Sheet Number  
**MP1.0**





| Rev. | Date    | Description                                         |
|------|---------|-----------------------------------------------------|
| 1    | 1/31/25 | UPDATED NOTES AND DETAILS PER JCC PLANNING COMMENTS |
|      |         | JAG                                                 |
|      |         | Revised By                                          |

5248 Old Towne Road, Suite 1  
Williamsburg, Virginia 23185  
Phone: (757) 253-0040  
www.aesva.com

**AES**  
CONSULTING ENGINEERS

Virginia | North Carolina | West Virginia

REZONING PLAN  
FOR  
**CHICKAHOMINY MARINA**

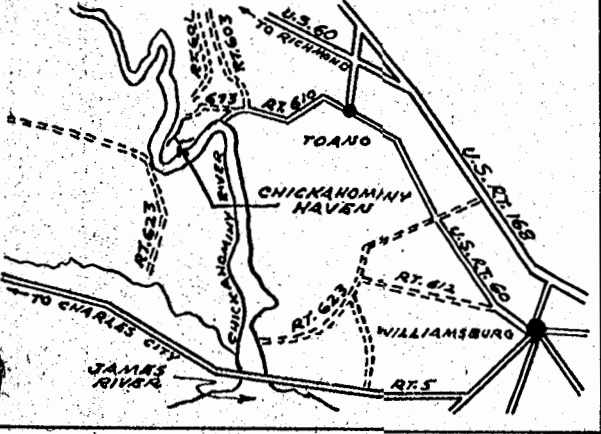
JAMES CITY COUNTY | POWHATAN DISTRICT | VIRGINIA

Project Contacts: JAG  
Project Number: W10886-00  
Scale: 1" = 30'  
Date: 10/17/2024

Sheet Title:  
**EXISTING  
CONDITIONS**

Sheet Number  
**MP2.0**



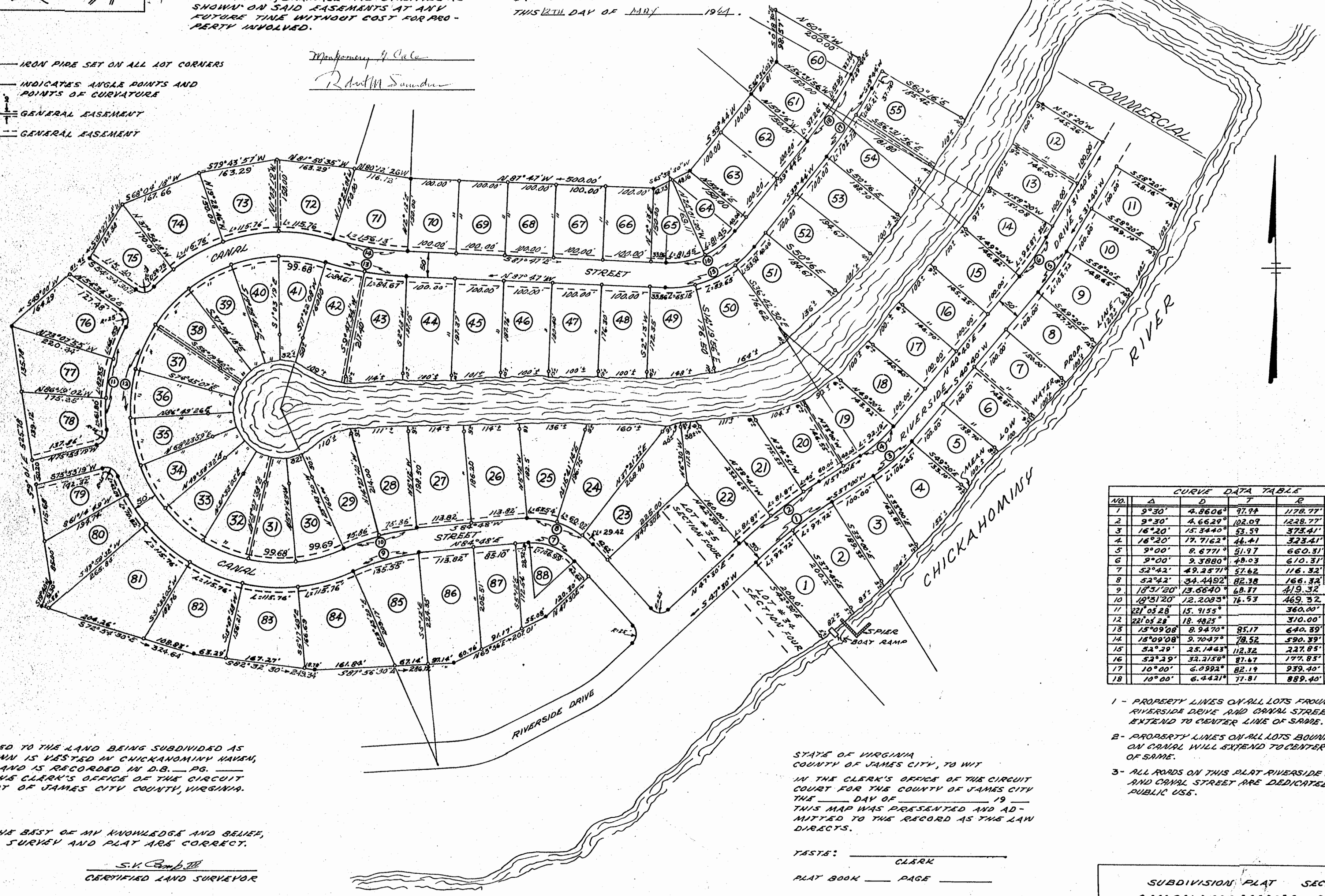


THIS PLAT OF SUBDIVISION IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES AND WISHES OF THE UNDERSIGNED OWNERS AND PROPRIETORS. THE DEDICATION OF THE STREETS AND EASEMENTS WITHIN THE LIMITS OF THIS SUBDIVISION ARE OF THE WIDTH AND EXTENT SHOWN ON THIS PLAT. THE EASEMENTS SHOWN HEREON ARE SUBJECT TO THE RIGHT OF THE OWNERS AND DEVELOPERS TO ESTABLISH ALLEYS, DRAINAGE AND UTILITIES AS SHOWN ON SAID EASEMENTS AT ANY FUTURE TIME WITHOUT COST FOR PROPERTY INVOLVED.

COUNTY OF JAMES CITY  
STATE OF VIRGINIA  
I, John C. Montgomery, A NOTARY PUBLIC DO HEREBY CERTIFY THAT THE PERSON WHOSE NAMES ARE SIGNED TO THE FOREGOING WRITING HAVE ACKNOWLEDGE THE SAME BEFORE ME IN MY COUNTY AND STATE AFORESAID UNDER MY HAND.  
THIS 27TH DAY OF MAY 1964.

- IRON PIPE SET ON ALL LOT CORNERS
- INDICATES ANGLE POINTS AND POINTS OF CURVATURE
- GENERAL EASEMENT
- GENERAL EASEMENT

Montgomery & Co.  
Robert M. Saunders



TITLED TO THE LAND BEING SUBDIVIDED AS SHOWN IS VESTED IN CHICKAHOMINY HAVEN, INC. AND IS RECORDED IN D.B. PG. IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF JAMES CITY COUNTY, VIRGINIA.

TO THE BEST OF MY KNOWLEDGE AND BELIEF, THIS SURVEY AND PLAT ARE CORRECT.

S.V. Camp III  
CERTIFIED LAND SURVEYOR

COURTLAND, VA.  
APRIL 5, 1964

Recorded 27 day of May 1964  
In 586  
D.B. No. 95 pages  
No. Blankhard Clerk

STATE OF VIRGINIA  
COUNTY OF JAMES CITY, TO WIT  
IN THE CLERK'S OFFICE OF THE CIRCUIT COURT FOR THE COUNTY OF JAMES CITY  
THE DAY OF 19  
THIS MAP WAS PRESENTED AND ADMITTED TO THE RECORD AS THE LAW DIRECTS.

WITNESSES:  
CLERK  
PLAT BOOK PAGE

| CURVE DATA TABLE |           |          |         |          |          |
|------------------|-----------|----------|---------|----------|----------|
| NO.              | Δ         | D        | T       | R        | L        |
| 1                | 9°30'     | 4.8606'  | 97.94'  | 1178.77' | 195.45'  |
| 2                | 9°30'     | 4.6629'  | 102.09' | 1228.77' | 203.74'  |
| 3                | 16°20'    | 15.3440' | 53.59'  | 373.41'  | 106.45'  |
| 4                | 16°20'    | 17.7162' | 46.41'  | 323.41'  | 92.19'   |
| 5                | 9°00'     | 8.6771'  | 51.97'  | 660.31'  | 103.72'  |
| 6                | 9°00'     | 9.3880'  | 48.03'  | 610.31'  | 95.87'   |
| 7                | 52°42'    | 49.2571' | 57.62'  | 116.32'  | 106.99'  |
| 8                | 52°42'    | 34.4492' | 82.38'  | 166.32'  | 152.98'  |
| 9                | 18°51'20" | 13.6640' | 68.77'  | 419.32'  | 135.55'  |
| 10               | 18°51'20" | 12.2085' | 76.53'  | 469.32'  | 151.72'  |
| 11               | 22°05'28" | 15.9155' |         | 360.00'  | 1389.16' |
| 12               | 22°05'28" | 18.4825' |         | 310.00'  | 1196.22' |
| 13               | 15°09'08" | 8.9470'  | 85.17'  | 640.39'  | 169.35'  |
| 14               | 15°09'08" | 9.7047'  | 78.52'  | 590.39'  | 156.13'  |
| 15               | 52°29'    | 25.1443' | 112.32' | 227.85'  | 208.71'  |
| 16               | 52°29'    | 32.2156' | 87.67'  | 177.85'  | 162.91'  |
| 17               | 10°00'    | 6.0992'  | 82.19'  | 939.40'  | 163.95'  |
| 18               | 10°00'    | 6.4421'  | 77.81'  | 889.40'  | 155.22'  |

- 1 - PROPERTY LINES ON ALL LOTS FRONTING RIVERSIDE DRIVE AND CANAL STREET WILL EXTEND TO CENTER LINE OF SAME.
- 2 - PROPERTY LINES ON ALL LOTS BOUNDING ON CANAL WILL EXTEND TO CENTER LINE OF SAME.
- 3 - ALL ROADS ON THIS PLAT RIVERSIDE DRIVE AND CANAL STREET ARE DEDICATED FOR PUBLIC USE.

SUBDIVISION PLAT SECTION NO. 8

CHICKAHOMINY HAVEN

CHICKAHOMINY HAVEN, INC. OWNERS & DEVELOPERS

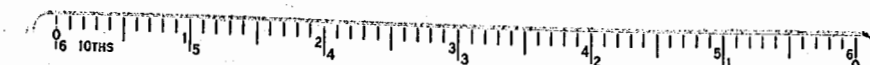
LOCATED IN POWHATAN MAG. DISTRICT, JAMES CITY COUNTY, VIRGINIA

SCALE: 1"=100'

APRIL 5, 1964

S.V. CAMP III & ASSOCIATES

CERTIFIED LAND SURVEYOR - COURTLAND, VA.





**MINUTES**  
**JAMES CITY COUNTY PLANNING COMMISSION**  
**REGULAR MEETING**  
**COUNTY GOVERNMENT CENTER BOARD ROOM**  
**101 MOUNTS BAY ROAD, WILLIAMSBURG, VA 23185**  
**April 2, 2025**  
**6:00 PM**

---

**A. CALL TO ORDER**

Dr. Allman called the meeting to order at 6 p.m.

**B. ROLL CALL**

**Planning Commissioners Present:**

Kira Allmann, Vice Chair  
Frank Polster  
Stephen Rodgers  
Jay Everson  
Scott Maye  
Crystal Haskins

**Planning Commissioners Absent:**

Jack Haldeman, Chair

**Staff Present:**

Susan Istenes, Director of Planning  
Liz Parman, Deputy County Attorney  
Christy Parrish, Zoning Administrator  
Tom Leininger, Principal Planner  
Jose Ribeiro, Senior Planner/Landscape Planner  
Terry Costello, Senior Planner  
Roberta Sulouff, Senior Planner  
Allison Jackura, Senior Planner  
Morgan Risinger, Senior Planner  
Will Albiston, Planner  
Linda Titus, Community Development Assistant  
Hannah Hunnicutt, Community Development Assistant

**C. PUBLIC COMMENT**

Dr. Allman opened Public Comment.

As no one wished to speak, Dr. Allman closed Public Comment.

**D. REPORTS OF THE COMMISSION**

Dr. Allman stated that the Policy Committee did not meet in March.

Mr. Rodgers stated that the Development Review Committee (DRC) met on March 26, 2024, to discuss two new items, SIGN-25-0032. Mason Park Subdivision Entrance Sign and C-25-0002. Solara Woods Water and Sewer Subdivision Exception Request. The DRC voted to approve the location of SIGN-25-0032. Mason Park Subdivision Entrance Sign (3-0). The applicant for C-25-0002. Solara Woods Water and Sewer Subdivision Exception Request had requested the case be deferred to the May 21, 2025, meeting. On a voice vote, the Committee voted to defer C-25-0002. Solara Woods Water and Sewer Subdivision Exception Request to the May 21, 2025, meeting.

#### **E. CONSENT AGENDA**

1. SPLN-22-0012. Ford's Village Phases A and B
2. Minutes of the March 5, 2025, Regular Meeting
3. Minutes of the March 17, 2025, Regular Meeting

Mr. Polster asked to pull SPLN-22-0012. Ford's Village Phases A and B from the Consent Agenda.

On a voice vote, the Commission voted to approve the motion. (6-0)

Mr. Polster discussed the Stormwater Management Master Plan and how it relates to the proposed Westwood Park Rezoning case in the Public Hearing.

#### **F. PUBLIC HEARING(S)**

1. SUP-24-0034. 7649 Cypress Drive Rental of Rooms

Ms. Terry Costello, Senior Planner, addressed the Commission stating that Ms. Sharon Elliot had applied for a Special Use Permit (SUP) to allow the operation of the rental of rooms at 7649 Cypress Drive. Ms. Costello explained that the rental of rooms SUP would allow for the short-term rental of one bedroom within the existing three-bedroom residence. Ms. Costello noted that the property is zoned A-1, General Agricultural, is designated Rural Lands on the Comprehensive Plan, and is located outside of the Primary Service Area (PSA).

Ms. Costello stated that staff considered the home's location, parking provisions, and that the owner would reside on-site during the time of the rentals, to be favorable factors in the evaluation of this application. Ms. Costello explained that the property has an existing driveway and parking area sufficient to accommodate guests. Ms. Costello stated that staff is recommending conditions which are intended to mitigate the impacts of the use and preserve the residential character of the home. Ms. Costello noted that such conditions include limitations on the number of rooms rented and total number of rental occupants per stay.

Ms. Costello explained that there was a previously approved SUP for a tourist home which expired due to a condition not being met within the required timeframe.

Ms. Costello stated that while staff believes that this location is generally considered appropriate for this use, staff finds that the proposal is not fully consistent with the

Comprehensive Plan recommendations for short-term rentals and therefore staff cannot recommend approval. Ms. Costello explained that should the Planning Commission wish to recommend approval to the Board of Supervisors, staff has included proposed conditions for consideration.

Ms. Sharon Elliot, 7649 Cypress Drive, Lanexa, VA, addressed the Commission stating that her previous SUP had expired due to the need for an updated Certificate of Occupancy.

Mr. Everson stated that he would not support the case as it is not consistent with the Comprehensive Plan.

Mr. Maye made a statement regarding approving cases that were not consistent with the Comprehensive Plan.

Discussion ensued.

Mr. Rodgers made a motion to recommend approval of SUP-24-0034. 7649 Cypress Drive Rental of Rooms.

On a roll call vote, the Commission voted to recommend approval. (5-1)

2. SUP-25-0001. Christ Fellowship Church of Williamsburg

Mr. Will Albiston, Planner, addressed the Commission stating that Mr. Terry Lackey had applied for a SUP on behalf of Christ Fellowship Church of Williamsburg to allow the operation of a place of public assembly and expand the existing development on the site by adding two storage sheds and a playground area at 3687 Ironbound Road and 3695 Ironbound Road. Mr. Albiston noted that the properties were approximately 4.77 acres in size, zoned R-8, Rural Residential, with Proffers and PUD-R, Planned Unit Development Residential, designated Low Density Residential on the Comprehensive Plan Land Use Map, and located inside the PSA.

Mr. Albiston explained that the Master Plan showed the existing site development with the proposed site improvements. Mr. Albiston stated that the existing site was developed with two main structures, a parking area, and a stormwater management facility. Mr. Albiston explained that the proposed site improvements solely consist of the addition of two 8-foot by 12-and-a-half-foot storage sheds and 50-foot by 50-foot playground area. Mr. Albiston noted that should this SUP be approved, any future development on the site that is not generally consistent with the Master Plan would require a Master Plan amendment to be approved by the Board of Supervisors.

Mr. Albiston stated that staff found this proposal to be compatible with surrounding development and generally consistent with the Comprehensive Plan and Zoning Ordinance. Mr. Albiston informed the Commission that staff recommended that the Planning Commission recommend approval of this application to the Board of Supervisors, subject to the proposed conditions.

Dr. Allman opened the Public Hearing.

Mr. Scott Dobson, 209 Cliftons Bluff, Williamsburg, VA, addressed the Commission in support of the project.

Mr. Terry Lackey, 8323 Barons Court, Williamsburg, VA, addressed the Commission in support of the project.

Mr. S. Aden Digges, 3701 Ironbound Road, Williamsburg, VA, addressed the Commission in support of the project with the condition that a parking lot expansion would not be proposed in the future.

Dr. Allman closed the Public Hearing.

Mr. Polster inquired about the Master Plan and if the Christ Fellowship Church of Williamsburg were to try to expand the parking lot, would they need to reapply for an SUP.

Mr. Albiston explained the Zoning Ordinance gives the Planning Director the authority to make interpretations and judgements on whether proposed development is consistent with an approved Master Plan. If found inconsistent, a Master Plan amendment would need to be submitted to the Planning Commission and the Board of Supervisors.

Mr. Everson made a motion to approve SUP-25-0001. Christ Fellowship Church of Williamsburg with the proposed conditions.

On a roll call vote, the Commission voted to recommend approval. (6-0)

3. Z-24-0012/SUP-24-0023. Chickahominy Haven Marina - Rezoning and Special Use Permit (R-2 to A-1)

Ms. Roberta Sulouff, Senior Planner, addressed the Commission stating that Mr. Jason Grimes of AES Consulting Engineers, had applied on behalf of Sincere Estates, LLC, to rezone the site of the Chickahominy Haven Marina from R-2, General Residential to A-1, General Agricultural, with proffers. Ms. Sulouff explained that along with the rezoning, the applicant is requesting an SUP to allow for the legal operation of the existing marina and existing and proposed accessory uses including a restaurant, boat storage, boat trailer parking, a general store, wet slips, docks and piers. Ms. Sulouff noted that the subject property is located outside the PSA, zoned R-2, General Residential, and is designated Rural Lands on the Comprehensive Plan.

Ms. Sulouff stated that this lot is shown on the 1965 Master Plan for the Chickahominy Haven subdivision as a commercial lot, but the plat predates the Zoning Ordinance. Ms. Sulouff explained that when the site received a zoning designation of R-2, it had been operating as a commercial Marina for several years. Ms. Sulouff noted that boating facilities associated with homeowners associations (HOA) were permitted uses in the R-2 zoning District; however, this marina is owned and operated privately and has operated as a legal nonconformity for much of its existence. Ms. Sulouff explained that many uses on the site, including the general store, restaurant, and wet slip rentals have lost their legally nonconforming status as they have ceased operation for a period of over two years.



Ms. Sulouff stated that the new owners of the marina wished to reestablish those uses, but reestablishing the uses is not permitted in the current zoning district. Ms. Sulouff explained that renovations of structures related to uses that have maintained their legally nonconforming status were limited by the Zoning Ordinance, to avoid the expansion of nonconforming uses.

Ms. Sulouff stated that the applicant requested a rezoning to the A-1 Zoning District, which permits marinas and their accessory uses by SUP. Ms. Sulouff explained that the applicant had proffered to exclude all other uses permitted in the A-1 District aside from the marina and its accessory uses. Ms. Sulouff noted that staff had also proposed SUP conditions which would mitigate impacts of the use, and provide an opportunity to address existing issues on the site, such as parking nonconformities and unaddressed stormwater runoff.

Ms. Sulouff stated that with the conditions and draft proffers, staff found that the proposal was compatible with surrounding zoning and development and consistent with the Comprehensive Plan.

Ms. Sulouff stated that staff recommended that the Planning Commission recommend approval of the proposed Rezoning and SUP applications to the Board of Supervisors, subject to the attached conditions and proffers.

Dr. Allman opened the Public Hearing.

Mr. James Cumming, 100 Lakeview Drive, Toano VA, addressed the Commission in support of the proposed project, stating that the goal of the proposed project was to bring the marina back to its previous operation.

Mr. Steven Barone, 7464 Little Creek Dam Road, Toano VA, addressed the Commission in support of the proposed project.

Mr. Logan Hall, 1102 Hitchens Lane, Williamsburg VA, addressed the Commission in support of the proposed project.

Dr. Allman closed the Public Hearing.

Mr. Polster stated that Mr. Haldeman had visited the site of the marina and was in support of the proposed project.

Discussion ensued.

Mr. Rodgers raised concerns about potential noise from special events held at the marina.

Ms. Sulouff explained that any special events would have to be permitted and abide by the Noise Ordinance.

Mr. Polster made a motion to recommend approval of Z-24-0012/SUP-24-0023. Chickahominy Haven Marina - Rezoning and Special Use Permit (R-2 to A-1) with conditions.

On a roll call vote, the Commission voted to recommend approval. (6-0)

4. SUP-24-0032. 232 Lakeview Drive

Mr. Jose Ribiero, Senior Planner/Landscape Planner, addressed the Commission stating that SUP-24-0032. 232 Lakeview Drive had been deferred to this meeting on April 2, 2025, to allow time for the applicant to have the 100-foot Resource Protection Area (RPA) delineated. Mr. Ribiero noted that the applicant had contracted Stantec to delineate the RPA. Mr. Ribiero explained that Stantec evaluated the results of the recent delineation of on-site features within 100 feet of the project area to determine the extent of the RPA buffer associated with the Little Creek Reservoir. Mr. Ribiero confirmed that the storage area is located outside the 100-foot RPA. Mr. Ribiero stated that there was no need to have this project evaluated by the Chesapeake Bay Board as the RPA was not impacted by this proposal.

Mr. Ribiero stated that Mr. James Beavers of Williamsburg Contracting, LLC, had applied for an SUP to allow for a contractor's office and storage of vehicles and equipment on his property located at 232 Lakeview Drive. Mr. Ribiero noted that the property is zoned A-1, General Agricultural, and designated as Rural Lands and Community Character Conservation, Open Space, or Recreation on the Comprehensive Plan. Mr. Ribiero explained that a contractor's office and storage yard required an SUP on properties zoned A-1, General Agricultural.

Mr. Ribiero stated that Mr. Beavers currently operates his business without the required SUP. Mr. Ribiero explained that if the SUP application was approved, the land use would come into compliance with current zoning regulations. Mr. Ribiero noted that all reviewing agencies had evaluated this application.

Mr. Ribiero stated that the property is designated as Rural Lands and Community Character Conservation, Open Space, or Recreation on the Comprehensive Plan Land Use Map.

Mr. Ribiero explained that appropriate primary uses in Rural Lands include traditional agricultural and farming activities, but home-based occupations, or certain uses that require low-intensity settings relative to the site in which it would be located may be considered in a case-by-case review. Mr. Ribiero noted that staff found the proposed scale of the business to be low intensity, which would not negatively impact the natural and rural character of the area.

Mr. Ribiero stated that per the Comprehensive Plan, land uses that were most appropriate for the Community Character Conservation, Open Space, or Recreation designation were those that currently contribute to the rural, historic, and scenic character of the County.

Mr. Ribiero explained that the current use of this property is not consistent with the Community Character Conservation, Open Space, or Recreation designation of the Comprehensive Plan, but the use has already been established in this area as of 2019. Mr. Ribiero stated that Condition No. 4 prohibits parking, storage of equipment and vehicles, and additional soil disturbance within 15 feet of the RPA buffer and Condition No. 11 that limits the number of vehicles that can be parked on-site to ensure that the area subject to this SUP would not expand further into the Conservation, Open

Space, or Recreation area. Mr. Ribeiro noted that the proposed new Condition No. 12 further prohibits development within this Comprehensive Plan designation.

Mr. Ribeiro stated that staff recommends the Planning Commission recommend approval of this application to the Board of Supervisors, subject to the proposed conditions.

Mr. Polster commended Mr. Ribeiro for including a map with the RPA buffer and noted that the applicant had been placing drip pans under the equipment to prevent spillage.

Discussion ensued.

Dr. Allman opened the Public Hearing.

Ms. Amanda Beavers and Mr. James Beavers, 232 Lakeview Drive, Toano, VA, addressed the Commission and explained that the site is only used for storage of equipment, and no work is done on the property.

Dr. Allman closed the Public Hearing.

Mr. Polster thanked the applicant for moving forward with the RPA delineation as instructed and stated that he intends to support the proposed project.

Mr. Rodgers made a motion to recommend approval of SUP-24-0032. 232 Lakeview Drive with the proposed conditions.

On a roll call vote, the Commission voted to recommend approval. (6-0)

5. Z-24-0014 & MP-25-0001. Fort Magruder Mixed Use Rezoning

Ms. Allison Jackura, Senior Planner, addressed the Commission regarding the rezoning of the Fort Magruder Hotel and Conference Center property located at 6945, 6927, and 6951 Pocahontas Trail. Ms. Jackura stated that the proposed Rezoning and Master Plan is to convert the existing hotel and conference space into 126 apartments and 32,000 square feet of commercial space. Ms. Jackura explained that the applicant is proposing to rezone the property to MU, Mixed Use.

Ms. Jackura stated that 40% of the residential units would be designated as affordable and workforce housing, which is proffered by the applicant. Ms. Jackura explained that the existing landscape buffers that were required by the Ordinance to exist in Mixed Use districts were to be retained and enhanced. Ms. Jackura noted that existing vegetation that needs to be removed would be identified and enhanced landscaping would be planted.

Ms. Jackura explained that the parking lot would be brought into compliance with the current requirements, with landscape islands being installed and required access aisles added to ADA accessible parking spaces. Ms. Jackura noted that stormwater facilities would be brought into compliance with current requirements, and details would be addressed during the site plan process if the case is approved. Ms. Jackura stated that the total impervious surface of this property is approximately 75% and with the

proposed landscape islands in the parking lot, the impervious surface would be reduced to approximately 70%. Ms. Jackura noted that the existing indoor and outdoor pools were proffered to remain as recreational amenities, as well as the 1.1-acre Civil War era redoubt located on the property.

Ms. Jackura explained that the front landscaping is required to be an average of 30 feet in depth, and the applicants have stated that they would be expanding slightly to come into compliance with the requirement. Ms. Jackura noted that the fencing, stockade wall, and canons would be removed from the landscape buffer and the side and rear buffers would be retained as a provision granted by the Planning Director. She noted that the condition being that the same quantity of vegetation be planted in the buffers.

Ms. Jackura stated that the architecture of the building would remain, and the existing canopy affixed to the entrance and roundabout in the parking lot would be removed to create more space.

Ms. Jackura noted that the property is designated Mixed Use according to the Comprehensive Plan and the proposal does align with the Comprehensive Plan. Ms. Jackura stated that the proposed plan meets the updated Code and Ordinance requirements and passes most adopted policies. Ms. Jackura noted that the proposed plan does not meet the Parks & Recreation Facilities Guidelines, but staff did note that there were constraints in regard to how the guidelines were written and the nature of the property itself, specifically the Civil War Era redoubt, which prevents the ability to put a playground. Ms. Jackura noted that the development already exists, which limits the options of what they can do but they have proffered additional amenities.

Ms. Jackura stated that staff recommended the Planning Commission recommend approval of Z-24-0014 with proffered conditions and MP-25-0001 to the Board of Supervisors.

Mr. Vernon Geddy, 1177 Jamestown Road Williamsburg, VA, addressed the Commission stating that he was representing Conserve Holdings, LLC. Mr. Geddy stated that Conserve Holdings, LLC, is a real estate investment company that owns and operates several multifamily properties in the County. Mr. Geddy noted that the Fort Magruder Hotel and Conference Center property is under contract with Conserve Holdings, LLC.

Mr. Geddy explained that the proposed project is for the adoptive reuse of an underutilized property through a multi-million dollar renovation to provide quality affordable, workforce, and market-rate housing and commercial space. Mr. Geddy noted that the fact that it is an adoptive reuse of an existing property creates a few challenges under the Zoning Ordinance.

Mr. Geddy stated that 40% of the proposed residential units are proffered as workforce and affordable housing. Mr. Geddy noted that the plan passes the Adequate Public Schools Facilities Test and Adequate Transportation Facilities Test, and there is a proffer to create an updated traffic study if necessary.

Dr. Haskins asked Mr. Geddy to clarify the distinction between market rate and affordable workforce housing, and what the additional 60% of housing would be.



Mr. Geddy explained that 60% of housing would be at the market rate price, while the 40% of affordable and workforce housing would follow the policy of 60%, 80%, and 120% of the Area Median income (AMI). Mr. Geddy noted that the range of each would vary based on family size.

Discussion ensued.

Dr. Allman opened the Public Hearing.

Ms. Allison Woodard, 11 Heath Place, Newport News, VA, addressed the Commission as a representative of the Williamsburg Battlefield Association and advocated for the preservation of the Civil War redoubt on the property.

Ms. Bonnie Smith, 301 Lewis Burwell Place, Williamsburg, VA, addressed the Commission with concerns about the proposed project.

Dr. Allman closed the Public Hearing.

Mr. Polster asked the applicants to confirm if the restaurant on the property would be retained.

Mr. Geddy confirmed that there would be a restaurant with a commercial kitchen.

Discussion ensued.

Mr. Polster made a motion to recommend approval of Z-24-0014 & MP-25-0001. Fort Magruder Mixed Use Rezoning.

On a roll call vote, the Commission voted to recommend approval. (6-0)

6. Z-23-0004/MP-23-0001. Westwood Park Rezoning

Ms. Morgan Risinger, Senior Planner, addressed the Commission stating that Mr. Jason Grimes of AES Consulting Engineers, and Mr. Vernon Geddy of Geddy, Harris, Franck, and Hickman, had applied on behalf of ABVA Development to rezone approximately 79.56 acres of property located at 4601 Ironbound Road. Ms. Risinger stated that the property is currently zoned PL, Public Land, is inside the PSA, and is designated Federal, State, or County Land on the Comprehensive Plan.

Ms. Risinger explained that the application requested to rezone the property from PL, Public Lands to PUD-R, Planned Unit Development Residential. Ms. Risinger stated that the proposed development includes a maximum of 186 residential dwellings, of which 86 would be single-family detached units and 100 would be single-family attached and multifamily units. Ms. Risinger noted that this corresponds to a proposed residential density of 3.44 units per developable acre. Ms. Risinger explained that 20% of the homes, or 38 homes, would be made affordable for those making up to 80% of the AMI and the proposal also includes a maximum of 40,000 square feet of commercial and office uses.

Ms. Risinger stated that the proposed landscape buffers for the site include a 50-foot-wide buffer from the properties adjacent to Discovery Park Boulevard and a 100-foot-

wide buffer from the properties along Rollison Drive in New Town. Ms. Risinger explained that a 150-foot-wide buffer would also be provided from Route 199. Ms. Risinger noted that the proposed recreational amenities include a swimming pool and bathhouse, at least six acres of passive parks including areas for picnics and grilling, two playgrounds, and at least 3,000 linear feet of soft-surface trails.

Ms. Risinger explained that the proposed residential density requires two density bonus points for the development and to meet the required density bonus points, the applicants have proposed to undertake a stormwater management facility retrofit at the Courthouse Green development which is in the same subwatershed. Ms. Risinger stated that staff found that this bonus point item was met and corresponds to 1.5 density bonus points. Ms. Risinger explained that the applicants have also proposed binding design guidelines and staff found that this bonus point item was met and corresponds to 0.5 density bonus points.

Ms. Risinger stated that the property is located in the Powhatan Creek watershed and was reviewed for consistency with the Watershed Master Plan. Ms. Risinger explained that in addition to the stormwater management facility retrofit proposed for bonus points, the application also proposes another stormwater management facility retrofit in New Town Block 8 as well as a stormwater management facility outfall repair near the SunTrust Building in New Town. Ms. Risinger noted that the application also ensured the submission of a Master Stormwater Plan where all stormwater management facility outfalls had outlet protection designed for 100-year storm events, and compliance with the most updated version of the County's Special Stormwater Criteria. Ms. Risinger stated that staff found that the application was consistent with the Powhatan Creek Watershed Master Plan.

Ms. Risinger explained that during the Comprehensive Plan update process, a Land Use (LU) application, LU-20-0002, was submitted requesting to change the LU designation for this portion of the property from Federal, State, or County Land to the Mixed Use - New Town designation. Ms. Risinger stated that at its June 24, 2021, meeting, the Planning Commission recommended approval of the Comprehensive Plan including the land use application. Ms. Risinger noted that following consideration by the Board of Supervisors, the LU application was deferred to be reviewed concurrently with the Rezoning application and guidance was received to change the proposed LU designation to Mixed Use - Eastern State. Ms. Risinger stated that staff found the application consistent with the proposed draft language for the Mixed Use - Eastern State designation.

Ms. Risinger stated that staff found several factors favorable for the application, including that the proposal is consistent with the Zoning Ordinance, Comprehensive Plan, and workforce and affordable housing recommendations. Ms. Risinger also noted that the proposal is expected to have a positive cumulative fiscal impact, passes the Adequate Public Schools Facilities Test, Adequate Transportation Facilities Test, and satisfied the requirement for two density bonus points. Ms. Risinger stated that Parks & Recreation Department staff found the proposed amenities consistent with the Parks & Recreation Master Plan.

Ms. Risinger stated that staff found the application included mitigation for potential impacts and had no unfavorable factors. Ms. Risinger noted that staff had received correspondence from citizens, which was provided to the Planning Commission.

Ms. Risinger stated that staff recommends that the Planning Commission recommend approval of the proposed rezoning application to the Board of Supervisors, subject to the proposed proffers.

Dr. Allman asked for clarification on the steps of this process, and what would occur prior to ground being broken on the site.

Ms. Risinger stated that there were two proffers proposed, one being that a Stormwater Management Master Plan be submitted three months prior to a development plan for the property. This Master Plan would be reviewed by the Stormwater and Resource Protection Division. Ms. Risinger noted that there would also be a Utility Master Plan required for the James City Service Authority staff to review the proposed utility infrastructure would be and if there were any off-site improvements required.

Dr. Allman asked if the development plan would come back to the Planning Commission.

Ms. Risinger explained that major subdivisions were subject to approval through the Planning Commission, but not as a public hearing.

Mr. Rodgers asked what would happen if the Stormwater Management Master Plan did not work.

Ms. Risinger explained that the Stormwater Management Master Plan must be approved before any final development plan is approved.

Dr. Allman opened the Public Hearing.

Mr. Vernon Geddy, 1177 Jamestown Road, Williamsburg, VA, addressed the Commission stating that he was representing ABVA Development. Mr. Geddy explained that the property is currently being sold by the Commonwealth of Virginia. Mr. Geddy noted that this project has been worked on for approximately five years and after receiving feedback from the Board of the New Town Residential Association, several changes had been made to the proposed development.

Dr. Allman asked Mr. Geddy if the capital contribution to the HOA would be a monthly payment.

Mr. Geddy explained that there is typically a one-time capital contribution when the property is purchased, and monthly payments would be billed based on the HOAs assessment of the funds it would need.

Dr. Allman asked if the HOA contribution is factored in the cost of the proposed affordable and workforce housing.

Mr. Mike Youngblood, 4808 Courthouse Street, Williamsburg, VA, explained that the cost of the HOA fee for market-rate housing would differ from the affordable and workforce housing.

Discussion ensued.

Dr. Allman opened the Public Hearing.

Mr. Jack Espinal, 4615 Town Creek Drive, Williamsburg, VA, addressed the Commission in support of the proposed project.

Ms. Ann Hewitt, 147 Raleigh Street, Williamsburg, VA, addressed the Commission with concerns about the proposed project.

Mr. Ken Goldsmith, 258 Sandy Bay Road, Williamsburg, VA, a representative of Friends of Powhatan Creek, addressed the Commission with concerns about the proposed project.

Dr. Allman closed the Public Hearing.

Mr. Polster commended staff and the applicant for their work on the proposed project but brought up concerns regarding the Powhatan Creek watershed.

Mr. Everson asked Mr. Polster what he would like the applicants to do regarding the concerns about the health of the Powhatan Creek watershed.

Discussion ensued.

Mr. Geddy stated that current problems with the Powhatan Creek watershed stem from Tewning Road and Eastern State, where water is flowing with no stormwater management. Mr. Geddy explained that the applicants had initially offered to design a stream restoration plan, but the County did not have a Capital Improvement Plan in place to accept money for restoration. Mr. Geddy noted that with the uninhibited water coming from upstream, it was likely that any stream restoration would eventually be destroyed.

Discussion continued.

Mr. Everson asked Ms. Risinger if the issue with the stream would be addressed in a Stormwater Management Master Plan.

Ms. Risinger stated that she did not believe it would include a requirement to restore the stream, but it would look at the quality and quantity of the stormwater on-site.

Mr. Everson asked if the purpose of the Stormwater Management Master Plan was to not make the current situation worse.

Ms. Risinger stated that the Master Plan was to handle the stormwater from the proposed development.

Discussion continued.

Mr. Polster asked staff if the Board of Supervisors would have to approve any proposed development on the property.



Ms. Risinger stated that the project would not be possible without approval of the Rezoning application.

Discussion continued.

Mr. Polster made a motion to recommend denial of Z-23-0004/MP-23-0001. Westwood Park Rezoning to the Board of Supervisors.

On a roll call vote, the Planning Commission voted to recommend denial. (5-1)

**G. PLANNING COMMISSION CONSIDERATIONS**

There were no items for consideration.

**H. PLANNING DIRECTOR'S REPORT**

1. Planning Director's Report - April 2025

Ms. Istenes reminded the Commissioners about the Board of Supervisors coverage chart attached to the Planning Director's Report.

**I. PLANNING COMMISSION DISCUSSION AND REQUESTS**

Mr. Polster discussed how the Stormwater Management Master Plan is not required and stated that he would like to see it become a requirement.

Mr. Everson disagreed, stating it was too large of an expense to expect from applicants before the proposed plans were approved.

Discussion ensued.

**J. ADJOURNMENT**

Dr. Allman asked for a motion to adjourn.

Mr. Rodgers made a motion to adjourn.

The meeting was adjourned at approximately 6:39 p.m.

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Susan Istenes, Secretary

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Kira Allman, Vice Chair

## MEMORANDUM

DATE: May 13, 2025

TO: The Board of Supervisors

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

SUBJECT: Disposal of County Property Located at 4601 Ironbound Road

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The property located at 4601 Ironbound Road, as shown on the attached location map, is part of Eastern State Hospital and is an approximately 14-acre portion of the property that has been declared surplus property by the Commonwealth of Virginia.

Regarding disposition of this property, the following language was included in the adopted 2023 Virginia State Budget:

“The Department of General Services, in cooperation with the Department of Behavioral Health and Developmental Services, shall work with James City County to identify a minimum of 10 acres on the Eastern State Hospital site for the location of a new facility for Colonial Behavioral Health, which may or may not include a joint facility with Olde Towne Medical Center. The subject acres shall be transferred to James City County upon such terms and conditions as may be agreed to by the parties.”

Colonial Behavioral Health (CBH) now has an identified need for the property and has requested its transfer. CBH was awarded a \$12 million contract from the state to construct a Crisis Services Center. The new building will house CBH Emergency Services, many Crisis Intervention Team Assessment Center functions such as Mobile Crisis, a Crisis Receiving Center, and Crisis Stabilization Unit services. The remainder of the approximately 14-acre property will be developed at a later point as CBH continues to develop its long-term space needs assessment and its long-term facilities master plan.

Consistent with the requirements of the adopted State Budget language, staff recommends approval of the attached resolution authorizing the County Administrator to execute those documents necessary to transfer the property to Colonial Behavioral Health.

PDH/md  
PropDisp4601Irnbd-mem

Attachments:

1. Resolution
2. Location Map

## RESOLUTION

### DISPOSAL OF COUNTY PROPERTY LOCATED AT 4601 IRONBOUND ROAD

WHEREAS, the adopted 2023 Virginia State Budget states that “[t]he Department of General Services, in cooperation with the Department of Behavioral Health and Developmental Services, shall work with James City County to identify a minimum of 10 acres on the Eastern State Hospital site for the location of a new facility for Colonial Behavioral Health, which may or may not include a joint facility with Olde Towne Medical Center. The subject acres shall be transferred to James City County upon such terms and conditions as may be agreed to by the parties”; and

WHEREAS, the Commonwealth of Virginia has transferred a 14.131 ±-acre parcel of property more particularly shown on that certain plat entitled “SUBDIVISION OF THE PROPERTY OF COMMONWEALTH OF VIRGINIA DEPARTMENT OF BEHAVIORAL AND DEVELOPMENTAL SERVICES JAMESTOWN DISTRICT JAMES CITY COUNTY, VIRGINIA” prepared by Timmons Group dated February 26, 2025, (the “Property”) to James City County (the “County”) at no charge to the County with the intent that the County transfer it to Colonial Behavioral Health (“CBH”); and

WHEREAS, CBH was awarded a \$12 million contract from the state to construct a Crisis Services Center on the property and has asked that the County transfer it to them as soon as possible so that it may begin construction upon it; and

WHEREAS, the Board of Supervisors, following a public hearing, is of the opinion that the County should transfer the property to CBH, via its property holding corporation, Colonial Community Services, Inc.

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 transfer the property to Colonial Community Services, Inc., the property holding corporation of Colonial Behavioral Health.

\_\_\_\_\_  
James O. Icenhour, Jr.  
Chair, Board of Supervisors

ATTEST:

\_\_\_\_\_  
Teresa J. Saeed  
Deputy Clerk to the Board

HIPPLE  
NULL  
LARSON  
MCGLENNON  
ICENHOUR

VOTES

| <u>AYE</u> | <u>NAY</u> | <u>ABSTAIN</u> | <u>ABSENT</u> |
|------------|------------|----------------|---------------|
| _____      | _____      | _____          | _____         |
| _____      | _____      | _____          | _____         |
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| _____      | _____      | _____          | _____         |
| _____      | _____      | _____          | _____         |

Adopted by the Board of Supervisors of James City County, Virginia, this 13th day of May, 2025.



# Disposal of County Property





## MEMORANDUM

DATE: May 13, 2025

TO: The Board of Supervisors

FROM: Sharon B. McCarthy, Director, Financial and Management Services

SUBJECT: Fiscal Year 2026 Budget Appropriation

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Attached is a resolution to appropriate the Fiscal Year (FY) 2026 Budget. The resolution reflects the County Administrator's Proposed Budget and the changes made by the Board at the Budget meetings.

The attached errata sheet details these changes.

SBM/ap  
FY26BdgtAppn-mem

Attachment

## RESOLUTION

### FISCAL YEAR 2026 BUDGET APPROPRIATION

WHEREAS, the County Administrator has prepared a Proposed Budget for the fiscal year beginning July 1, 2025, and ending June 30, 2026, and a five-year Capital Improvement Program, four years of which are for information and fiscal planning purposes only; and

WHEREAS, it is now necessary to appropriate funds to carry out the activities proposed therein for the fiscal year beginning July 1, 2025, and ending June 30, 2026, and to set tax rates on real estate, tangible personal property, and machinery and tools, to provide certain revenue in support of those appropriations.

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

1. The following amounts are hereby appropriated in the Fiscal Year (FY) 2026 General Fund for the offices and activities in the amounts as shown below:

| <u>GENERAL FUND REVENUES:</u>                      | <u>FY 2026</u>       |
|----------------------------------------------------|----------------------|
| General Property Taxes                             | \$185,653,000        |
| Other Local Taxes                                  | 47,445,000           |
| Licenses, Permits, and Fees                        | 2,018,000            |
| Fines and Forfeitures                              | 189,500              |
| Use of Money and Property                          | 775,000              |
| Commonwealth                                       | 16,427,500           |
| Federal Government                                 | 9,000                |
| Charges for Services                               | 9,938,000            |
| Miscellaneous                                      | 235,000              |
| Use of Fund Balance - Prior Year School Surplus    | <u>1,000,000</u>     |
| Total Revenues                                     | \$263,690,000        |
| Use of Fund Balance - Transfer to Capital Projects | <u>4,000,000</u>     |
| Total Revenues & Other Funding Sources             | <u>\$267,690,000</u> |
| <br><u>GENERAL FUND EXPENDITURES:</u>              | <br><u>FY 2026</u>   |
| General Administration                             | \$ 5,524,010         |
| Court Services                                     | 6,376,350            |
| Public Safety                                      | 43,392,620           |
| Financial Administration                           | 8,057,720            |
| Information Resources Management                   | 6,931,300            |
| Community Development                              | 4,727,660            |
| General Services                                   | 19,625,130           |
| Parks & Recreation                                 | 10,101,830           |

|                                                    |                      |
|----------------------------------------------------|----------------------|
| Contribution to Williamsburg-James City County     |                      |
| (WJCC) Schools - Operations                        | 100,303,140          |
| Contribution to WJCC Schools - Debt Service        | 13,692,430           |
| Contribution to Williamsburg Regional Library      | 6,305,170            |
| Contributions to Outside Entities                  | 9,030,850            |
| Transfers to Other Funds                           | 28,942,650           |
| Nondepartmental                                    | <u>679,140</u>       |
| Total Expenditures                                 | \$263,690,000        |
| Use of Fund Balance - Transfer to Capital Projects | <u>4,000,000</u>     |
| Total Expenditures and Other Funding Uses          | <u>\$267,690,000</u> |

The appropriation for education includes \$100,303,140 as a local contribution to the WJCC Schools operations, of which \$100,253,400 represents the County's contribution directly to the Schools and \$49,740 represents the County's payment of compensation to the School Board.

2. That the tax rates be set for the amounts shown below and revenues appropriated in the following classifications:

TAX RATES:

|                                                                |        |
|----------------------------------------------------------------|--------|
| Real Estate on each \$100 assessed value                       | \$0.83 |
| Tangible Personal Property on each \$100 assessed value        | \$4.00 |
| Machinery and tools on each \$100 assessed value               | \$4.00 |
| Boats, weighing 5 tons or more, on each \$100 assessed value   | \$1.00 |
| Boats, weighing less than 5 tons, on each \$100 assessed value | \$3.50 |

3. That the following amounts are hereby appropriated in other budgets in FY 2026 for the activities in the amounts as shown below:

CAPITAL PROJECTS FUND:

Revenues:

|                                             |                      |
|---------------------------------------------|----------------------|
| Transfer from General Fund                  | \$5,984,500          |
| 1% Additional Sales Tax                     | 6,650,000            |
| Cigarette Tax                               | 500,000              |
| General Fund - Fund Balance                 | 4,000,000            |
| General Fund - Fund Balance (WJCCS Surplus) | 7,392,245            |
| Capital Projects - Fund Balance             | 7,392,930            |
| Tourism Revenue                             | 550,000              |
| Proffers                                    | 500,000              |
| Grants and Donations                        | 378,525              |
| City of Williamsburg                        | 76,800               |
| Bond Proceeds                               | <u>91,853,000</u>    |
| Total Capital Projects Fund Revenues        | <u>\$125,278,000</u> |

Expenditures:

|                               |                  |
|-------------------------------|------------------|
| Schools                       | \$20,816,000     |
| General Services              | 11,500,000       |
| Williamsburg Regional Library | 16,780,000       |
| Public Safety                 | 3,282,000        |
| Parks and Recreation          | 3,400,000        |
| Community Development         | <u>4,000,000</u> |

|                                          |                      |
|------------------------------------------|----------------------|
| Total Capital Projects Fund Expenditures | <u>\$125,278,000</u> |
|------------------------------------------|----------------------|

DEBT SERVICE FUND:

Revenues:

|                                      |                     |
|--------------------------------------|---------------------|
| Transfer from General Fund - Schools | \$13,692,430        |
| Transfer from General Fund - Other   | 9,807,570           |
| Debt Service - Fund Balance          | 907,500             |
| Qualified School Construction Bonds  | <u>42,500</u>       |
| Total Debt Service Fund Revenues     | <u>\$24,450,000</u> |

Expenditures:

|                                      |                     |
|--------------------------------------|---------------------|
| Total Debt Service Fund Expenditures | <u>\$24,450,000</u> |
|--------------------------------------|---------------------|

TOURISM INVESTMENT FUND:

|           |                    |
|-----------|--------------------|
| Revenues: | <u>\$3,502,000</u> |
|-----------|--------------------|

|               |                    |
|---------------|--------------------|
| Expenditures: | <u>\$3,502,000</u> |
|---------------|--------------------|

VIRGINIA PUBLIC ASSISTANCE FUND:

|           |                    |
|-----------|--------------------|
| Revenues: | <u>\$8,688,270</u> |
|-----------|--------------------|

|               |                    |
|---------------|--------------------|
| Expenditures: | <u>\$8,688,270</u> |
|---------------|--------------------|

HOUSING AND NEIGHBORHOOD DEVELOPMENT FUND:

|           |                    |
|-----------|--------------------|
| Revenues: | <u>\$4,311,630</u> |
|-----------|--------------------|

|               |                    |
|---------------|--------------------|
| Expenditures: | <u>\$4,311,630</u> |
|---------------|--------------------|

COLONIAL COMMUNITY CORRECTIONS FUND:

|           |                    |
|-----------|--------------------|
| Revenues: | <u>\$1,590,980</u> |
|-----------|--------------------|

|               |                    |
|---------------|--------------------|
| Expenditures: | <u>\$1,590,980</u> |
|---------------|--------------------|

SPECIAL PROJECTS/GRANTS FUND:

|           |                    |
|-----------|--------------------|
| Revenues: | <u>\$2,292,930</u> |
|-----------|--------------------|

|               |                    |
|---------------|--------------------|
| Expenditures: | <u>\$2,292,930</u> |
|---------------|--------------------|

4. The County Administrator or his/her designee be authorized to adjust the appropriation for the 3/5 Room Tax dollar per dollar for any amount collected over or below the original appropriation amount.
5. The County Administrator or his/her designee be authorized to adjust the appropriation for the Additional \$2 per Night Room Tax dollar per dollar for any amount collected over or below the original appropriation amount.
6. The County Administrator or his/her designee be authorized to adjust the appropriation for the Historic Triangle 1% Sales Tax dollar per dollar for any amount collected over or below the original appropriation amount.



7. The County Administrator or his/her designee be authorized to adjust the appropriation for the Cigarette Tax dollar per dollar for any amount collected over or below the original appropriation amount.
8. The County Administrator or his/her designee be authorized to adjust the appropriation for the Spay or Neuter funding from the Commonwealth dollar per dollar for any amount collected over or below the original appropriation amount.
9. The County Administrator be authorized to transfer funds and personnel from time to time within and between the offices and activities delineated in this resolution when deemed in the best interest of the County in order to carry out the work of the County as approved by the Board of Supervisors during the coming fiscal year.
10. The County Administrator be authorized to transfer up to \$100,000 per occurrence from the Contingency balance to one or more appropriation categories. No more than one transfer may be made for the same item causing the need for a transfer unless the total amount to be transferred for the item does not exceed \$100,000. Total transfers for the year are not to exceed the amount budgeted for Contingency.
11. The County Administrator be authorized to increase appropriations for non-budgeted revenue that may occur during the fiscal year as follows:
  - a) Insurance recoveries received for damage to any County property, including vehicles, for which County funds have been expended to make repairs or purchase a replacement; and
  - b) Refunds or reimbursements made to the County for which the County has expended funds directly related to that refund or reimbursement.
12. The County Administrator be authorized to adjust the appropriations for grants in the applicable fund (General Fund, Capital Projects Fund, Virginia Public Assistance Fund, Housing and Neighborhood Development Fund, Colonial Corrections Fund, and Special Projects Fund), as applicable if and when additional federal, state, and/or local funds become available or are reduced, not to exceed \$50,000 for each individual grant, unless the terms of the grant or program require specific actions by the Board of Supervisors.
13. The County Administrator be authorized to adjust the appropriations for the Constitutional Officers (Commonwealth Attorney, Clerk of Court, Sheriff, Treasurer, and Commissioner of the Revenue), as applicable if and when additional funding from the State Compensation Board becomes available or is reduced, not to exceed \$50,000 by Constitutional Officer, to be expended in accordance with guidelines as established by the state government.
14. The County Administrator be authorized to administer the County's Personnel Policy and Pay Plan as previously adopted by the Board of Supervisors.
15. All outstanding encumbrances, Capital Projects, Grants, and Special Projects in all County funds at June 30, 2025, shall be an amendment to the FY 2026 budget, and appropriated to the FY 2026 budget to the same department and account for which they were encumbered in the previous year.
16. The County Administrator or his/her designee be authorized to make expenditures from the Donation Trust Fund for the specified reasons for which the fund was established. In no case shall the expenditure exceed the available balance in the fund as verified by the Treasurer.

17. The County Administrator or his/her designee be authorized to appropriate a budget for Chesapeake Bay Mitigation, the Virginia Forfeited Asset Sharing Program, Opioid Settlement funding, and the Virginia Department of Fire Programs Aid to Localities Program in the Special Projects/Grants Fund dollar per dollar with funding received for these purposes.
18. The County Administrator or his/her designee be authorized to assign fund balance as necessary for uses consistent with the County's fiscal policies.

\_\_\_\_\_  
James O. Icenhour, Jr.  
Chair, 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> |
| HIPPLE    | _____      | _____      | _____          | _____         |
| NULL      | _____      | _____      | _____          | _____         |
| LARSON    | _____      | _____      | _____          | _____         |
| MCGLENNON | _____      | _____      | _____          | _____         |
| ICENHOUR  | _____      | _____      | _____          | _____         |

Adopted by the Board of Supervisors of James City County, Virginia, this 13th day of May, 2025.

FY26BdgtAppn-res

**Adjustments to FY2026 Proposed Budget for FY2026 Adopted Budget**

| General Fund                                  |                       |
|-----------------------------------------------|-----------------------|
|                                               | Revenues              |
| Beginning Balance                             | \$ 262,690,000        |
| <i>Adjustment for Contribution to Schools</i> |                       |
| Fund Balance - Prior Year School Surplus      | 1,000,000             |
| <b>Total Revenues</b>                         | <b>\$ 263,690,000</b> |
|                                               | Expenditures          |
| Beginning Balance                             | \$ 262,690,000        |
| <i>Adjustment for Contribution to Schools</i> |                       |
| WJCC Schools Contribution                     | 1,000,000             |
| <i>Adjustment for Contribution to WATA</i>    |                       |
| Contributions to Outside Entities             | 166,060               |
| Transfers to Other Funds                      | (166,060)             |
| <i>Miscellaneous Reallocations</i>            |                       |
| Economic Development                          | 25,000                |
| Human Resources                               | 47,850                |
| Commissioner of the Revenue                   | 72,390                |
| Treasurer                                     | (26,390)              |
| Zoning                                        | 18,430                |
| Planning                                      | 6,570                 |
| Transfers to Other Funds                      | (233,940)             |
| Nondepartmental                               | 90,090                |
| <b>Total Expenditures</b>                     | <b>\$ 263,690,000</b> |
| Capital Projects Fund                         |                       |
|                                               | Revenues              |
| Beginning Balance                             | \$ 125,278,000        |
| <b>Total Revenues</b>                         | <b>\$ 125,278,000</b> |
|                                               | Expenditures          |
| Beginning Balance                             | \$ 125,278,000        |
| <b>Total Expenditures</b>                     | <b>\$ 125,278,000</b> |
| Debt Service Fund                             |                       |
|                                               | Revenues              |
| Beginning Balance                             | \$ 24,450,000         |
| <b>Total Revenues</b>                         | <b>\$ 24,450,000</b>  |
|                                               | Expenditures          |
| Beginning Balance                             | \$ 24,450,000         |
| <b>Total Expenditures</b>                     | <b>\$ 24,450,000</b>  |

| Tourism Investment Fund                 |                     |
|-----------------------------------------|---------------------|
|                                         | Revenues            |
| Beginning Balance                       | \$ 3,502,000        |
| <b>Total Revenues</b>                   | <b>\$ 3,502,000</b> |
|                                         | Expenditures        |
| Beginning Balance                       | \$ 3,502,000        |
| <b>Total Expenditures</b>               | <b>\$ 3,502,000</b> |
| Virginia Public Assistance Fund         |                     |
|                                         | Revenues            |
| Beginning Balance                       | \$ 8,688,270        |
| <b>Total Revenues</b>                   | <b>\$ 8,688,270</b> |
|                                         | Expenditures        |
| Beginning Balance                       | \$ 8,688,270        |
| <b>Total Expenditures</b>               | <b>\$ 8,688,270</b> |
| Housing & Neighborhood Development Fund |                     |
|                                         | Revenues            |
| Beginning Balance                       | \$ 4,311,630        |
| <b>Total Revenues</b>                   | <b>\$ 4,311,630</b> |
|                                         | Expenditures        |
| Beginning Balance                       | \$ 4,311,630        |
| <b>Total Expenditures</b>               | <b>\$ 4,311,630</b> |
| Colonial Community Corrections Fund     |                     |
|                                         | Revenues            |
| Beginning Balance                       | \$ 1,590,980        |
| <b>Total Revenues</b>                   | <b>\$ 1,590,980</b> |
|                                         | Expenditures        |
| Beginning Balance                       | \$ 1,590,980        |
| <b>Total Expenditures</b>               | <b>\$ 1,590,980</b> |
| Special Projects/Grants Fund            |                     |
|                                         | Revenues            |
| Beginning Balance                       | \$ 2,292,930        |
| <b>Total Revenues</b>                   | <b>\$ 2,292,930</b> |
|                                         | Expenditures        |
| Beginning Balance                       | \$ 2,292,930        |
| <b>Total Expenditures</b>               | <b>\$ 2,292,930</b> |

Adjustments to FY2026 Proposed Budget for FY2026 Adopted Budget