

AGENDA
JAMES CITY COUNTY PLANNING COMMISSION
January 8, 2014 – 7:00 p.m.

1. ROLL CALL
2. PUBLIC COMMENT
3. MINUTES
 - A. November 6, 2013 Regular Meeting
4. COMMITTEE/COMMISSION REPORTS
 - A. Development Review Committee (DRC)
 - B. Policy Committee
 - C. Regional Issues Committee/Other Commission Reports
5. PUBLIC HEARINGS
 - A. Case No. AFD-02-86-1-2013, Croaker AFD Addition- 420 Stonehouse Road
 - B. Case No. SUP-00014-2013, Lightfoot Marketplace
 - C. Review of the FY2015 – FY2019 Capital Improvements Program
6. PLANNING COMMISSION CONSIDERATIONS
 - A. Comprehensive Plan Methodology and Timeline
 - B. Case No. ZO-0008-2013, Initiation of Consideration of an Amendment to the Zoning Ordinance – Accessory Apartments
7. PLANNING DIRECTOR’S REPORT
8. COMMISSION DISCUSSIONS AND REQUESTS
9. ADJOURNMENT

A REGULAR MEETING OF THE PLANNING COMMISSION OF THE COUNTY OF JAMES CITY, VIRGINIA, WAS HELD ON THE SIXTH DAY OF NOVEMBER, TWO-THOUSAND AND THIRTEEN, AT 7:00 P.M. IN THE COUNTY GOVERNMENT CENTER BOARD ROOM, 101-F MOUNTS BAY ROAD, JAMES CITY COUNTY, VIRGINIA.

1. ROLL CALL

Planning Commissioners

Present:

Al Woods
Rich Krapf
Tim O'Connor
Robin Bledsoe
George Drummond

Staff Present:

Paul Holt, Planning Director
Adam R. Kinsman, Deputy County Attorney
Luke Vinciguerra, Planner

Planning Commissioners

Absent:

Mike Maddocks
Chris Basic

Mr. Al Woods called the meeting to order at 7:00 p.m.

2. PUBLIC COMMENT

Mr. Woods opened the public comment.

There being none, Mr. Woods closed the public comment.

3. MINUTES

Mr. Rich Krapf moved to approve the minutes from the October 2, 2013 meeting.

In a unanimous voice vote, the Commission approved the minutes 5-0; Mr. Chris Basic and Mr. Mike Maddocks being absent.

4. COMMITTEE / COMMISSION REPORTS

A. Development Review Committee

Mr. Tim O'Connor stated that the Development Review Committee (DRC) met on October 30, 2013 to discuss the following cases:

A. Case No. C-0057-2013. Sears Hometown and Outlet Store.

Mr. O'Connor stated the proposal is for a Sears Hometown and Outlet store in the former Wythe-Will facility. The application was brought before the DRC for a determination of master plan consistency. The DRC voted 5-0 to recommend approval of the application, finding that the proposed retail use was consistent with the adopted master plan.

Mr. Krapf moved to accept the report.

In a unanimous voice vote, the Commission approved the report 5-0; Mr. Basic and Mr. Maddocks being absent.

B. Policy Committee

Ms. Robin Bledsoe stated that the Policy Committee met on October 10, 2013 and received an overview of the Longhill Corridor Study from Planning staff and the County's consultant, Kimley-Horn and Associates.

Ms. Bledsoe stated that the goal of the study is to determine the feasibility of various improvements to increase capacity and improve safety while maintaining the road's character.

C. Regional Issues Committee

Mr. Krapf stated that the Regional Issues Committee met on October 22, 2013.

Mr. Krapf stated that a presentation was given by Mr. Dwight Farmer, Executive Director of the Hampton Roads Planning District Commission, regarding potential projects for Hampton Roads transportation funds.

Mr. Krapf stated that updates were received from Mr. Sandy Wanner regarding the Historic Triangle Collaborative and Mr. Bob Harris regarding the Williamsburg Area Chamber and Tourism Alliance.

Mr. Krapf noted that Mr. Reed Nester, City of Williamsburg Planning Director, informed the Committee that Williamsburg has been designated a bicycle friendly community by the League of American bicyclists.

5. PUBLIC HEARING CASES

A. Case No. SUP-0012-2013. Olde Towne Rd Human Services Building Communications Tower.

Mr. Luke Vinciguerra, Planner, addressed the Planning Commission giving a summary of the staff report included in the Agenda Packet.

Mr. Woods opened the floor to discussion by the Commissioners.

Ms. Bledsoe asked if other locations were considered for the tower.

Mr. Vinciguerra stated that the applicant had searched for other locations but were unsuccessful.

Mr. Krapf asked for clarification regarding the “high failure rate of hardwired networks” mentioned in the Staff Report.

Mr. Vinciguerra stated that lines can currently go down during ice storms and hurricanes.

Mr. Krapf asked if wireless solutions are not as susceptible to natural events.

Mr. Vinciguerra stated that it would most likely be connected to a generator or battery and would thus perform better in inclement weather.

Mr. Krapf asked for verification that an agreement was reached between the applicant and the County, allowing the County to use the Communication facilities if needed in lieu of a lease payment.

Mr. Vinciguerra confirmed that such an agreement was reached through the Attorney’s office.

Mr. Kinsman stated that the Commission should only consider whether the tower is an appropriate use for that location, as the agreement will be considered separately by the Board of Supervisors.

Mr. O’Connor stated that although he was not opposed to the conclusions in the report, he was unhappy with the decision to use the Wireless Communication Facilities (WCF) Performance Standards to review the tower because the policy states that it shall not include public broadcasting. Mr. O’Connor noted that the standards mention the capability of collocations and asked if the tower is expandable.

Mr. Vinciguerra stated that it is not expandable and most likely could not be collocated because of the low height.

Mr. O’Connor stated that his main concern is being consistent in the applications of the standards. Mr. O’Connor also stated that he would also like to see a condition that the tower be expandable to allow for collocations.

Mr. Holt stated that staff made the decision to use the WCF criteria due to the standards’ intent of minimizing the visual impacts of the tower. Mr. Holt stated that staff contacted other carriers and determined that there was no immediate interest in collocating on the tower; therefore, in the interest of minimizing visual impacts, it was decided to keep the tower at a lower height.

Ms. Bledsoe noted that the applicant is willing to allow the County to use the tower for emergency communications and asked how that condition would differ from what the County generally does already.

Mr. Vinciguerra stated that he will defer to the applicant.

Mr. Woods asked if Mr. Vinciguerra has received any objections from surrounding properties.

Mr. Vinciguerra stated that he has not received any comments or complaints.

Mr. Woods asked to verify that there are no commercial interests in collocating on the tower.

Mr. Vinciguerra confirmed.

Mr. Woods asked how the County defines public broadcasting.

Mr. Holt stated it is determined by the type of FCC license obtained by the business.

Mr. Woods asked what type of license the applicant has.

Mr. Holt stated that he would defer to the applicant, but that it was not a WCF, which the County defines as cell phone service.

Mr. Woods asked if the height of a proposed structure was below the County's maximum height limit, would it raise any concerns.

Mr. Holt stated that every case is unique.

Mr. Woods opened the public hearing.

Mr. Thomas Davis, President and CEO of Davis Media, stated that Davis Media has engaged in a relationship with the County for several years regarding emergency communications. Mr. Davis stated that the proposed tower will allow the radio station to remain on air at all times, as it has gone down in the past during severe storms.

Ms. Bledsoe asked if it is normal for the County to purchase a generator for a private business.

Mr. Davis stated that it is only normal when the business makes a commitment to turn its entire broadcast over to the County during an emergency.

Mr. Bledsoe asked if other radio stations do so.

Mr. Davis stated that most radio stations will not.

Ms. Bledsoe asked if there was an FCC regulation regarding the amount of time a station must dedicate during an emergency.

Mr. Davis stated that there is the State Emergency Alert System which automatically broadcasts alerts during State emergencies, but there is no infrastructure for local emergencies.

Ms. Bledsoe asked if the County has identified this tower as a need.

Mr. Davis stated that it is a need for the County and the County is supportive of their efforts.

As no one else wished to speak, Mr. Woods closed the public hearing.

Mr. Woods opened the floor to discussion by the Commissioners.

Mr. Drummond stated that he feels the service would be a benefit for the County.

Ms. Bledsoe asked if a person would have to be already listening to the radio station to hear the emergency broadcasts.

Mr. Davis confirmed and stated that the County notifies the citizens through the website and newsletters to tune to the radio station in times of emergency.

Mr. Drummond moved to recommend approval of the application with the conditions listed in the staff report.

On a roll call vote, the Planning Commission voted to recommend approval of the application with the conditions listed in the staff report by a vote of 5-0; Mr. Basic and Mr. Maddocks being absent.

6. PLANNING DIRECTOR'S REPORT

Mr. Holt stated that there will be a second public meeting regarding the Longhill Road Corridor Study Thursday, November 21, 2013, at the King of Glory Lutheran Church Fellowship Hall from 7 p.m.-9 p.m.

Mr. O'Connor asked if there is anything measurable regarding the improvements made to the Longhill Road corridor.

Mr. Holt stated that there will be measurable items, and the project's website is continually updated with the status of the project and results to date.

7. PLANNING COMMISSION DISCUSSION AND REQUESTS

No comments were made by any of the Commissioners.

8. ADJOURNMENT

Mr. Krapf moved to adjourn the meeting.

The meeting was adjourned at approximately 7:40 p.m.

Al Woods, Chairman

Paul D. Holt, III, Secretary

**Agricultural and Forestal District 02-86-1-2013. Croaker AFD Addition – 420 Stonehouse Road.
Staff Report for the January 8, 2014 Planning Commission meeting.**

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

PUBLIC MEETINGS

AFD Advisory Committee
Planning Commission
Board of Supervisors

Building F Board Room: County Government Complex

December 12, 2013, 4:00 p.m.
January 8, 2014, 7:00 p.m.
February 11, 2014, 7:00 p.m. (tentative)

SUMMARY FACTS

Applicant:	William Mann	
Land Owners:	William & Katherine Mann	
Proposal:	Addition of ±50 acres of land to the Croaker AFD	
Location:	420 Stonehouse Road	
Tax Map/Parcel No:	1510400003	
Parcel Size:	±50 acres	
Zoning:	A-1, General Agricultural	
Comprehensive Plan:	Rural Lands / Conservation Area	
Primary Service Area:	Outside	
Staff Contact:	Luke Vinciguerra	Phone: 253-6783

STAFF RECOMMENDATION

Staff recommends that the Planning Commission recommend approval of the application to the Board of Supervisors.

AFD ADVISORY COMMITTEE RECOMMENDATION

At its December 12, 2013 meeting, the AFD Advisory Committee voted 8-0 to recommend approval of the application to the Planning Commission and Board of Supervisors.

Project Description

Mr. William Mann has applied to enroll ±50 acres of land located at 420 Stonehouse Road into the Croaker AFD. The parcel is heavily wooded and is not actively farmed. The property contains one single-family dwelling. The applicant proposes to use the AFD as a tool for land preservation. The property would be eligible for land use valuation provided the proper documentation is provided to the Commissioner of Revenue's office.

The Croaker AFD consists of approximately 1,083 acres located in and around the Croaker Road area. The AFD contains parcels which front on Ware Creek and Riverview Roads. The majority of the district is forested and remains rural in nature.

Surrounding Land Uses and Development

This property is located in the Woodland Farms subdivision where the primary use is single-family residential. There are no other properties in this subdivision enrolled in an AFD.

Comprehensive Plan

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

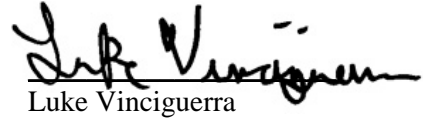
Analysis

The proposed addition meets the minimum area and proximity requirements for inclusion into the AFD. Approval of this application would bring the size of the district to 1,133 acres. This addition would be subject to the following conditions, consistent with other properties in the district:

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

RECOMMENDATION:

At its December 12, 2013 meeting, the AFD Advisory Committee voted 8-0 to recommend approval of the application to the Planning Commission and Board of Supervisors. Staff recommends that the Planning Commission recommend approval of the application to the Board of Supervisors.



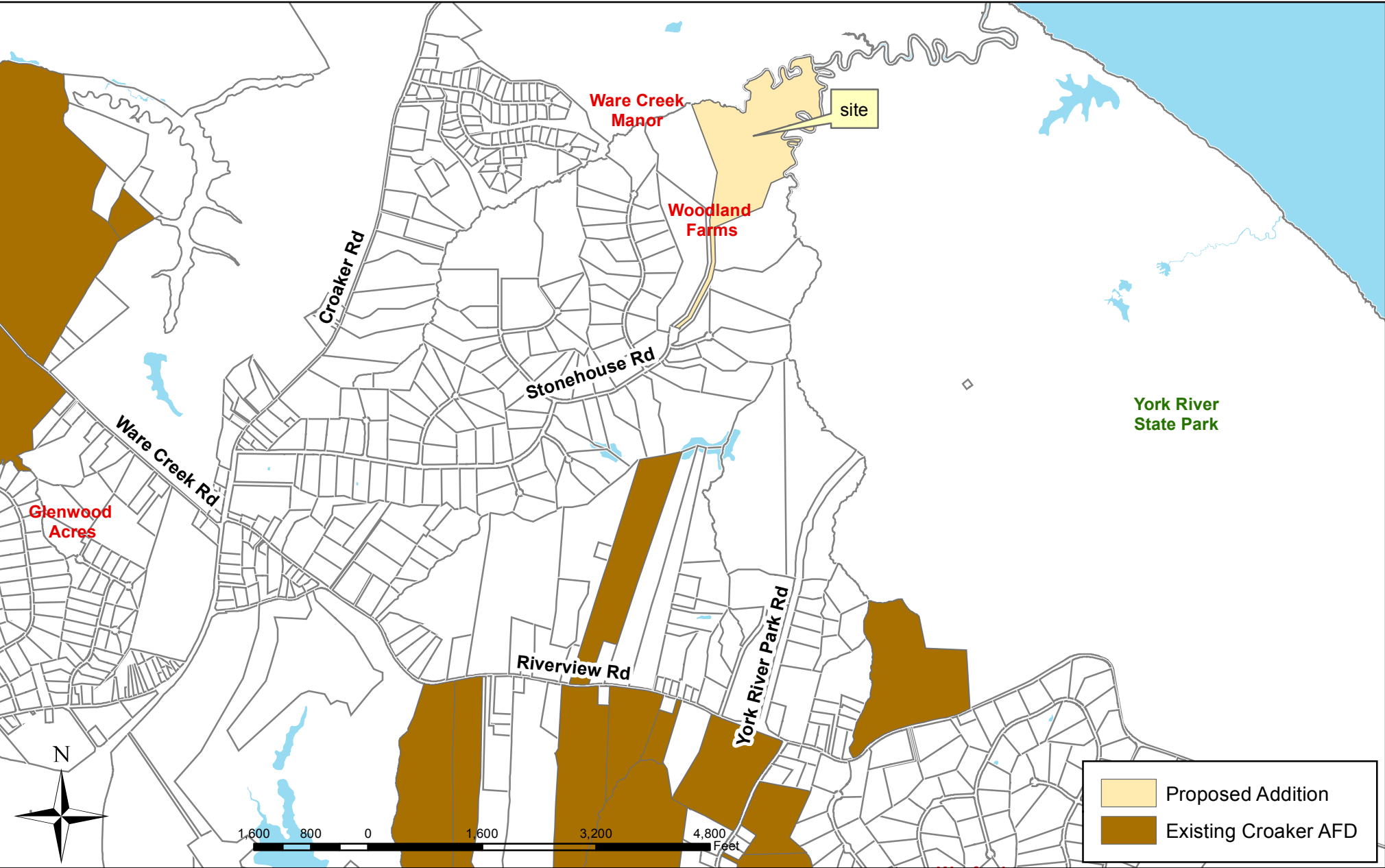
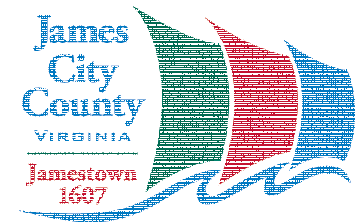
Luke Vinciguerra

Attachments:

1. Location map
2. Unapproved Minutes of the December 12, 2013 AFD Advisory Committee meeting

AFD-02-86-1-2013

Croaker AFD Addition



UNAPPROVED MINUTES OF THE AGRICULTURAL AND FORESTAL ADVISORY COMMITTEE OF THE COUNTY OF JAMES CITY, VIRGINIA, HELD ON THE 12th DAY OF DECEMBER, TWO THOUSAND AND THIRTEEN, AT 4:00 P.M. AT THE HUMAN SERVICES BUILDING, 5249 OLDE TOWNE ROAD, WILLIAMSBURG, VIRGINIA.

1. Roll Call:

Members Present

Mr. Tom Hitchens
Ms. Loretta Garrett
Mr. Jim Icenhour
Mr. Payten Harcum
Mr. Carlyle Ford
Mr. Bruce Abbott
Mr. RichardBradshaw
Ms. Martha Smith

Also Present

Mr. Luke Vinciguerra (Planning)

Absent

2. New Business:

Approval of the May 9, 2013 Meeting Minutes

Minutes were approved unanimously.

• Croaker AFD Addition – 420 Stonehouse Road

Mr. Luke Vinciguerra presented the staff report stating that Mr. William Mann is requesting the addition of +/- 50 acres of land zoned A-1, General Agricultural, into the Croaker Agricultural and Forestal district located at 420 Stonehouse Road. Mr. Vinciguerra noted that the property was designated Rural Lands and Conservation Area by the Comp Plan.

Mr. Richard Bradshaw stated he had no objection to the addition but, noted the property owner would not receive land use valuation on the next tax cycle. Mr. Bradshaw further stated that AFD's are only four year programs and are not a long term tool for land use preservation.

Mr. Vinciguerra responded that staff has discussed the possibility of a private deed restriction in addition to the AFD with the applicant.

Mr. Bruce Abbott asked if the applicant was aware of the County's Purchase of Development Rights (PDR) Program. Mr. Vinciguerra stated that he had not discussed the PDR program with the applicant but noted this was not a priority property for the program.

Mr. Payten Harcum questioned the development potential of the property. Mr. Vinciguerra stated with only 25 feet of road frontage, he did not see much development potential other than a family subdivision. Mr. Vinciguerra further stated there are by-right uses in the A-1 district other than residential and agricultural.

Mr. Carlyle Ford asked if this addition would open up the possibility for other nearby properties to join the Croaker AFD. Mr. Vinciguerra responded it would not, unless the property was contiguous to the property under discussion.

Mr. Bradshaw noted that the Croaker AFD is up for renewal in 2014.

On a motion by Mr. Ford, the Committee unanimously recommended the addition of the property into the Croaker AFD to the Planning Commission and Board of Supervisors.

The meeting was adjourned at 4:15 p.m.

Ms. Smith, Chair

Luke Vinciguerra, Planner

**SPECIAL USE PERMIT-0014-2013. Lightfoot Marketplace
Staff Report for the January 8, 2014, Planning Commission Public Hearing**

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

PUBLIC HEARINGS

Planning Commission:
Board of Supervisors:

Building F Board Room; County Government Complex

January 8, 2014 7:00 p.m.
TBD 7:00 p.m.

SUMMARY FACTS

Applicant: Paul Gerhardt on behalf of Williamsburg Retail Investors, LLC

Land Owner: 6401 Richmond Road, LLLP

Proposal: Commercial/office development

Location: 6401 Richmond Road

Tax Map/Parcel Nos.: 2430100038

Parcel Size: +/-18.96 acres

Zoning: M-1, Limited Business/Industrial District

Comprehensive Plan: MU, Mixed Use – Lightfoot

Primary Service Area: Inside

STAFF RECOMMENDATION

As of the date of this staff report, VDOT had informed staff that a thorough review of the revised and updated traffic study had not been completed, but that “the proposed improvements appear to be acceptable based on our previous discussions for Lightfoot Marketplace.” The County’s traffic consultant, Kimley-Horn and Associates, Inc., has also generally concurred with the methodology, results and improvements listed in the traffic study, pending a final confirmation of the revised document. Contingent on acceptance of the traffic study by VDOT, staff recommends that the Planning Commission recommend approval of this proposal to the Board of Supervisors with the conditions listed at the end of this report. Staff finds the proposal adequately mitigates its projected impacts and is consistent with the Comprehensive Plan. Should VDOT’s review be complete by January 8, 2014, staff will update the Commission by email and/or in the staff presentation.

Staff Contact: Ellen Cook

Phone: 253-6685

PROJECT DESCRIPTION

The proposed development site is the existing location of the 230,000 square foot Williamsburg Outlet Mall. With this proposal, the Outlet Mall and surrounding parking lots would be demolished and new buildings, parking and other infrastructure would be constructed. The proposed development would include up to 136,500 square feet¹ of commercial and office development. The development site is zoned M-1, Limited Business/Industrial District and would require a special use permit under Section 24-11 of the Zoning Ordinance due to being comprised of a building or group of buildings which exceed 10,000 square feet of floor area and which are expected to generate a total of 100 or more peak hour trips.

The binding sheet of the Master Plan indicates the location and use of six buildings. Building 1 is the proposed Harris Teeter grocery store and building 4 is the proposed Walgreens drugstore. Specific tenants have not been indicated to staff for buildings 2, 3, 5 and 6. The applicant has attended Development Review Committee (DRC) meetings in June, August and November of 2013 to present the concept layout, architectural renderings and other information. The applicant has included many features in the proposal that staff believes address DRC comments, include consistent architectural treatment, a complete pedestrian network, and green or sustainable design elements. These items are also discussed below. There are two other topics that staff would want to highlight in terms of past DRC discussion:

- Since the November DRC meeting, the applicant has carefully examined the utilities in the fifty foot Community Character Corridor buffer along Centerville Road. Due to the presence of Dominion Power poles and other easements, the Site Section drawing has been updated to show the poles and some re-arrangement of the landscaping. The basic landscaping components are retained as shown in the previous site cross section shown to the DRC, and the applicant has also prepared a Conceptual Buffer Landscape drawing which is included in the binder. Staff has included a SUP condition which specifies the landscaping components as shown to the DRC (Condition 10).
- At the last DRC meeting, a layout was presented that included a central Marketplace Green. Since the DRC meeting, the alignment of the vehicular access through the Green has been shifted to the south, becoming part of Street D. Staff had requested that the applicant prepare a concept that curved the access even further to the south, which staff finds to be more consistent with the previous DRC discussion, and to provide more usable space and greater traffic calming (a T-intersection). This concept is shown in attachment 2 on the sheet labeled Marketplace Green, and is specified in Condition 11.

PUBLIC IMPACTS

Environmental

The property is situated within the Powhatan Creek and Yarmouth Creek Watersheds, and predominantly drains to the Powhatan Creek. The property has an existing detention pond at the south-west corner of the property, and thereafter drains to the regional stormwater facilities located on the Warhill property. The applicant will enlarge the existing detention pond as part of bringing it up to current standards. In terms of impervious cover, the existing development is 85% impervious – to achieve the required redevelopment stormwater water quality credit for the property, the site needs to show a reduction in the existing impervious cover of 10%. In addition, as part of the required special stormwater criteria (“SSC”) measures, the applicant will pursue an impervious cover reduction of an additional 10%. For the other required SSC measures, the applicant has included a list of potential measures on the conceptual Stormwater Master Plan such as pervious pavement or manufactured BMP systems.

Conditions:

- Condition 2. Impervious surface shall be reduced by 20% of existing conditions.

Environmental Staff Comments: Staff has reviewed the Community Impact Statement and Master Plan and concurs with the approach presented, while providing information that will need to be considered at the site plan design stage.

¹ The Master Plan shows 136,134 square feet, and staff has rounded this number up slightly to a round number for the SUP condition.

Public Utilities

Public water service is available through a JCSA 16-inch water main located along Richmond Road. The existing services to the Outlet Mall building are provided from a private 8" water loop served through a master meter, and the intent is to continue to maintain a private system off the existing master meter.

Public sewer service is currently provided through a private grinder pump station that discharges via a 2" forcemain into the 8" JCSA forcemain along Centerville Road. The intent of the proposed development is to relocate the existing private sanitary lift station and discharge within the existing 2" sanitary forcemain.

Conditions:

- Condition 3. Water Conservation standards to be reviewed and approved by the JCSA.
- Condition 4. Irrigation controls – standards for the sources of water that can be used for irrigation.

Staff Comments: Staff has reviewed the Community Impact Statement and Master Plan and concurs with the approach presented, while providing information that will need to be considered at the site plan design stage.

Transportation

As already exists for the Outlet Mall, the development would have a main entrance on Richmond Road across from Lightfoot Road, and a second main entrance on Centerville Road across from Opportunity Way. There would also be a right-in, right-out entrance on Centerville Road, and a smaller entrance on Richmond Road that is shared with the adjacent hotel.

2009 County Traffic Counts:

- Richmond Road from Croaker Road to Lightfoot Road: 21,892 trips
- Richmond Road from Lightfoot Road to Centerville: 26,018 trips
- Centerville Road from Richmond Road to Ruth Lane: 10,174 trips

2035 Daily Traffic Volume Projected:

- Richmond Road from Norge Elementary to Centerville Road: 39,110 trips – this is in the category of recommended for improvement from 4 to 6 lanes (however, see Comprehensive Plan discussion below).
- Richmond Road from Centerville to Route 199: 62,307 trips – this is in the category of recommended for improvement from 4 to 6 lanes (however, see Comprehensive Plan discussion below).
- Centerville Road from Richmond Road to Jolly Pond Road: 18,784 – this is in the category of recommended for improvement from 2 to 4 lanes.

James City County Level of Service Guidance. The 2009 Comprehensive Plan states “among other issues weighed in previous development proposals, the County is generally supportive of projects that do not degrade surrounding streets and intersections below a LOS “C.” In practical terms, this means that the signalized intersection providing access to the development can’t cause more than 35 seconds of delay and development generated traffic does not destabilize the traffic flow on the surrounding streets.” In addition, the Traffic Impact Analysis Submittal Requirements Policy (adopted 6/12/12) states that the traffic impact analysis shall include information on the improvements necessary to achieve an overall Level of Service “C” on adjacent roadways/signalized intersections, and that the Planning Director may approve movements in certain lane groups of LOS “D” in urban environments.

The traffic study prepared by the applicant analyzes existing conditions, the year 2016 (when the center is projected to be built out) under both the no-build and build conditions, as well as the year 2022. Table 1 summarizes the intersection P.M. peak hour Level of Service (LOS) results from the traffic study.

Intersection	Existing		2016 w/o Lightfoot Marketplace (No-Build Scenario)		2016 with Lightfoot Marketplace (Build Scenario)		2022 with Lightfoot Marketplace (Build Scenario)	
	Over all LOS	Worst lane group(s) LOS	Over all LOS	Worst lane group(s) LOS	Over all LOS	Worst lane group(s) LOS	Over all LOS	Worst lane group(s) LOS
Richmond/Lightfoot/ Site West Entrance	C	D	C	D	C	D	C	E (Southbound Lightfoot Rd. L/Thru)
Richmond/Centerville/Shopping Center (gas station)	C	D	C	D	C	D	D	E (Southbound Shopping Center Entrance L/Thru)
Centerville/Opport. Way/Site South Entrance	C	D	C	D	D*	D	D	D
Richmond/Rt199 NW	C	D	B	D	B	D	B	E (Westbound Richmond Rd. L)
Richmond/Rt199 SE	C	D	C	D	B	D	C	D
Richmond/Pottery East	A	C	A	D	A	D	A	E (Eastbound Richmond Rd. L)
Richmond/Colonial Heritage/Pottery West	A	D	A	D	B	E*	B	D
Richmond/Colonial Heritage Blvd	A	F (Northbound Colonial Heritage Blvd)	C	C	C	D	B	D
Centerville/Site North Entrance	A	B	A	B	A	B	A	B

Table 1. Intersection Level of Service (P.M. Peak Hour)

With the improvements proposed by the applicant (which are noted below and listed in full in Condition 7), the traffic study shows Levels of Service (LOS) intersection results that generally meet the County's guidance for the 2016 build-out year (which is the year of staff's primary focus). There are several instances in the table above in which the projected LOS are somewhat below the County's LOS guidance (see items with a *). The first instance, the overall LOS D for the Centerville Road/Opportunity Way/Site South Entrance would require improvements that staff finds to be beyond the scope of a single project of this scale (the need for an additional through lane on Centerville Road). The second instance, which is not at an intersection immediately adjacent to the project, is the eastbound Richmond Road left turn lane into the Pottery Entrance also shows a decrease in LOS below D in the 2016 Build versus No Build scenario.

In addition to the information about LOS for the intersections, the traffic study presents information about the arterial LOS for Richmond Road. The study indicates that the current LOS for the overall corridor in the eastbound direction is D and for corridor in the westbound direction is D. The study projects that the overall corridor LOS for both the 2016 no-build and build scenarios to be LOS D eastbound and LOS C westbound. The study further shows that certain segments of the corridor decline in LOS between the no-build and build scenarios to levels below the County's guidance (between the Pottery East Entrance and the Lightfoot Road/Site West Entrance, between the Lightfoot road/Site West Entrance and Centerville Road, and between the Route 199 NW intersection and Centerville Road); however, other segments are projected to improve. In summary, the study projects that some segments will decline in LOS to levels below County guidance, but that other segments will improve and that overall corridor LOS is projected to be the same or improve between the existing, no-build and build scenarios.

Staff notes that future year analysis (year 2022) shows a number of intersection and arterial LOS results that are below the County's guidance. This is not an unexpected finding: as discussed in the 2009 Comprehensive Plan and as projected in traffic studies prepared for other development along this urbanized corridor (Colonial Heritage, Pottery Factory), traffic volumes on the Richmond Road corridor are forecasted to exceed available capacity and result in decreases in functional operation in the future. Among other factors, coordinated signals on Richmond Road and an emphasis on retaining adequate thru-movement levels of service as requested by VDOT, affect the levels of service for protected left turn lanes and the side street/entrance approaches. Also, for this portion of the corridor, the proximity of the railroad crossing to the Lightfoot/Richmond Road intersection, and the spacing of this intersection near the Richmond Road/Centerville Road intersection are not ideal for the functioning of the corridor. In addition to these specific considerations, staff also finds it important to note that Lightfoot Marketplace is a redevelopment project that will significantly reduce the square footage on site and the traffic generation potential as compared with a fully leased existing building. Based on the information presented in the traffic study to date, and pending thorough VDOT review of the document, staff believes that the improvements proposed by the applicant adequately mitigate this project's impacts on the roadway system.

Transportation Improvements

Pedestrian, Bicycle and Transit: This proposal would provide multi-use path along Centerville Road and would retain the sidewalk along Richmond Road, in accordance with the Pedestrian Accommodations Master Plan. A bike lane on Richmond Road is specified in the SUP conditions (see Condition 4), in accordance with the Regional Bikeways Plan. With regard to the bike lane, however, there is language in the condition that acknowledges that some site constraints (right of way adjacent to the bank parcel, pavement section, etc.) may restrict the ability to construct the lane as a private improvement. The master plan includes a comprehensive pedestrian circulation plan within the development (see Condition 5), and a connection to the Liberty Crossing subdivision. In terms of bus service, the master plan includes a pull off point at the Marketplace Green at the center of the development, as well as retaining the existing bus stop on Richmond Road.

Road Improvements: A number of improvements have been identified for completion in the traffic study prepared by Mr. Bryant Goodloe, as well as some items that have been identified by Kimley Horn. These improvements are detailed in full in Condition 7. Improvements include reconstruction of the major entrances/exits to the site with more turn lanes. They also include improvement of the Richmond Road/Lightfoot Road intersection by lengthening the eastbound Richmond Road left turn lane, installation of crosswalks, modification of the traffic signal to provide flashing yellow arrows for the Richmond Road left turn movements, and provision of a railroad pre-emption switch in the controller cabinet. At the Richmond Road/Centerville Road intersection, additional Yield markings will be added. Finally, at the Centerville Road/Opportunity Way intersection, an additional 200' left turn lane with taper shall be constructed for northbound Centerville Road to provide a dual left turn lane, and the existing traffic signal shall be modified accordingly.

VDOT Comments: As of the date of this staff report, VDOT provided the following statement: "It appears that the methodology incorporated into the new study is in line with what was discussed and agreed upon at the meeting on 11/26/13. VDOT has not completed a thorough review of the revised study we received on 12/16/13, but the proposed improvements appear to be acceptable based on our previous discussions for Lightfoot Marketplace."

Green Building and Site Measures

On July 27, 2010 and September 11, 2012 the Board of Supervisors adopted resolutions to support the County's Green Building Design Roundtable Report dated June 2010 and to endorse Green Building Design Incentives, respectively. These documents encourage all types of development in James City County to pursue green building practices for new construction and major renovations or expansions. The applicant has indicated that they would like to use the LEED (Leadership in Energy and Environmental Design) certification program checklist to benchmark the green building measures they will put in place. Using the LEED checklist, the applicant has committed to implementing sustainable design initiatives during development of the Property and construction of buildings 1 through 5 on the Master Plan to

achieve the equivalent of those credits that would be required to achieve the “Certified” level in the LEED 2009 Certification program. In addition, for up to a maximum of 10% of the points needed to reach the LEED “Certified” level, the Owner may request that initiatives equivalent to, but not included on the LEED checklist as credits, be pursued instead. An SUP condition addressing this approach has been included (see Condition 8).

Please note that the applicant has not committed to actually apply for formal LEED certification by the USGBC (United States Green Building Council). The applicant has indicated that the reason for this is to use the money that would have been spent preparing documentation to submit to the USGBC for certification (up to several hundred thousand dollars, according to the applicant) toward the measures themselves. Please also note that the applicant has not committed to these measures for building 6, as the potential owner of that building is unknown at that time (Harris Teeter, the Walgreens, and the developer-built buildings 2, 3 and 5 are included).

COMPREHENSIVE PLAN

This property is designated Mixed Use by the 2009 Comprehensive Plan, and specifically part of the Lightfoot Mixed Use area. The principal suggested uses for this mixed use area are moderate density housing, commercial developments, and office developments. Further, the commercial uses should not be developed in strip commercial fashion and should emphasize shared access and parking as well as consistent treatment for landscaping and architecture. Staff finds that commercial development in this location is consistent with the Comprehensive Plan language. Furthermore, the design proposed uses shared access and has consistent treatment of architecture. The applicant has provided building elevations for several of the buildings which show unified architectural design and has also submitted design guidelines (see Condition 9). In keeping with language in the mixed use development standards, the master plan provides for several focal open spaces through the development including a central marketplace green, and a comprehensive pedestrian plan that includes a route through the parking lot.

In terms of Community Character, both Richmond Road and Centerville Road in this area are classified as Suburban and Urban CCCs. The master plan includes landscape buffers that will include enhanced landscaping. With the proposed SUP conditions (see Condition 10), staff finds that the master plan presents a plan along both CCCs that is a significant improvement over the existing conditions on site.

In terms of Transportation, the Comprehensive Plan language includes the following:

- *Richmond Road (Page 116)*: Although future volumes indicate the potential need for widening Richmond Road, it is recommended that Richmond Road remain four lanes. Future commercial and residential development proposals along Richmond Road should concentrate in planned areas and will require careful analysis to determine the impacts such development would have on the surrounding road network. Minimizing the number of new signals and entrances and ensuring efficient signal placement and coordination is crucial. New developments should be permitted only if it is determined that the project can be served by the existing road while maintaining acceptable levels of service or if the impacts can be adequately addressed through road and signalization improvements.
- *Centerville Road (Page 117)*: Presently a two-lane road, Centerville Road’s future traffic conditions predict the need to widen the section from Longhill Road to Richmond Road to four lanes. The County should continue to exploit current capacity of the road by adding turn lanes. To preserve the rural character of the road, multi-use trails are recommended rather than sidewalks.
- The description of the Lightfoot Mixed Use area states that measures to mitigate traffic congestion will be critical to maintaining the economic vitality of the area and to maintaining an acceptable degree of mobility.

As stated in the analysis above, staff finds that the current proposal has adequately addressed impacts with the set of improvements that are proposed.

In terms of Economic Development, the proposal is consistent with Comprehensive Plan language supporting redevelopment in that this proposal would redevelop an existing under-used retail center. A fiscal impact analysis prepared by the applicant projects a significant positive fiscal impact.

RECOMMENDATION

As of the date of this staff report, VDOT had informed staff that a thorough review of the revised and updated traffic study had not been completed, but that “the proposed improvements appear to be acceptable based on our previous discussions for Lightfoot Marketplace.” The County’s traffic consultant, Kimley-Horn and Associates, Inc., has also generally concurred with the methodology, results and improvements listed in the traffic study, pending a final confirmation of the revised document. Contingent on acceptance of the traffic study by VDOT, staff recommends that the Planning Commission recommend approval of this proposal to the Board of Supervisors with the conditions listed at the end of this report. Staff finds the proposal adequately mitigates its projected impacts and is consistent with the Comprehensive Plan. Should VDOT’s review be complete by January 8, 2014, staff will update the Commission by email and/or in the staff presentation.

SUP Conditions

1. **Master plan.** This Special Use Permit (“SUP”) shall apply to that certain property located at 6401 Richmond Road and further identified as James City County Tax Parcel No. 2430100038 (the “Property”). The SUP shall be valid for the construction of 136,500 square feet of commercial and office uses and all improvements as shown and designated on that certain Master Plan entitled “Master Plan for Special Use Permit for Lightfoot Marketplace” December 27, 2013, and prepared by AES Consulting Engineers (the “Master Plan”). All final development plans shall be consistent with the Master Plan, but may deviate from the Master Plan if the Planning Director concludes that the development plan does not: significantly affect the general location or classification of buildings as shown on the master plan; significantly alter the distribution of recreation or open space areas on the master plan; significantly affect the road layout as shown on the master plan; or significantly alter the character of land uses or other features or conflict with any building conditions placed on the corresponding legislatively-approved case associated with the master plan. If the Planning Director determines that a proposed change would deviate from the approved Master Plan, the amendment shall be submitted and approved in accordance with section 24-13. In the event the Planning Director disapproves the amendment, the applicant may appeal the decision of the Planning Director to the Development Review Committee which shall forward a recommendation to the Planning Commission.
2. **Impervious cover.** Impervious cover on the Property shall be reduced by at least 20% as compared to the existing conditions. Calculations shall be included on each site plan for improvements on the Property that includes the existing impervious cover, the proposed impervious cover, and the cumulative total impervious cover reduction of all plans.
3. **Water conservation.** The owner of the Property (“Owner”) shall be responsible for developing and enforcing water conservation standards to be submitted to and approved by the James City Service Authority (the “JCSA”) prior to final site plan approval. The standards shall include, but shall not be limited to, such water conservation measures as limitations on the installation and use of irrigation systems and irrigation wells, the use of approved landscaping materials including the use of drought-resistant native and other adopted low-water-use landscaping materials and warm-season turf where appropriate, and the use of water-conserving fixtures and appliances to promote water conservation and minimize the use of public water resources.
4. **Irrigation.** In the design phase, the developer and designing engineer shall take into consideration the design of stormwater systems that can be used to collect stormwater for outdoor water use for the entire development. Only surface water collected from surface water impoundments, or water taken from an underground cistern, may be used for irrigating common areas on the Property. In no circumstances shall the JCSA public water supply be used for irrigation, except as otherwise provided by this condition. If the Owner demonstrates to the satisfaction and approval of the General Manager of the JCSA through drainage area studies and irrigation water budgets that the impoundments cannot provide sufficient water for all irrigation, the General Manager of the JCSA may, in writing, approve a shallow (less than 100 feet) irrigation well to supplement the water provided by the impoundments or cisterns.

5. Richmond Road Bike Lane. In accordance with the Regional Bikeway Map, a bike lane shall be provided along the Property's Richmond Road frontage. However, this requirement may be waived by the Planning Director should the Owner demonstrate that existing pavement width or section, drainage, or other engineering constraints adjacent to parcel 2430100039 would restrict the ability of the Owner to install the bike lane in a manner that would meet VDOT requirements. Such analysis shall be submitted concurrent with the initial building site plan. If a bike lane can be installed, it shall be completed concurrent with improvements to the Richmond Road/Lightfoot Road/Shopping Center entrance intersection unless otherwise approved by the Planning Director. In the event the Planning Director disapproves the waiver, the applicant may appeal the decision of the Planning Director to the Development Review Committee which shall forward a recommendation to the Planning Commission.

6. Pedestrian Facilities. The sidewalk connections internal to the Property, the multiuse trail along Centerville Road, and the connection to the Liberty Crossing trail shall be implemented as shown on the Master Plan. Minor alterations in location that result in equivalent facilities may be approved by the Planning Director. All pedestrian facilities shall be shown as part of the initial building site plan, or shall be submitted as a separate plan concurrent with the initial building site plan. Prior to approval of such plan, the design of all pedestrian facilities shall be reviewed and approved by the Planning Director. The pedestrian facilities shall be installed prior to issuance of Certificate of Occupancy for the initial building on the Property, unless other arrangements are approved by the Planning Director, or his designee, in writing.

7. Traffic Improvements. Prior to issuance of a Certificate of Occupancy for the initial building on the site (unless other timing is approved by the Planning Director in writing), the following improvements shall be constructed or bonded in a manner acceptable to the County Attorney:

Intersection of Richmond Road and Lightfoot Road/West Site Entrance

- a. The Property's West Entrance shall have three exiting lanes (1-left, 1-left-through, & 1-right) and two entering lanes.
- b. The existing eastbound Richmond Road left turn lane shall be lengthened from 150' to 250'.
- c. A pedestrian crosswalk and pedestrian heads shall be installed that will work concurrently with the eastbound through motion on Richmond Road. A crosswalk and pedestrian heads shall be provided across Richmond Road that will work concurrently with either the Lightfoot Marketplace phase or the Lightfoot Road phase. These crosswalk improvements across Richmond Road shall include the provision of a pedestrian refuge area in the median to accommodate pedestrian traffic and to provide an adequate crossing surface. The West Site Entrance widening improvements shall include re-striping/delineation of the pedestrian crosswalk and installation of supplemental pedestrian crosswalk signage.
- d. The existing traffic signal shall be modified to provide protected-permissive movements (flashing yellow arrows) for Richmond Road left turn movements, the pedestrian movements, and the additional lanes at Lightfoot Marketplace. The Owner shall be responsible for the purchase and installation of the necessary flashing yellow arrow traffic signal equipment as well as the retiming/updating of signal timing plans for the intersection to ensure coordination with the adjacent signalized intersections.
- e. A railroad pre-emption switch shall be provided in the controller cabinet. VDOT shall be responsible for the connection of the pre-emption switch to the railroad gates and any associated permitting required as a result of the pre-emption switch.

Intersection of Richmond Road and Centerville Road

- a. Add/install supplemental Yield pavement markings to increase driver awareness as a result of the dual left-turn movement occurring from westbound Richmond Road to southbound Centerville Road.

Intersection of Centerville Road, Opportunity Way and the Property's South Entrance

- a. The Property's South Entrance shall have three exiting lanes (1-left, 1-left-through, & 1 right) and two entering lanes.
- b. An additional 200' left turn lane with taper shall be constructed for northbound Centerville Road to provide a dual left turn lane. In making this improvement, the existing dedicated bike lane shall be retained.
- c. The existing traffic signal shall be modified to meet the lane configurations noted herein. The Owner shall be responsible for the purchase and installation of the traffic signal equipment necessary to modify the existing traffic signal so that it can accommodate the dual left-turn movement.
- d. With the widening of the Property's South Entrance, the improvements shall include the re-striping/delineation of a pedestrian crosswalk across this approach as well as installation of supplemental pedestrian crosswalk signage.

8. Sustainable Design Initiatives.

- a. Sustainable design initiatives shall be implemented during development of the Property and construction of buildings 1 through 5 on the Master Plan to achieve the equivalent of those credits that would be required to achieve the "Certified" level in the LEED 2009 Certification program. This shall include completion of all prerequisite items, except that for the Energy and Atmosphere category prerequisite number 1, the Owner may choose to pursue Energy Star designation or such other energy system verification process as is approved in advance by the Planning Director. In addition, for up to a maximum of 10% of the points needed to reach the LEED "Certified" level, the Owner may request that initiatives equivalent to, but not included on the LEED checklist as credits, be pursued instead. Any request for equivalent initiatives shall be submitted in writing as part of the process specified in (b) below, together with supporting documentation for review and approval by the Planning Director.
- b. Application for formal LEED certification by the USGBC is at the discretion of the Owner, and is not required. If formal LEED certification is not pursued, compliance with this condition shall be monitored and verified to the County by a LEED Accredited Professional engaged by the Owner. The monitoring and verification process shall include submission of the checklist for each building (buildings 1 through 5) at the time of building permit application which shows the proposed initiatives for review by the Planning Director or his designee(s), and a meeting between the Planning Director or his designee(s) and the LEED Accredited Professional prior to Certificate of Occupancy for each building to review the initiatives which have been completed and develop a timeline for any items which are outstanding.
- c. In the event the Planning Director disapproves the other energy system verification process or the equivalent initiatives as specified in (a) above, the applicant may appeal the decision of the Planning Director to the Development Review Committee which shall forward a recommendation to the Planning Commission.

9. Architectural Review.

- a. Prior to issuance of a building permit for each building shown on the Master Plan, the Planning Director, or his designee, shall review and approve the final building elevations and architectural design for such building. The final building elevations shall specifically include the view of the building for all sides visible from Centerville or Richmond Road. Buildings shall be substantially consistent, with only minor changes, with the Lightfoot Marketplace Design Guidelines dated December 27, 2013 and the architectural elevations titled "Lightfoot Marketplace – Architectural Renderings" dated November 8, 2013 and December 23, 2013 prepared by Bonstra Haresign Architects and submitted with this SUP application. Determination of substantial architectural consistency shall be determined by the Planning Director or his designee. In the event the Planning Director disapproves the waiver, the applicant may appeal the decision of the Planning

Director to the Development Review Committee which shall forward a recommendation to the Planning Commission.

- b. For Buildings 4 and 6, the front façade shall face Richmond Road. For Building 5, the main building entrance doors may face the traffic circle or internal to the site, but the façade facing Richmond Road shall still have architectural detailing sufficient to be viewed as a front façade, including fenestration, as determined by the Planning Director.

10. Site Landscaping.

- a. The Community Character Corridor buffers along Richmond Road and Centerville Road shall each be an average of 50-feet in width, exclusive of easements. The buffers shall contain enhanced landscaping in accordance with the County's Enhanced Landscaping Policy as adopted April 9, 2013. For the portion of the buffer along Centerville Road between the site south entrance and the boundary with the bank parcel, the buffer shall contain the following elements: (i) minimum of 2 rows of deciduous shade trees (ii) evergreen and ornamental understory and (iii) 3' to 4' evergreen hedgerow. It is not the intent of this condition to prevent the planting of the understory trees or hedgerow shrubs with the utility easement as may be otherwise permitted.
- b. Street trees shall be provided along Richmond Road and Centerville Road, and along the internal streets (Streets A- D) in substantial compliance with the guideline for street trees contained in the Streetscape Guidelines Policy.
- c. Landscaping shall be provided in the entrance medians at Centerville and Richmond Road, at the Marketplace Green, at the Street D focal point, and at the Entry Greenspace/Roundabout in substantial compliance with the guidelines for entrances and common areas contained in the Streetscape Guidelines Policy.
- d. Landscaping designed to screen the rear façade of the Harris Teeter building and the BMP from Centerville Road shall be installed as specified in Section 24-100 of the Zoning Ordinance.
- e. The landscaping detailed in a – d of this condition shall be shown as part of the initial building site plan, or shall be submitted as a separate plan concurrent with the initial building site plan. Such landscaping, including the number and spacing of trees per 10(a), shall be reviewed and approved by the Planning Director or his designee for consistency with this condition. In the event the Planning Director disapproves a component of the landscape plan, the applicant may appeal the decision of the Planning Director to the Development Review Committee which shall forward a recommendation to the Planning Commission. The landscaping shown on the approved landscape plan(s) shall be installed prior to issuance of Certificate of Occupancy for the initial building on the Property, unless other arrangements are approved by the Planning Director, or his designee, in writing.

11. Marketplace Green. The layout of the Marketplace Green shall be generally in accordance with the "Marketplace Green Alternative 2" design as depicted on the document entitled "Marketplace Green Lightfoot Marketplace Special Use Permit" prepared by AES Consulting Engineers and dated December 18, 2013, as determined by the Planning Director.

12. Entrance Modification. Prior to final site plan approval for the initial site plan for the Property, Owner shall submit documentation demonstrating that permission to modify the entrance to James City County Tax Parcel No. 2430100063 has been obtained, and that a shared access easement or other appropriate legal document is in place that allows access from 2430100063 to the signalized intersection.

13. Signage. Entrance signage located at the Property's three entrances as shown on the Master Plan shall be externally illuminated monument style signs, not to exceed eight feet in height. The base of the signs shall be brick or shall use materials similar in type and color with the site architecture. The design of the signs shall be approved by the Planning Director for consistency with this condition.

14. Screening of Site Features. Dumpsters and cart corrals which are adjacent to buildings shall be screened by an enclosure composed of masonry, closed cell PVC, prefinished metal or cementitious panels, in detail and colors to blend with adjacent building materials. Where present, such features shall

be shown on the site plan for the adjacent building, and shall be reviewed and approved by the Planning Director for consistency with this condition.

15. Richmond Road Median Landscaping. All existing landscaping in the Richmond Road median shall be preserved or replaced with like species. For any site plan that includes the improvements to the Richmond Road/Lightfoot Road/Shopping Center entrance intersection, the existing landscaping shall be shown, together with any plans for relocating or replacing plant material. The plans for relocating or replacing the plant material shall be approved by the Planning Director prior to final site plan approval for the plan specified above. Should VDOT object to preserving or replacing existing landscaping in the median, a re-location/replanting plan shall be approved by the Planning Director and VDOT prior to final site plan approval for the plan specified above.

16. Internal Traffic Signage Plan. The Owner shall include along with the materials submitted for the initial site plan review process an internal signage plan indicating the location of internal traffic signs and the orientation of vehicular flow within the Property. The internal signage plan shall be reviewed and approved by the Planning Director, or his designee, prior to final approval of the initial site plan for the Property. Thereafter, the internal signage plan may be amended with review and approval by the Planning Director, or his designee.

17. Shared Maintenance of Site Improvements. Prior to final site plan approval for Building 1 as shown on the Master Plan, Owner shall submit documentation demonstrating that all shared site improvements (including, but not limited to, utilities, stormwater facilities, landscaping, roads and parking lots, and lighting) are subject to appropriate shared maintenance agreements ensuring that the site improvements will be maintained continuously. Compliance with this condition as to the existence of such shared maintenance documentation shall be subject to review and approval of the County Attorney or his designee.

18. Commencement of Construction: If construction has not commenced on this project within 48 months from the issuance of an SUP, the SUP shall become void. Construction shall be defined as obtaining permits for building construction and footings and/or foundation has passed required inspections.

19. Severance Clause: This SUP is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.



Ellen Cook

Attachments:

1. Location Map
2. Proposal Binder (includes Master Plan oversize document)

JCC-SUP-0014-2013

Lightfoot Marketplace



CONCEPT PLANT SCHEDULE

EVERGREEN TREES

Cedrus deodara / Deodar Cedar
Cryptomeria japonica / Japanese Cedar
Ilex x 'Nellie R Stevens' / Nellie Stevens Holly
Juniperus virginiana / Eastern Red Cedar
Magnolia grandiflora / Southern Magnolia
Pinus taeda / Loblolly Pine

LARGE SHADE TREES

Acer rubrum 'Red Sunset' / Red Sunset Maple
Platanus x acerifolia 'Bloodgood' / London Plane Tree
Quercus alba / White Oak
Ulmus parvifolia / Chinese Elm
Zelkova serrata 'Village Green' / Sawleaf Zelkova

ORNAMENTAL TREES

Cercis canadensis / Eastern Redbud
Cornus florida / Flowering Dogwood
Lagerstroemia indica / Crape Myrtle
Magnolia grandiflora 'Little Gem' / Dwarf Southern Magnolia
Prunus x yedoensis / Yoshino Cherry

DECIDUOUS SHRUBS

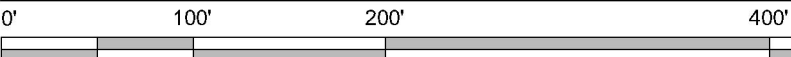
Aronia arbutifolia / Red Chokeberry
Cornus baileyi / Bailey's Red-twig Dogwood
Ilex verticillata / Winterberry
Itea virginica 'Henry's Garnet' / Henry's Garnet Sweetspire
Viburnum davidii / David Viburnum

EVERGREEN SHRUBS

Abelia x grandiflora / Glossy Abelia
Ilex crenata 'Compacta' / Dwarf Japanese Holly
Ilex vomitoria 'Bordeaux' / Bordeaux Holly
Nandina domestica 'Fire Power' / Firepower Nandina

LARGE ORNAMENTAL SHRUBS

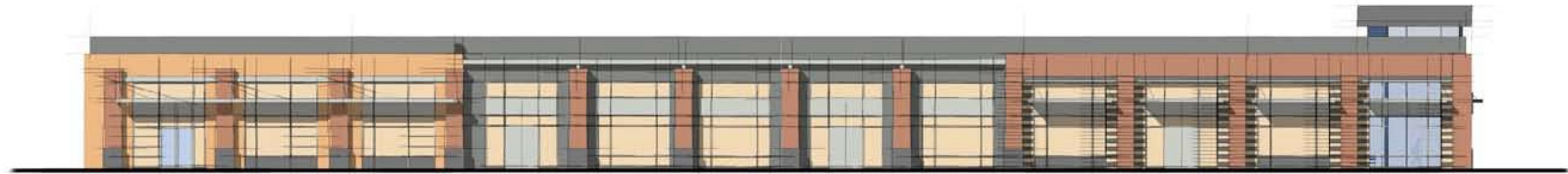
Cotinus coggygria / Smoke Tree
Lagerstroemia indica / Crape Myrtle
Liriope muscari 'Big Blue' / Big Blue Lilyturf
Myrica cerifera / Wax Myrtle
Vitex agnus-castus / Chaste Tree



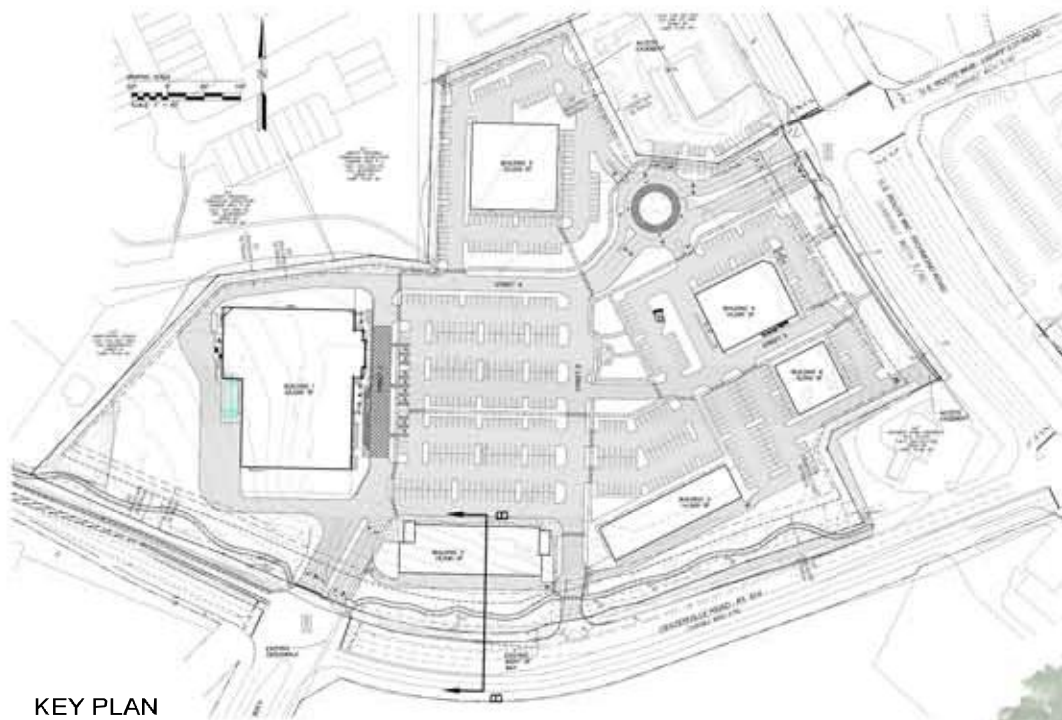
DATE: DECEMBER 23, 2013
SCALE: 1" = 100'
SHEET 1 of 1

AES
CONSULTING ENGINEERS

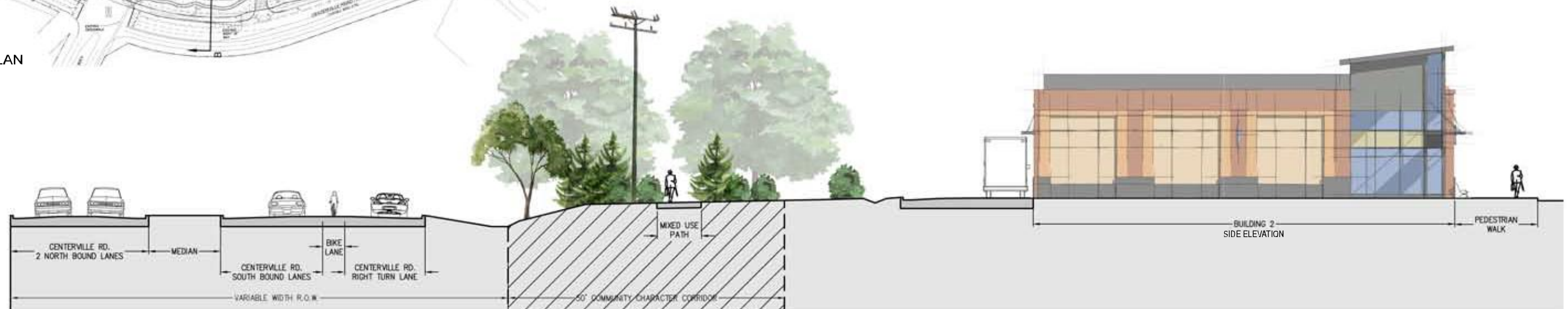
Hampton Roads | Central Virginia | Middle Peninsula



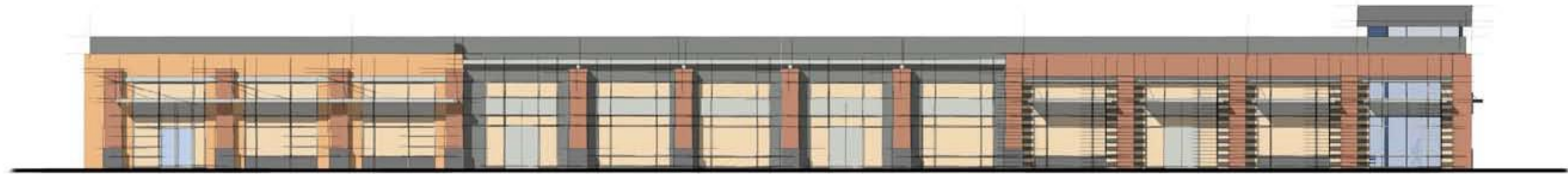
BUILDING 2 - REAR ELEVATION



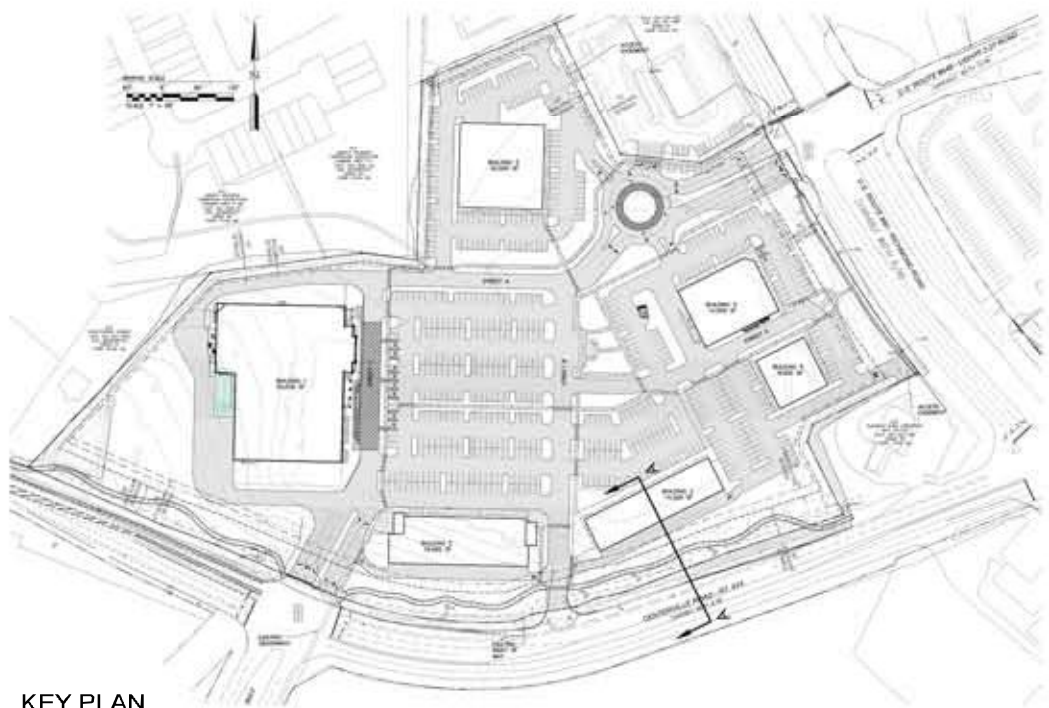
KEY PLAN



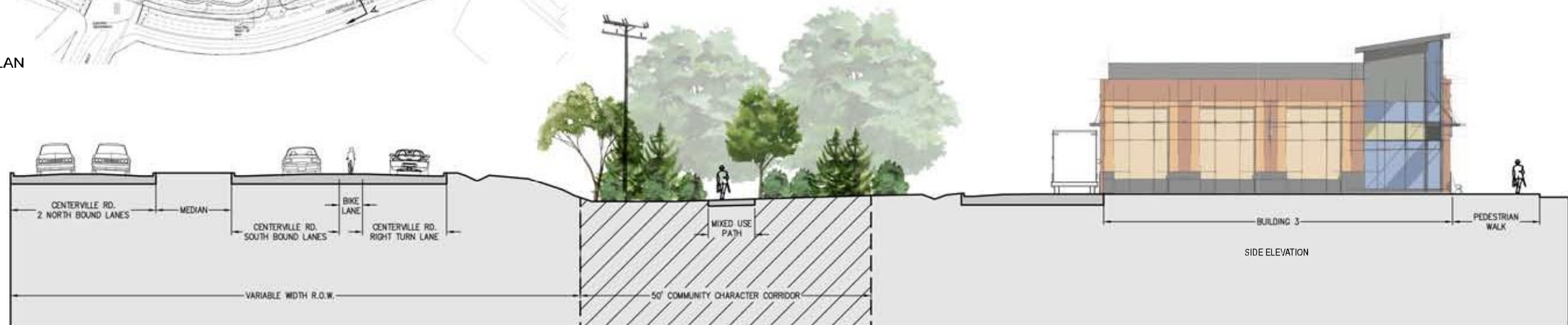
SECTION B-B



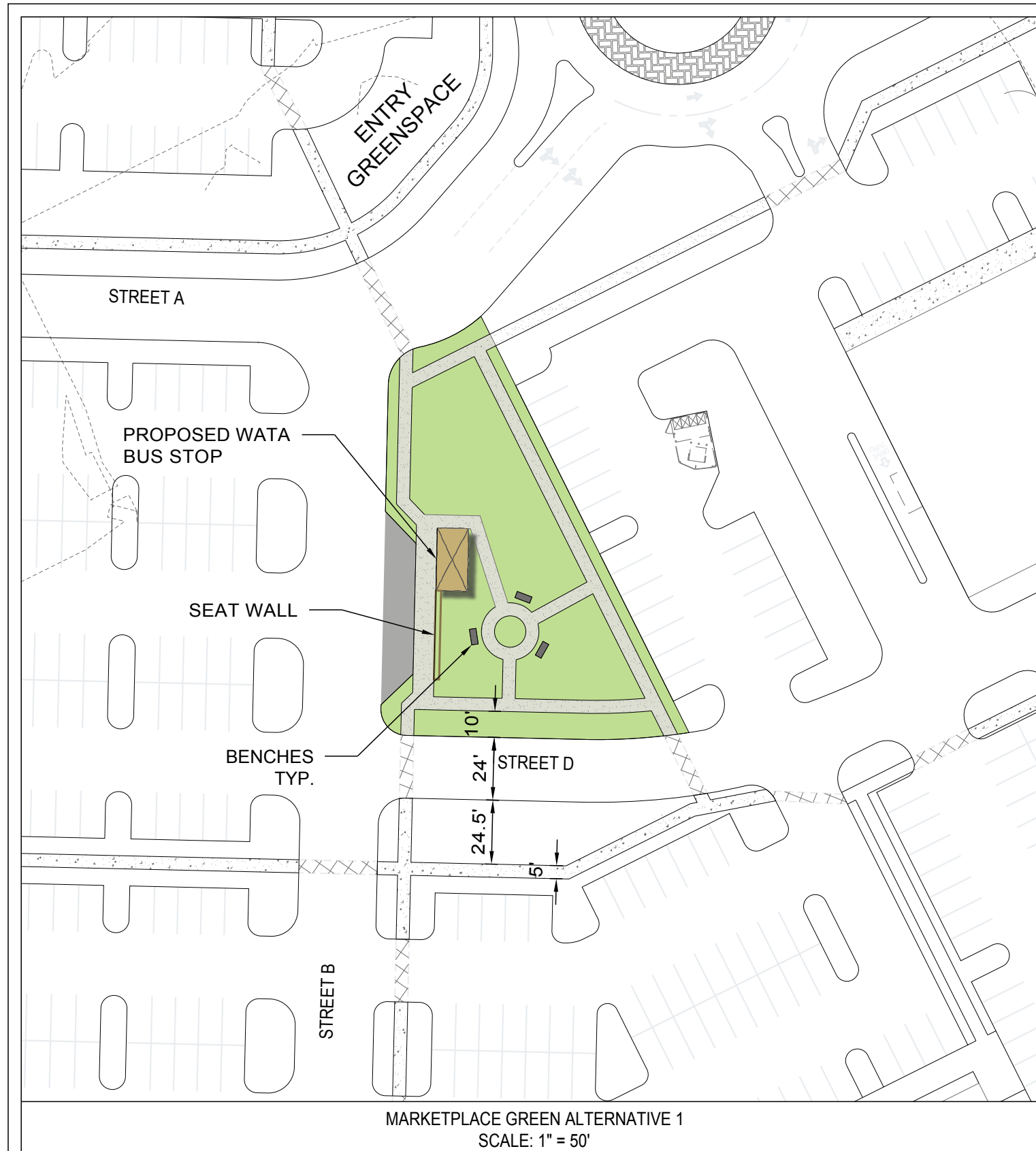
BUILDING 3 - REAR ELEVATION



KEY PLAN



SECTION A-A



0' 50' 100' 200'

DATE: DECEMBER 18, 2013
SCALE: 1"=50'

SHEET 1 of 1

Marketplace Green

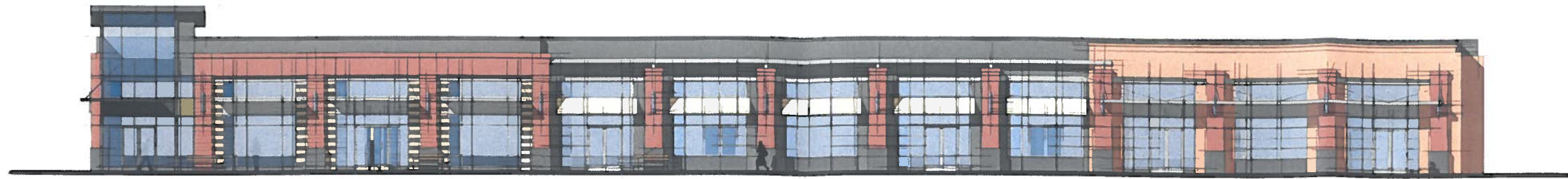
LIGHTFOOT MARKETPLACE
SPECIAL USE PERMIT

STONEHOUSE DISTRICT JAMES CITY COUNTY VIRGINIA



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

Hampton Roads | Central Virginia | Middle Peninsula



FRONT ELEVATION



PERSPECTIVE

WILLIAMSBURG RETAIL INVESTORS, LLC

NOVEMBER 8, 2013
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BUILDING 2

ARCHITECTURAL RENDERINGS

LIGHTFOOT MARKETPLACE

Bonstra | Haresign
ARCHITECTS



FRONT ELEVATION



PERSPECTIVE

WILLIAMSBURG RETAIL INVESTORS, LLC

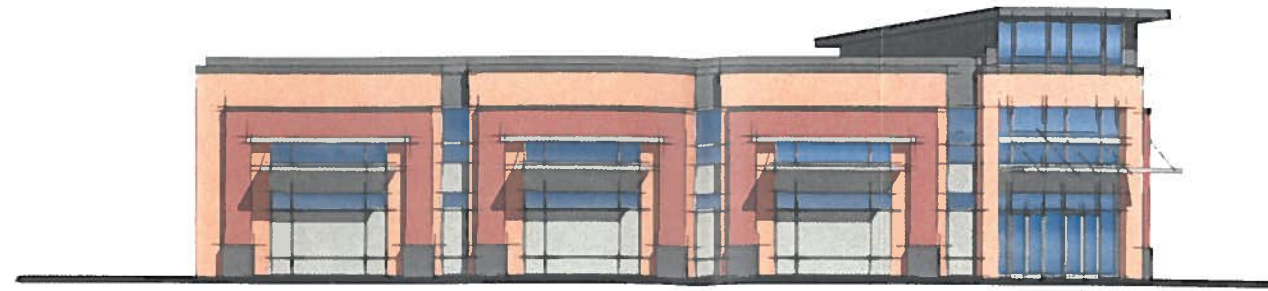
GROCERY

LIGHTFOOT MARKETPLACE

NOVEMBER 8, 2013
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ARCHITECTURAL RENDERINGS

Bonstra | Haresign
ARCHITECTS



FRONT ELEVATION



PERSPECTIVE

WILLIAMSBURG RETAIL INVESTORS, LLC

NOVEMBER 8, 2013
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PHARMACY

ARCHITECTURAL RENDERINGS

LIGHTFOOT MARKETPLACE

Bonstra | Haresign
ARCHITECTS



ILLUSTRATIVE PLAN

LIGHTFOOT MARKETPLACE

STONEHOUSE DISTRICT JAMES CITY COUNTY VIRGINIA

DATE: 11/7/13
SCALE: 1"=60'
SHEET 1 of 1

LIGHTFOOT MARKETPLACE

ARCHITECTURAL GUIDELINES

1. **DESIGN INTENT:** The architectural character of Lightfoot Marketplace blends the architectural heritage of central/eastern Virginia with a modern aesthetic, resulting in a contemporary market theme. The architecture combines historic materials and forms with twenty-first century materials and building systems. It also creates a rhythm of solid piers interspersed with the transparency of large glazed openings.
2. **DESIGN CONTEXT:** The architecture of Lightfoot Marketplace relates to the character of the adjacent Thomas Nelson Community College Historic Triangle campus and the Warhill High School campus. Although a much different aesthetic on public and institutional facilities, these buildings combine traditional materials such as masonry and precast concrete with contemporary materials such as prefinished metals and simulated stucco. The materials are layered and applied in a modern way on traditional forms, much like the intent of Lightfoot Marketplace.
3. **EXAMPLE BUILDING IMAGES:** The Conceptual Design images prepared by *Bonstra Haresign Architects*, dated November 8, 2013 shall be referenced as appropriate images for Lightfoot Marketplace. While the final buildings need not replicate these Conceptual Design images, they shall be similar in character, massing and architectural language.
4. **BUILDING HEIGHT:** One story buildings shall have a minimum height of 20 feet from grade to top of parapet or roof eave.
5. **TOWER AND ROOF ELEMENTS:** Each building shall be accentuated with a minimum of one tower element that projects above the main roof parapet or eave line. These towers shall be composed of glass, prefinished metal, and other materials that support a light, transparent motif.
6. **FENESTRATION AND ARTICULATION:**
 - a. **Glazing** shall comprise a minimum of 60% of the front and entrance façades. Alternatively, a portion of the front façade may be articulated with masonry piers and infill of cast stone, simulated stucco, glazing or a combination thereof. *Reference Bonstra Haresign Conceptual Design images for acceptable examples of this treatment.*
 - b. **Glazing** shall comprise a minimum of 60% of the front facades for Building 4 and Building 6 as shown on the Master Plan. For the purposes of this requirement, the side of these buildings facing Richmond Road shall be considered the front façade.

- c. **Blank lengths of walls** exceeding 40 linear feet shall not be permitted. Side and rear walls shall be articulated with piers, openings and/or changes in materials, texture and color.
- d. **All sides of a building**, when exposed to view, shall express consistent architectural detail and character and usage of materials. Exceptions to this requirement may be made for walls that are effectively blocked from public view by existing landscaping and/or placement of building on the site (i.e. north façade of Building #1/Grocery).

7. WALLS:

- a. **Primary wall materials** shall include brick, cast stone, precast concrete, tile, stone, prefinished metal siding and simulated stucco.
- b. **The base of all walls** (other than full height glazed walls) shall be brick, cast stone, precast concrete, tile or stone. Prefinished metal siding and simulated stucco shall only be used on walls more than 2 feet above grade. Darker, contrasting colors on wall base materials are encouraged.
- c. **Parapet walls** shall be a contrasting material (i.e. prefinished metal) or contrasting color (i.e. light brick) to create a clear parapet top to the wall façade that recedes from the wall below.
- d. **Secondary wall and trim materials** shall include smooth-face, ground-face or split-face concrete masonry units (for column bases and pier bases); closed cell PVC and other approved simulated materials for trim, caps and cornices.
- e. **Cementitious panels** (Hardipanel or equal) may be used in lieu of other approved materials, if only smooth-face panels are used, and they are detailed with prefinished metal reveals and channels to provide further articulation of wall surfaces.
- f. **Wood siding** weatherboards, shiplap siding and other historic siding shapes are not allowed.

8. ROOFING:

- a. **The primary architectural massing** of Lightfoot Marketplace is low-slope roofs behind parapets. Occasional use of single sloped (shed) roof elements, curved roof elements and double sloped (gable) roof elements is allowed and encouraged to break up roof lines on large buildings.
- b. **Low slope roofing** shall be membrane or modified bitumen, in white or off-white color for reflectivity.
- c. **Shed, curved and gable roofing** shall be prefinished metal or architectural fiberglass/asphalt shingles with a minimum 30 year warranty.

9. WINDOWS AND DOORS:

- a. **Window frames** shall be anodized or prefinished aluminum, or clad in aluminum or vinyl.

- b. **Window openings** shall be modern and simple in detailing, with larger openings where possible. Historically influenced small openings and “divided lights” shall not be permitted.
- c. **Reflective glass** shall not be permitted. Glazing shall allow visibility into the building interior.
- d. **Entry doors** shall be full glass, with narrow stiles and rails. Doors shall be anodized or prefinished aluminum, or clad in aluminum or vinyl. Doors and door frames shall match color of window frames.
- e. **Utility doors** shall be smooth flush doors, steel or aluminum, in color to match adjacent wall materials.

10. AWNINGS AND LIGHT SHELVES:

- a. **Awnings and light shelves** are encouraged on window openings, in order to provide variety to the building elevations, shade lower windows and reflect some natural light into high bay spaces on the building interior.
- b. **Placement height** for awnings and light shelves shall be constant on the building, between 8 feet and 14 feet above grade.
- c. **Projection** for awnings and light shelves shall be between 3 feet and 5 feet.
- d. **Design** for awnings shall be a simple pitched form, without ornamentation, scallops, vertical fascia or other decorative detailing.
- e. **Light shelves** shall be prefinished metal, with clean, modern detailing. Cable supports are allowed.

11. SCREENING:

- a. **Trash and recycling areas** shall be screened from public view with architectural screening.
- b. **Screening materials** shall be masonry, closed cell PVC, prefinished metal or cementitious panels, in detail and colors to blend with adjacent building materials.

Community Impact Statement

Special Use Permit

for

Lightfoot Marketplace



Prepared For

Williamsburg Retail Investors, LLC

And Mr. Paul W. Gerhardt
Kaufman and Canoles
P.O. Box 6000
Williamsburg, VA 23188

August 21, 2013

AES Project Number: 10234-01

Prepared by:



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I. INTRODUCTION

On behalf of Williamsburg Retail Investors, LLC, Paul W. Gerhardt of Kaufman & Canoles, P.C. is requesting a Special Use Permit to construct up to 136,134 square feet of shopping center on 18.96 acres at the intersection of Richmond Road (Route 60) and Centerville Road, in the Stonehouse District of James City County. The subject property (the site of the Williamsburg Outlet Mall) is currently zoned M-1 and is designated Mixed Use on the Comprehensive Plan. While all of the proposed uses are allowed by-right within the M-1 district, a Special Use Permit is being sought to allow for a single 230,000 square foot building to be replaced by individual buildings and groups of buildings exceeding 10,000 square feet and for traffic generation of 100 or more trips to and from the site during peak hours of operation. The current plans for the center include a grocery store, restaurant, pharmacy and other retail uses.

The site is bounded by Centerville Road to the south, Richmond road to the east, a mixed use development (Liberty Crossing) to the north and A-1 lands designated Mixed Use on the Comprehensive Plan to the west. Two existing outparcels along Richmond Road (McDonald's and SunTrust Bank) abut the site. Existing access to these properties from the site will be maintained.

The purpose of this report is to summarize and organize the planning efforts of the project team into a cohesive package for Staff review, which addresses the pertinent planning issues affecting the property while describing the probable effects of the proposed development upon existing public facilities and services, the environment, the surrounding community and the rest of James City County.

II. THE PROJECT TEAM

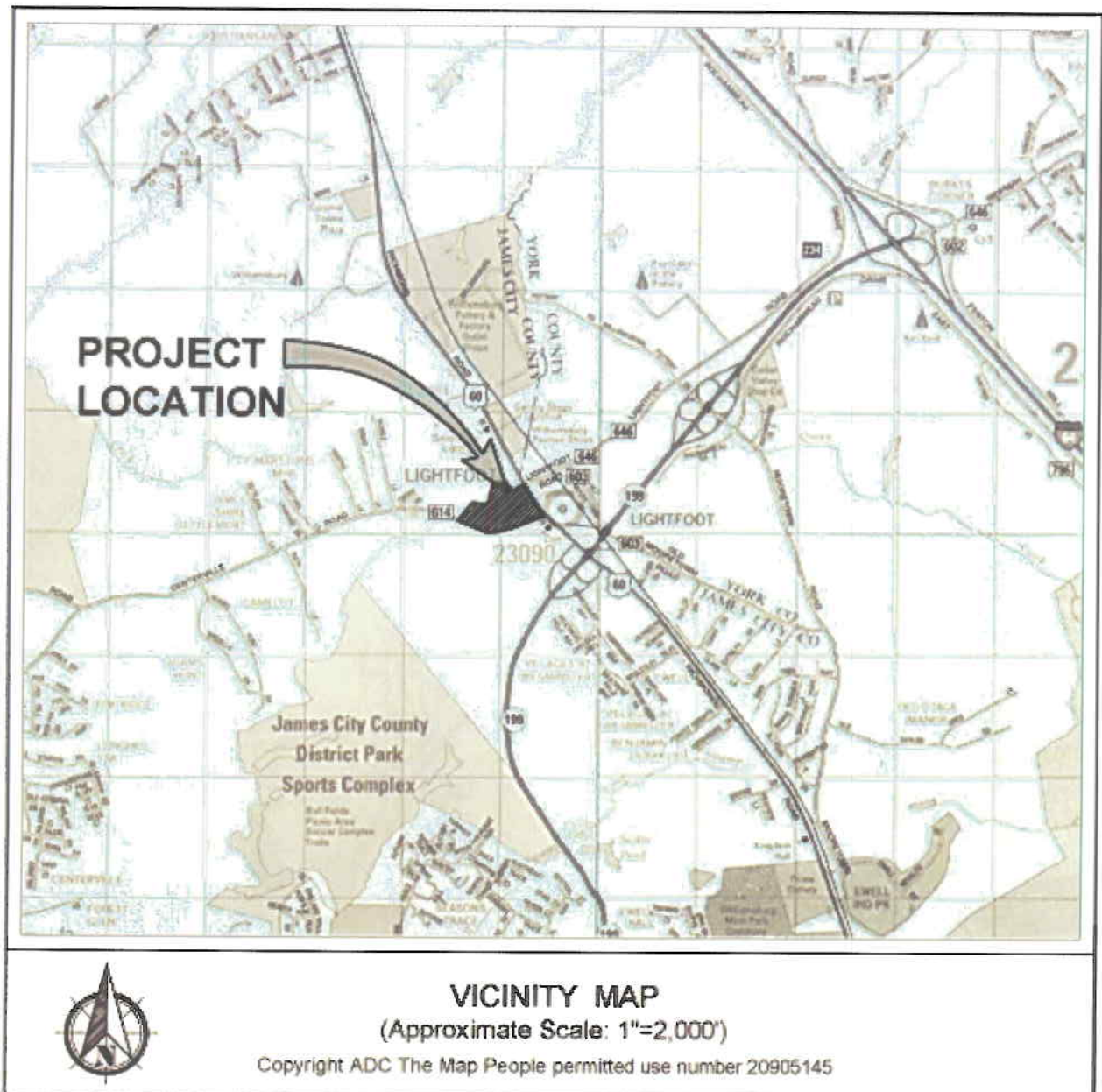
The following organizations are involved in the planning and development of the 18.96± acre property.

- Developer: Williamsburg Retail Investors, LLC, Yorktown, VA
- Legal Counsel: Kaufman and Canoles – Williamsburg, VA
- Architecture: Bonstra|Haresign, Washington D.C., Guernsey Tingle Architects, Williamsburg, VA
- Land Planning: AES Consulting Engineers - Williamsburg, VA
- Engineering: AES Consulting Engineers – Williamsburg, VA
- Traffic Planner: Bryant B. Goodloe –Suffolk, VA
- Fiscal Analysis: Ted Figura Consulting, Asheville, NC

Key components of this Community Impact Study are:

- Planning Considerations and Project Description
- Analysis of Impacts to Public Facilities and Services
- Stormwater Analysis
- Traffic Study
- Fiscal Impact Analysis

Exhibit 1 - Context Map (not to scale)



III. PLANNING CONSIDERATIONS AND PROJECT DESCRIPTION

Planning Considerations

The Lightfoot Marketplace site lies within the Primary Service Area (PSA) of the County. "The Primary Service Area defines areas presently served by public water and sewer, and high levels of other public services, as well as areas expected to receive such services over the next 20 years." Plans for the site are being pursued with the knowledge that water and sewer services currently serve the site and with certain design upgrades, there is ample capacity in these systems to support the project.

The site is zoned M-1, Limited Business/Industrial District. The specific intent of this district is to encourage limited business and industrial uses, prohibit residential development, permit compatible commercial and office uses, and establish minimum requirements to protect the health safety and welfare of the citizens of James City County. This project is proposing only uses that are currently permitted in the M-1 zone. These uses, including office, retail, a grocery store and a restaurant are compatible with surrounding land uses and zoning districts.

The Comprehensive Plan of James City County designates this area as Mixed Use and further identifies Richmond Road and Centerville Road as Community Character Corridors. Mixed Use Areas are centers within the Primary Service Area where more dense development, redevelopment and a broader spectrum of land uses are encouraged. Located at interstate interchanges and the intersections of main thoroughfares, mixed use areas are intended as locations for more intensive commercial, office, and limited industrial development. Lightfoot Marketplace fits this model and is a planned redevelopment (infill and commercial redevelopment is an important goal cited in the Comprehensive Plan) that will maximize the economic potential of this area. It is the intent of this plan to honor the 50' buffer requirements of Urban Community Character Corridors at Route 60 and Centerville Road and to treat the landscape as a more formal and ordered element of the plan while also using the buffers and additional landscaping to screen parking areas and to soften those building elevations fronting on these roads.

Project Description

The 18.96 acre site is currently occupied by a single building totaling over 230,000 square feet surrounded on all sides by parking lots and drive aisles. Impervious surfaces comprise 85% of the site. Only a few shops remain in use within the structure and the surrounding parking and landscape areas have not received regular maintenance and repairs.

The plan for the site is to replace the single building with six new structures and locate the majority of required parking behind these buildings, avoiding direct views of large expanses of parking from adjacent roadways. One existing access point will be maintained along the west side of Richmond Road (State Route 60). The two access points along Centerville Road (State route 614) will also be maintained with the proposed development. The new proposal illustrates approximately 12 acres in buildings and parking representing a 20% reduction in impervious surfaces. The illustrative plan shows the grocery store, three retail buildings, a pharmacy and a restaurant. The existing sidewalk along Richmond Road will be maintained. The James City County Greenway Master Plan calls for an on road bikeway and an 8' mixed use trail along Centerville Road. The on road bikeway is currently in place. The existing sidewalk along Centerville Road on the property's southern boundary is comprised of 3 segments totaling approximately 1,320 linear feet. The 480' segment to the east is within the existing right of way and is constrained by fairly steep topography on both sides. This segment will be maintained as sidewalk. The two remaining segments lie partly in the right of way and partly on site and are not constrained by topography. These segments will be improved to an 8' mixed use trail totaling 840 linear feet.

As mentioned above, existing impervious surfaces comprise approximately 85% of the site. The proposed master plan of development will reduce impervious surfaces by 20%. In addition, Williamsburg Retail Investors, LLC is planning to implement a number of Sustainable Design Initiatives which may include, but are not limited to, the following: redevelopment with net water quality and quantity improvement, construction waste management to maximize the amount of debris that is recycled, reduction of heat island effect through the use of shade trees in parking lots and reflective roof surfaces, building practices such as efficient thermal envelopes and continuous air barriers to improve energy efficiency, and energy conservation measures such as, high efficiency HVAC systems, high efficiency water heaters and lighting controls.

The architectural treatment of the buildings has been planned to compliment and enhance the Route 60 and Centerville Road Community Character Corridors. Conceptual

elevations are provided with the application. Particular emphasis has been placed on views into the site from these adjacent corridors. The buildings are organized along an internal drive with the largest parking field in the middle of the site. The parking field has been designed to eliminate the impression of one large uninterrupted field with the inclusion of significant internal landscape areas serving to break the lot into smaller areas. The landscape treatment for parking areas, the buildings, buffers and landscape yards will meet or exceed the requirements of the James City County Zoning Ordinance.



IV. ANALYSIS OF EXISTING PUBLIC FACILITIES AND SERVICES

A. PUBLIC WATER FACILITIES

The property addressed in this Community Impact Statement is located within the Primary Service Area (PSA) of James City County and the James City Service Authority (JCSA), where public water and sanitary sewer services are generally available, and the use of these public facilities is required. Public water service is currently provided to the site through a JCSA 16-inch water main located along Richmond Road. The existing services to the Outlet Mall building are provided from a private 8" water loop served through a master meter. The intent of the design is to maintain a private system off the existing master meter.

At this point in time, there is no engineering data available to generate an updated water model for the proposed development; however, a water system analysis with updated fire flow information will be provided as part of the engineering design and construction documents.

TABLE 1 - PROJECTED WATER USAGE

Type of Use	Design Units	Flow (GPD/Unit)	Total Flow (GPD)	Duration (hrs)	Avg Flow (GPM)	Peak Flow (GPM)
Existing Shopping Center	230,422 SF	0.2	46,084	12	64.01	192.02
Shopping Center	44,500 SF	0.2	8,900	12	12.36	49.44
Office	5,000 SF	0.1	500	12	0.69	2.78
Drug Store	14,500 SF	0.2	2,900	24	2.01	8.06
Grocery	63,000 SF	0.2	12,600	12	17.50	70.00
Restaurant	200 seats	30	6,000	16	6.25	25.00
Total			30,900		38.82	155.28

B. PUBLIC SEWER FACILITIES

As stated above, the property addressed in this Community Impact Statement is located within the PSA of James City County and the James City Service Authority, where public water and sanitary sewer services are generally available. For this site, public sewer service is currently provided through a private grinder pump station that discharges via a 2" forcemain into the 8" JCSA forcemain along Centerville Road. The intent of the proposed development is to relocate the existing private sanitary lift station and discharge within the

existing 2" sanitary force main.

Proposed sewer flow from the proposed development is taken from Table 2.1 of the James City Service Authority "Standards and Specifications Water Distribution and Sanitary Sewer Systems", and collected estimates from other sources. The estimated average daily sewage flow generated from the proposed development is approximate 21,000 GPD. These flows are generally half of those anticipated at the full build-out of the existing facility (See Table 2 below for details of the Projected Wastewater Flows).

TABLE 2 – EXISTING/PROJECTED WASTEWATER FLOWS

Type of Use	Design Units	Flow (GPD/Unit)	Total Flow (GPD)	Duration (hrs)	Avg Flow (GPM)	Peak Flow (GPM)
Existing Shopping Center	230,422 SF	0.2	46,084	12	64.01	192.02
Shopping Center	44,500 SF	0.2	8,900	12	12.36	37.08
Office	5,000 SF	0.1	500	12	0.69	2.08
Drug Store	14,500 SF	0.2	2,900	24	2.01	6.04
Grocery	63,000 SF	0.2	12,600	12	17.50	52.50
Restaurant	200 seats	30	6,000	16	6.25	18.75
Total			30,900		38.82	116.46

C. FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (EMS)

There are currently five fire stations providing fire protection and Emergency Medical Services (EMS) to James City County. The closest fire station to the subject site is Station #4 on Olde Towne Road at the intersection of Old Forge Road and Route 60, approximately 2.6 miles southeast of this project. The next closest fire station to the subject site is Station #1 located at the intersection of Old Forge Road and Route 60, approximately 6 miles to the northwest of this project. These two fire stations, and the emergency medical staff available at these stations, will provide a more than adequate response to potential emergencies. In addition, through cooperative agreements between Williamsburg, James City County, and York County, other stations may also be utilized for larger emergencies at the site. The #5 Lightfoot Skimino Station is located 3.4 miles to the east on Lightfoot Road.

D. SOLID WASTE

The property will generate solid waste that will require collection and disposal to ensure

a safe and healthful environment. Collection of solid waste will be by private contract with reputable haulers acting in accordance with local health standards. This waste will be transported to the James City County Solid Waste transfer station. This project will encourage recycling through the provision of recycling dumpsters which will also be regularly serviced.

E. UTILITY SERVICE PROVIDERS

Virginia Natural Gas (VNG), Dominion Virginia Power, Cox Communications and Verizon Communications provide, respectively, natural gas, electricity, and communication services to this area. The current policy of these utility service providers is to extend service to the development at no cost to the developer when positive revenue is identified.

V. ANALYSIS OF STORMWATER MANAGEMENT

A brief needs-analysis for stormwater management, meeting the general criteria of the Commonwealth of Virginia and James City County's stormwater requirements, was completed as a component of the planning for the proposed project. Please refer to sheet 5 of the Special Use Permit Plans, Master Stormwater Management Plan. The goal of the stormwater management plan is to adhere to local and state stormwater requirements. Preliminary site observations and mapping identify the following unique site characteristics to be considered in stormwater management planning:

- The project is situated within the Powhatan Creek and Yarmouth Creek Watershed of the James River. The property predominately drains to the Powhatan Creek, subwatershed 205. A small portion north of the property drains to the Yarmouth Creek subwatershed 105.
- The property is currently fully developed at 85% impervious cover. As such this property is being classified as a redevelopment site and adhering to the state stormwater rules controlling such sites.
- The property is currently draining to regional stormwater facilities located downstream of the property.

To achieve the required redevelopment stormwater water quality credit for the property, the site needs to show a reduction in the existing impervious cover of 10%. Because the project property is located in a portion of the Powhatan and Yarmouth Creek Watersheds, additional measures of watershed management are suggested by James City County policy to protect the natural resource of the watershed, and prevent further

degradation of the watershed's water quality. These measures, in the form of Special Stormwater Criteria (SSC), further enhance the quality of stormwater runoff from the development site and assist in the preservation of pre-development hydrology. Five (5) SSC measures are required to meet the requirements set forth by the James City County (JCC) policy. Two of the five measures, as discussed with JCC Staff, are intended to come from the implementation of the additional reduction in impervious cover from 10% to 20% and the increase in the size of the existing stormwater facility. The additional 3 measures are intended to be implemented in the area draining to the Yarmouth Creek. Please refer to the Stormwater Plan for a list of potential measures to be implemented onsite.

In summary, with the preliminary analysis of proposed project, the stormwater management plan proposed will protect overall downstream water quality, help preserve and restore the natural hydrology of the watershed, and reduce the tendency of development to cause downstream erosion to receiving channels through increased infiltration and detention.

VI. ENVIRONMENTAL AND CULTURAL INVENTORY

Summary of Existing Conditions

As stated in the project description, this developed site is approximately 85% impervious comprised of one 230,000 square foot building and surrounding parking and access ways. An existing tree line along the site's western boundary and some landscaping of roadways and parking lot islands are the only vegetation within the pervious areas of the site. There are no existing drainage ways on the property. The site contains no wetlands or Chesapeake Bay Preservation Areas and the property lies in Zone X (areas determined to be outside of the 0.2% annual chance floodplain) per F.I.R.M. 51095C0110C, dated September 28, 2007.

In queries submitted to the Virginia Department of Games and Inland Fisheries requesting a list of sensitive species known to occur in the area, two federally listed species have been confirmed to occur in James City County. These include the bald eagle (*Haliaeetus leucocephalus*) and the small whorled pogonia (*Isotria medeoloides*). No evidence of bald eagle activity has been documented on the property; and the generally open characteristics of the site would not usually be considered suitable habitat for the small whorled pogonia.

A. TOPOGRAPHY

The site is relatively flat with elevations ranging from 123 above mean sea level at the Route 60 entrance road (Lightfoot Road extended) to a low of 102 at the southwest corner of the site adjacent to Centerville Road. Sheet 2 of the Master Plan illustrates the location of a few steep slopes at the site perimeter.

B. SOILS

The Soil Survey of James City County, Virginia (USDA 1985) maps a few different soil types on this site prior to development. For the purposes of analyzing this application the existing soil classification should be considered Urban (#37).

C. SURFACE WATER

This site is within Subwatershed 205 of the Powhatan Creek Watershed and Subwatershed 105 of the Yarmouth Creek Watershed. There is one detention facility at the southwest corner of the site located along Centerville Road.

D. WETLANDS and FLOODPLAINS

According to Flood Insurance Rate Map (FIRM) 51095C0110C, for James City County, Virginia, there are no floodplains or associated wetlands located on this site.

E. VEGETATION

There is no significant vegetation on the site apart from a few mature trees within perimeter buffers.

F. CULTURAL RESOURCES

The site (per An Archaeological Assessment of James City County, Virginia) is not located in an area considered to be highly sensitive or have a high archaeological site potential. The site does fall within areas designated as moderately sensitive, however, due to extensive "landscaping for development" including extensive grading and earthmoving this site is likely compromised.

VIII. CONCLUSION

In summary, this proposed development is complimentary to surrounding land uses and zoning and in conformance with the current James City County Comprehensive Plan. Developing this site under the current M-1 zoning guided by a master plan will lead to the types of commercial services that are called for in the Comprehensive Plan and will complement the surrounding land uses. This proposed development will provide particular benefits to the community as well. These benefits will include:

- Specific architectural treatment to compliment the surrounding area.
- Multiple access points to alleviate traffic impacts.
- Sidewalks providing pedestrian connectivity throughout the site adding to the pedestrian corridor along Richmond Road and establishing a mixed use path along a portion of the Centerville Road frontage.
- Significant landscaping shall be provided to supplement existing trees and shrubs in a coherent, readily discernible theme and enhance the pedestrian experience within the development.
- Significant reduction in the overall impervious surfaces on the site.
- Easily accessible services that will benefit the surrounding community and promote development of business with a positive fiscal impact for the County.
- Improvement of the overall appearance of the County's urban and suburban environment.
- Maintenance of Community Character by providing a compact commercial center that reduces its visual presence and scale through the thoughtful use of landscaping, architecture and site design.
- The employment of sustainable initiatives in site and building design.



Please make sure to use the accompanying Excel Spreadsheet to calculate the numbers below.

Version 10.21.11

FISCAL IMPACT ANALYSIS WORKSHEET AND ASSUMPTIONS

Please fill out all *applicable* sections. Please use the provided spreadsheet to perform calculations. If space provided is insufficient, please feel free to include additional pages. If you have any questions, please contact the Planning Office at (757) 253-6685 or planning@james-city.va.us

- 1a) PROPOSAL NAME Lightfoot Marketplace
- 1b) Does this project propose residential units? Yes _____ No X (if no, skip Sec. 2)
- 1c) Does this project include commercial or industrial uses? Yes _____ No X (if no, skip Sec. 3)

Fiscal Impact Analysis Worksheet Section 2: Residential Developments

2a) TOTAL NEW DWELLING UNITS. Please indicate the total number of each type of proposed dwelling unit. Then, *add* the total number of new dwelling units.

Single Family Detached		Apartment	
Townhome/Condominium/Single Family Attached		Manufactured Home	
Total Dwelling Units			

Are any units affordable? Yes _____ No _____ (If yes, how many?) _____

Residential Expenses – School Expenses

2b) TOTAL NEW STUDENTS GENERATED. *Multiply* the number of each type of proposed unit from (2a) its corresponding Student Generation Rate below. Then, *add* the total number of students generated by the proposal.

Unit Type	Number of Proposed Units (from 2a)	Student Generation Rate	Students Generated
Single Family Detached		0.40	
Townhome/Condo/Attached		0.17	
Apartment		0.31	
Manufactured Home		0.46	
Total			

2c). TOTAL SCHOOL EXPENSES. *Multiply* the total number of students generated from (2b) by the Per-Student Total Expenses below.

Total Students Generated	Per-Student Operating Expenses	Per-Student Capital Expenses	Per-Student Total Expenses	Total School Expenses
	\$5920.16	\$2176.06	\$8096.22	

Residential Expenses - Non-School Expenses

2d) TOTAL POPULATION GENERATED. *Multiply* the number of proposed units from (2a) and multiply by the Average Household Size number below.

Total Units Proposed	Average Household Size	Total Population Generated
	2.19	

2e) TOTAL NON-SCHOOL EXPENSES. *Multiply* the population generated from (2d) by the Per-Capita Non-School Expenses below.

Total Population Generated	Per-Capita Non-School Expenses	Total Non-School Expenses
	\$640.98	

2f) TOTAL RESIDENTIAL EXPENSES. *Add* school expenses from (2c) and non-school expenses (2e) to determine total residential expenses.

Total School Expenses	Non-School Expenses	Total Residential Expenses

Residential Revenues

2g) TOTAL REAL ESTATE EXPECTED MARKET VALUE. Write the number of each type of units proposed from (2a). Then *determine the average* expected market value for each type of unit. Then, *multiply* the number of unit proposed by their average expected market value. Finally, *add* the total expected market value of the proposed units.

Unit Type:	Number of Units:	Average Expected Market Value:	Total Expected Market Value:
Single Family Detached			
Townhome/Condo/Multifamily		\$	\$
Total:		N/A	\$

2h) TOTAL REAL ESTATE TAXES PAID. *Multiply* the total market value from (2g) by the real estate tax rate below.

Total Market Value	Real Estate Tax Rate	Total Real Estate Taxes Paid
	0.0077	

2i) TOTAL PERSONAL PROPERTY TAXES PAID. *Multiply* the total real estate taxes paid (2h) by the property tax average below.

Real Estate Tax Paid	Personal Property Tax Average	Personal Property Taxes Paid
	0.15	

2j) TOTAL SALES & MEALS TAXES PAID. *Multiply* the total real estate taxes paid (2h) by the sales and meals tax average below:

Real Estate Tax Paid	Sales and Meals Tax Average	Total Sales & Meals Taxes Paid
	.09	

2k) TOTAL CONSERVATION EASEMENT TAXES PAID. If the proposal contains a conservation easement, *multiply* the size of the proposed conservation easement by the conservation easement assessment rate.

Proposed Conservation Easement Size	Assessment Rate	Conservation Easement Taxes Paid
0	\$2000/acre (prorated)	\$0

2l) TOTAL HOA TAXES PAID. If the HOA will own any property that will be rented to non-HOA members, *multiply* the expected assessed value of those rentable facilities by the real estate tax rate below.

HOA Property Type	Total Assessed Value	Real Estate Tax Rate	Total HOA Taxes Paid
0		.0077	\$0

2m) TOTAL RESIDENTIAL REVENUES. *Add* all residential taxes paid to the County from (2h) through (2l).

Total Residential Revenues	\$
----------------------------	----

2n) RESIDENTIAL FISCAL IMPACT. Subtract total residential revenues (2m) from total residential expenses (2f).

Total Residential Expenses	Total Residential Revenues	Total Residential Fiscal Impact

Fiscal Impact Analysis Worksheet Section 3: Commercial and Industrial Developments

Commercial and Industrial Expenses

3a) TOTAL NEW BUSINESSES. How many new businesses are proposed? 18
(include all businesses that will rent or lease space at the location as part of the proposal, including probable tenants of an office park or strip mall).

3b) TOTAL COMMERCIAL EXPENSES. *Multiply* the total business real estate expected assessment value from (3c) below by the Commercial Expenses Rate below.

Total Expected Assessment Value	Commercial Expense Rate	Total Commercial Expenses
\$18,243,300	0.0045	\$81,182.69

Commercial & Industrial Revenues

3c) TOTAL REAL ESTATE EXPECTED ASSESSMENT VALUE. *Estimate* the expected real estate assessment value, at buildout, of all proposed commercial element properties below.

Proposed Business Properties (by use and location)	Expected Assessment Value
Lightfoot Marketplace, 6401 Richmond Road	\$18,243,300
Total:	\$18,243,300

3d) TOTAL REAL ESTATE TAXES PAID. *Multiply* the total expected market property value from (3c) by the real estate tax rate below.

Expected Market Value	Real Estate Tax Rate	Real Estate Taxes Paid
\$18,243,300	0.0077	\$140,473.41

3e) TOTAL BUSINESS PERSONAL PROPERTY TAXES PAID. *Multiply* the total business capitalization for each proposed commercial element by the business personal property tax rate below. Then *add* the total personal property taxes paid.

Proposed Business Name	Total Business Capitalization	Personal Property Tax Rate	Total Business Property Taxes Paid
Grocery Anchor	\$3,295,452	0.01	\$32,954.52
Drug Store	\$820,754	0.01	\$8,207.54
Additional Anchor	\$870,497	0.01	\$8,704.97
3 Restaurants	\$1,557,235	0.01	\$15,572.35
8 Other Retail	\$967,992	0.01	\$9,679.92
4 Personal Service	\$419,710	0.01	\$4,197.10
Total:	\$7,931,640	N/A	\$79,316.40

3f) TOTAL BUSINESS MACHINERY AND TOOLS TAXES PAID. If any manufacturing is proposed, *multiply* the total business capitalization for each proposed manufacturing element by the business machinery and tools tax rate below. Then, *add* the machinery and tools tax paid.

Proposed Business Name	Total Business Capitalization	Machinery and Tools Tax Rate	Total Business Property Taxes Paid
		0.01	
		0.01	
		0.01	
Total:		N/A	\$

3g) **TOTAL SALES TAXES PAID.** *Estimate the applicable total gross retail sales, prepared meals sales, and hotel/motel room sales for proposal's commercial elements below. Then, multiply the projected commercial gross sales by the applicable sales tax rates. Then, add the total sales taxes paid.*

Tax Type	Projected Gross Sales	Sales Tax Rates	Sales Taxes Paid
Retail Sales	\$37,796,241	0.01 of Gross Retail Sales	\$377,962.41
Prepared Meals	\$3,677,468	0.04 of Prepared Sales	\$147,098.72
Hotel, Motel		0.02 of Gross Sales*	
Total:	N/A	N/A	\$525,061.13

*Actual Occupancy Tax is 5% of Gross Sales, however, 60% of those funds are targeted to tourism.

3h) **TOTAL BUSINESS LICENSES FEES PAID.** *Estimate each business element's total gross sales. Multiply each business element's projected gross sales by the Annual Business License rate to determine annual business licenses fee paid.*

Proposed Business Name(s)	Business Type* (see exhibit sheet)	Projected Total Gross Sales	Business License Rate	Annual Business License Fees Paid
	Professional Services		0.0058	
	Retail Services	\$37,796,241	0.0020	\$75,592.48
	Contractors		0.0016	
	Wholesalers		0.0005	
	Exempt*		No fee due	
	Other Services	\$1,974,274	0.0036	\$7,107.39
	Total	N/A	N/A	\$82,699.87

3i) **TOTAL COMMERCIAL AND INDUSTRIAL REVENUES.** *Add the total taxes and fees paid by all of the business elements from (3d) through (3h).*

Total Commercial and Industrial Revenues	\$827,550.81
-------------------------------------------------	---------------------

3j) **COMMERCIAL FISCAL IMPACT.** *Subtract total commercial and industrial revenues (3i) from total commercial and industrial expenses (3b).*

Total Commercial Expenses	Total Commercial Revenues	Total Commercial Fiscal Impact
\$81,182.69	\$827,550.81	\$746,368.12

3k) **TOTAL PROPOSED FISCAL IMPACT.** *Add residential fiscal impacts (2n) and commercial fiscal impacts (3j).*

Residential Fiscal Impact	Commercial Fiscal Impact	Total Proposed Fiscal Impact
	\$746,368.12	\$746,368.12

Fiscal Impact Analysis Worksheet Section 4: Current Land Use

Current Residential Use (If there are no existing residential units, skip to (4g)).

4a) **TOTAL CURRENT DWELLING UNITS.** Please indicate the total number of each type of existing dwelling unit. Then, *add* the total number of existing dwelling units.

Single Family Detached	0	Apartment	
Townhome/Condominium/Single Family Attached		Manufactured Home	
Total Dwelling Units			

Residential Expenses - School Expenses

4b) **TOTAL CURRENT STUDENTS.** *Multiply* the number of existing units from (4a) by its corresponding Student Generation Rate below. Then, *add* the total number of existing students.

Unit Type	Number of Existing Units	Student Generation Rate	Existing Students
Single Family Detached	0	0.40	0
Townhome/Condo/Attached		0.17	
Apartment		0.31	
Manufactured Home		0.46	
Total		N/A	

4c) **TOTAL CURRENT SCHOOL EXPENSES.** *Multiply* the total number of current students from (4b) by the per-student school cost below.

Number of Existing Students	Per-Student School Cost	Current School Expenses
0	\$8096.22	\$0

Residential Expenses - Non-School Expenses

4d) **TOTAL CURRENT POPULATION.** *Multiply* the total number of existing units from (4a) by average household size below.

Total Existing Units	Average Household Size	Total Current Population
0	2.08	\$0

4e) **TOTAL CURRENT NON-SCHOOL EXPENSES.** *Multiply* the current population from (4d) by per-capita non-school expenses below.

Total Current Population	Per-Capita Non-School Expenses	Current Non-School Expenses
0	\$762.14	\$0

4f) **TOTAL RESIDENTIAL EXPENSES.** *Add school expenses from (4c) and non-school expenses from (4e).*

School Expenses	Non-School Expenses	Residential Expenses
\$0	\$0	\$0

Residential Revenues

4g) **TOTAL CURRENT ASSESSMENT VALUE.** *Search for each residential property included in the proposal on the Parcel Viewer at <http://property.iccegov.com/parcelviewer/Search.aspx>. Indicate each property's total assessment value below. Then, add total assessment values.*

Property Address and Description	Assessment Value
	\$
	\$
	\$
Total:	\$

4h) **TOTAL CURRENT REAL ESTATE TAXES PAID.** *Multiply the total assessment value from (4g) by the real estate tax rate below.*

Total Assessment Value	Real Estate Tax Rate	Real Estate Taxes Paid
	.0077	

4i) **TOTAL CURRENT PERSONAL PROPERTY TAXES PAID.** *Multiply total real estate taxes paid from (4h) by the personal property tax average below.*

Real Estate Tax Paid	Personal Property Tax Average	Personal Property Paid
	0.15	

4j) **TOTAL CURRENT SALES AND MEALS TAXES PAID.** *Multiply the total real estate taxes paid from (4h) by the sales and meals tax average below.*

Real Estate Tax Paid	Sales and Meals Tax Average	Average Excise Tax Paid
	.09	

4k) **TOTAL CURRENT RESIDENTIAL REVENUES.** *Add all current residential taxes paid to the County from (4h) through (4j).*

Total Current Residential Revenues	

4l) **CURRENT RESIDENTIAL FISCAL IMPACT.** *Subtract total residential revenues (4k) from total residential expenses (4f).*

Total Residential Expenses	Total Residential Revenues	Total Residential Fiscal Impact

4m) **FINAL RESIDENTIAL FISCAL IMPACT.** Subtract current residential fiscal impact from (4l) from proposed residential fiscal impact from (2n).

Proposed Residential Impact	Current Residential Impact	Final Residential Fiscal Impact
\$	\$	\$

Current Commercial Use

Current Commercial Expenses (if there are no current businesses or commercial properties, skip to (5k).

5a) **TOTAL CURRENT BUSINESSES.** How many businesses exist on the proposal properties?
 0 (include all businesses that rent or lease space at the location).

5b) **TOTAL CURRENT COMMERCIAL EXPENSES.** Multiply the current number of businesses operating on the proposal properties by the per-business expense rate below.

Total Expected Assessment Value	Commercial Expense Rate	Total Commercial Expenses
\$9,872,900	0.0045	\$49,364.50

Current Commercial Revenues

5c) **TOTAL CURRENT ASSESSMENT VALUE.** Search for each commercial property included in the proposal on the Parcel Viewer at <http://property.iccegov.com/parcelviewer/Search.aspx>. Indicate each property's total assessment value below. Then, add total assessment values.

Addresses	Assessment Value	Real Estate Tax Rate	Real Estate Tax Paid
6401 Richmond Rd.	\$9,872,900	.0077	\$76,021.31
		.0077	
Total:			\$76,021.31

5d) **TOTAL CURRENT BUSINESS PERSONAL PROPERTY TAXES PAID.** Multiply the total business capitalization for each current commercial element by the business personal property tax rate below. Then add the total personal property taxes paid.

Current Business	Total Business Capitalization	Personal Property Tax Rate	Business Property Taxes Paid
Williamsburg Outlet Mall Tenants, aggregate	\$695,400	0.01	\$6,954
		0.01	
		0.01	
Total:	\$695,400	N/A	\$6,954

5e) **TOTAL CURRENT MACHINERY AND TOOLS TAX PAID.** If any manufacturing exists, *multiply* the total capitalization for manufacturing equipment by the business machinery and tools tax rate below.

Current Business	Total Business Capitalization	Personal Property Tax Rate	Machinery and Tools Tax Paid
		0.01	\$

- Businesses will paying tools tax will pay it instead business personal property.

5f) **TOTAL CURRENT SALES TAXES PAID.** *Estimate* the applicable total gross retail sales, prepared meals sales, and hotel/motel sales for existing commercial elements below. Then, *multiply* the projected commercial gross sales by the applicable sales tax rates. Then, *add* the total sales taxes paid.

Activity	Projected Gross Sales	Tax Rate	Sales Taxes Paid
Retail Sales	\$8,173,800	0.01 of Gross Retail Sales	\$81,738
Prepared Meals		0.04 of Prepared Sales	
Hotel, Motel		0.02 of Gross Sales*	
Total:	N/A	N/A	\$81,738

*Actual Occupancy Tax is 5% of Gross Sales, however, 60% of those funds are targeted to tourism.

5g) **TOTAL CURRENT BUSINESS LICENSES FEES PAID.** *Estimate* each current business element's total gross sales. Then, *multiply* each business element's projected gross sales by the Annual Business License rate to determine annual business licenses fee paid. Then, *add* the total business license fees paid.

Business Type	Gross Sales	Business License Rate	Annual Business License Fees Paid
Professional Services		\$0.0058	
Retail Sales	8,173,800	\$0.0020	\$16,347.60
Contractors		\$0.0016	
Wholesalers		\$0.0005	
Manufacturers		No tax	
Other Services		\$0.0036	
Total:	N/A	N/A	\$16,347.60

5h) **TOTAL CURRENT COMMERCIAL REVENUES.** *Add* all current commercial revenues paid by existing businesses from (5c) through (5g).

Total Current Commercial Revenues	\$181,060.93
------------------------------------------	--------------

5i) **CURRENT COMMERCIAL FISCAL IMPACT.** *Subtract* total commercial revenues (5h) from total residential expenses (5b).

Total Commercial Expenses	Total Commercial Revenues	Total Commercial Fiscal Impact
\$49,364.50	\$181,060.93	\$131,696.43

5j) **FINAL COMMERCIAL FISCAL IMPACT.** *Subtract* current commercial fiscal impact from (5i) from proposed commercial fiscal impact from (3j).

Proposed Commercial Impact	Current Commercial Impact	Final Commercial Fiscal Impact
\$746,368.12	\$131,696.43	\$614,671.69

5k) **FINAL FISCAL IMPACT.** *Subtract* the final commercial fiscal impact from (5i) from final residential fiscal impact from (4m).

Final Residential Impact	Final Commercial Impact	Final Fiscal Impact
\$	\$614,671.69	\$614,671.69

Fiscal Impact Worksheet Section 6: Phasing

Residential Phasing

6a) *Copy and paste* the residential phasing template from the accompanying Excel sheet to the page below.

	Total Units Proposed		28					
	Year 1	Year 2	Year 3	Year 4	Year 5	Buildout		
Homes Built								
Total Res Exp								
Per Unit Exp								
Total Res Exp								
Total Res Rev								
Per Unit Rev								
Total Res Rev								
Per Unit Impact								
Res Impact								

Commercial Phasing

6b) *Copy and paste* the commercial phasing template from the accompanying Excel sheet to the page below.

	Total New Businesses		18
	Year 1	Year 2	Buildout
Bus Built	9	9	18
	\$	\$	
Bus Exp	81,182.69	81,182.69	
	\$	\$	
Per Bus Exp	4,510.15	4,510.15	
	\$	\$	
Year Bus Exp	40,591.34	40,591.34	
	\$	\$	
Bus Rev	827,550.81	827,550.81	
	\$	\$	
Per Bus Rev	45,975.04	45,975.04	
	\$	\$	
Year Bus Rev	413,775.40	413,775.40	
	\$	\$	
Bus Impact	373,184.06	746,368.12	

Final Phasing Projections

6c) *Copy and paste* the final phasing projection from the accompanying Excel sheet to the page below.

	Year 1	Year 2	Year 3	Year 4	Year 5	Buildout
Res Impact	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	\$	\$	\$	\$	\$	
Bus Impact	373,184.06	746,368.12	746,368.12	746,368.12	746,368.12	
Final Impact	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

Fiscal Impact Worksheet Section 7: Employment

7a) *Copy and paste* the employment projections from the accompanying Excel sheet to the page below.

	Business	FTE Jobs Generated	Average Payroll
	Grocery		\$
1	Anchor	106	2,011,880.00
			\$
2	Drug Store	30	569,400.00
	Additional		\$
3	Anchor	40	759,200.00
	3		\$
4	Restaurants	45	865,800.00
	8 Other		\$
5	Retail	50	949,000.00
	4 Personal		\$
6	Service	24	611,520.00

DEFINITIONS AND ASSUMPTIONS

Apartment – a building used, or intended to be used as the residence of three or more families living independently of each other. (JCC Code 24-1-2). Tenants have no equity in the dwelling.

Assessment Value – assessment value is assumed to be within 1% of market value. Market value drives assessment value.

Buildout – all data and assumptions reflect the fiscal impact of the proposal at buildout.

Commercial Expense Rate – The commercial expense rate uses the proportional valuation method (see below) to determine individual business expenses. Under that method, businesses are collectively responsible for contributing 15% of the non-school budget (\$ 10,391,694). Dividing this portion of the budget by the total commercial real estate in the County (\$2,060,690,000) gives a commercial expense rate of 0.0045. This rate assumes that the costs of providing County services to a business are directly correlated with that businesses' property assessment. This assumes more valuable properties have generally more intense uses, incurring greater County expenses.

Condomium – a building, or group of buildings, in which units are owned individually and the structure, common areas and common facilities are owned by all the owners on a proportional, undivided basis. (JCC Code 24-1-4)

Contractor - any person, firm or corporation accepting or offering to accept orders or contracts for doing any work on or in any building or structure, any paving, curbing or other work on sidewalks, streets, alleys, or highways, any excavation of earth, rock, or other materials, any construction of sewers, and any installation of interior building components. (Code of Virginia § 58.1-3714)

Direct Impact – The worksheet only calculates direct financial impacts on the County budget. The worksheet is only one of many development management tools, and, as such, does not make a determination whether any type of development 'should' happen based solely on that proposal's fiscal impact. The tool is not designed to measure non-budget impacts, such as increased traffic, or non-budget benefits, such as forwarding the goals of the Comprehensive Plan. Costs incurred by other entities, such as other localities or the State, remain uncounted.

Dwelling – any structure which is designed for use for residential purposes, except hotels, motels, boardinghouses, lodging houses, and tourist cabins. (JCC Code 24-1-4.1)

Exempt – certain types of business activities or products are exempted from annual County business licenses. These include manufacturers, insurance agencies, apartment complexes, and gasoline sales.

Fees & Licenses – all fees collected by the County, including business & professional licenses, planning fees, building permit fees, stormwater fees, environmental inspection fees, septic tank fees, dog licenses, and motor vehicle licenses, are deducted from the per- capita and per-business budgetary costs of each department that collects them.

Fiscal Impact Analysis – the County has created a set of standardized data and assumptions to streamline both the creation and review of fiscal impact studies. The County had no itemized list of questions for fiscal impact study creators to answer, resulting in portions of fiscal impact studies with no bearing on the County's budgetary bottom line. The guesswork is removed from the creation of these documents. The data used by fiscal impact study authors also came from a myriad of sources, often within the County, which were difficult to verify. The fiscal impact analysis worksheet allows consistency across multiple fiscal impact studies, as well.

Fiscal Impact Analysis Worksheet – The worksheet helps the applicant present relevant data to the County, using data verified by the County. The worksheet provides consistency across all fiscal impact analyses.

Non-School Expenses – Non-school expenses includes all FY10 non-school budget spending. Non-School expenses are calculated using the Proportional Variation method. Using the Proportional Variation method, residents and businesses are assumed to be responsible for differing percentages of the County's non-school spending.

Manufacturing – assembly of components, pieces, or subassemblies, or the process of converting raw, unfinished materials into different products, substances, or purposes.

Market Value – market value is assumed to be within 1% of assessment value. Market value drives assessment value.

Manufactured Home – A Manufactured Home is a structure not meeting the specifications or requirements or a manufactured home, designed for transportation, after fabrication. (JCC Code 24-1-8.1) The only Manufactured Homes counted in the Student Generation figure are those in designated Manufactured Home parks. Manufactured Homes on individual lots are indistinguishable from single-family detached dwellings for the purposes of the worksheet.

Phasing – all residential developments are assumed to have an absorption rate of 20% per annum. All commercial development are assumed to have an absorption rate of 20% per annum. The date stamp Year 1 in the phasing template represents 365 days after Board of Supervisors approval.

Professional Services - work performed by an independent contractor within the scope of the practice of accounting, actuarial services, architecture, land surveying, landscape architecture, law, dentistry, medicine, optometry, pharmacy or professional engineering. Professional services shall also include the services of an economist procured by the State Corporation Commission. (Code of Virginia, § 2.2-4301)

Proportional Valuation Impact – proportional valuation impact assumes that a proposed residential or commercial project's fiscal impact is proportional to the percentage of the total tax base that is either residential or commercial.

James City's proportional valuation is calculated using the County's Real Estate Mapping GIS program. The program calculated a aggregate property assessment value of \$13,763,228,800 for the entire County. The program calculated an aggregate commercial and industrial assessment value of \$2,060,690,000. Dividing the commercial value by the total value shows that commercial and industrial properties compose 15% of the total property tax base, and are responsible for 15% of County non-school expenses. This results in residential development being responsible for Schools impacts and 85% of non-school County operations. The proportional valuation method does not factor other assorted residential and commercial taxes, fees, and licenses into account. As 15% of the tax base, businesses contribute 15% for all County non-school expenses. As 85% of the tax base, residents contribute 85% for all County non-school expenses.

Furthermore, individual business expenses to the County are calculated using the proportional valuation impact method. (See Commercial Expense Rate)

Per-Business Expense Rate – the per-business expense rate assumes that the County incurs non-school expenses equal to 0.04% of the commercial real estate assessment of any given business.

Per Capita Evaluation Method – this worksheet uses the Per Capita Evaluation method to assign per-capita and per-business costs to non-school expenses. This method assumes that current per-capita and per-business expenditures and service levels are consistent with future per-capita and per-business expenditures and service levels.

Per Capita – per capita calculations divide each department's spending, minus fees and State contributions, by the current County population. This number excludes institutional residents in detention at correctional facilities and mental institutions. Total population is determined from James City County Planning Division figures.

JCC Population 2010	Dwelling Units 2010
62879*	30221**

*JCC Planning Division Population Count Minus Institutional Population

**JCC Codes Compliance Division Housing Unit Count + Apartment Count

Per Student – per student calculations divide County contributions to WJCC Schools, minus State educational contributions, by the total number of K-12 students living in James City and also attending WJCC Schools. Total students are determined from Williamsburg James City County Schools 2009-2010 School Year enrollment reports.

Per Business – per business calculations divide each departments spending, minus fees and State contributions, by the total number of County businesses. Total businesses are determined by the number of business licenses issued.

Total Number of JCC Businesses	5400*
Percentage of Property Tax Assessments	15%**

*James City County Commissioner of the Revenue

**Commercial impacts are calculated on a proportional variation process

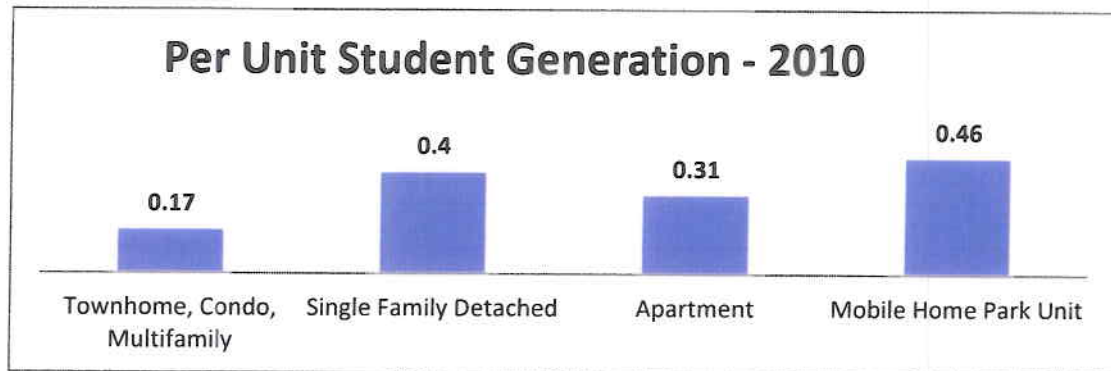
Proffer – proffers paid for schools can only be applied toward the capital expense portion of per-student school expenses. (See Board of Supervisors' Proffer Policy).

Retail Services – display and sale of merchandise at retail or the rendering of personal services, such as food, drugs, clothing, furniture, hardware, appliances, barber and beauty, antiques, and household uses, and other uses. (JCC Code 24-1-10)

Single Family Detached Dwelling – A detached structure arranged or designed to be occupied by one family, the structure only having one dwelling unit. (JCC Code 24-1-4.1)

State Contributions – The State contributes both targeted and unspecified funds to the James City County budget. Funds for specific departments were subtracted from the budget totals of those departments. Unspecified state fund amounts were compiled, then evenly subtracted (7.75% of each department total) across all non-school departments.

Student Generation Rate - The student generation rate the number of students produced by a individual dwelling unit per year. Different domestic units produce students are different rates. Using WJCC enrollment figures, an address was found for WJCC student residing in James City County. Using the James City County Real Estate Division's Property Information map on the James City County website, the number of students from each subdivision was determined. Using the Real Estate Division's Real Estate Parcel Count, the number of improved lots in each neighborhood was determined. Total students from each neighborhood were divided by the total number of units from that neighborhood to determine the average number of students per housing unit. The student generation numbers for 256 subdivisions was determined this way, along with the same method for counting students from apartments and Manufactured Home parks.



Townhome – in a structure containing three or more dwelling units, a dwelling unit for single family occupancy, not more than three stories in height, attached by one or more vertical party walls extending to the roof sheathing without passageway openings to one or more additional such dwelling units, each of which is served by an individual exterior entrance or entrances. (Sec. 24-1-12.1)

Annual Update Methodology – The Williamsburg-James City County school enrollment spreadsheet is the trigger for the Fiscal Impact Worksheet's annual update. All other data will be available when the enrollment Excel file becomes available in September. To ensure the validity of County data and assumptions, the Fiscal Impact Worksheet should be updated annually. Some data will merely be

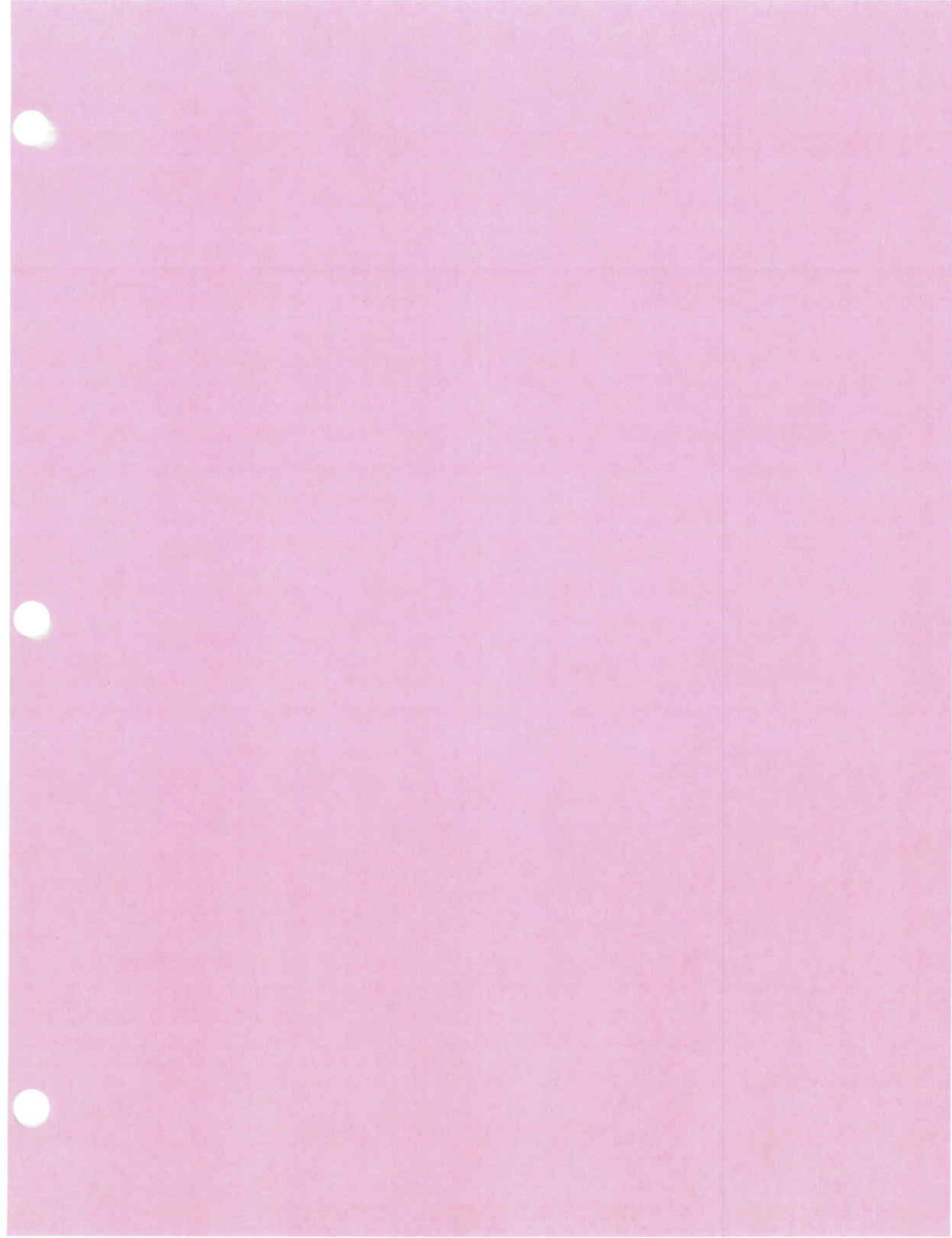
updated, while other data, such as the school Student Generation Rate, will be used to create long-term averages.

Data Required for Update

1. Real Estate Assessment (REA)'s Parcel Count sheet. The Parcel Count sheet is a constantly updated file showing developed parcels and assessment values by subdivision.
2. The Property Information Network (PIN) is always available from at <http://property.jccgov.com/parcelviewer/Search.aspx> . The PIN will be used to reconcile WJCC subdivision classifications with those approved by Planning.
3. Acquire the most recent population estimate from the Planning office. Estimates are updated quarterly.
4. Acquire the most current number of building permits from Codes Compliance. Their records will show the net change in living units (residential C.O.'s minus demolitions) in the County for the year.
5. Call local apartment complexes and determine how many units each has for rental. This information will be used to update apartment student enrollment data.
6. The GIS program is constantly updated by REA Mapping staff. The GIS program will be used to sum total residential and commercial property value in the County.
7. Financial and Management Services (FMS) will have a copy of the most recent fiscal year budget. The budget will be used to determine the per-student, per-capita, and per-business costs of County services.

Reference

Burchell, Robert and David Listokin. (1978). *The Fiscal Impact Handbook*. New Jersey: Rutgers Center for Urban Policy Research.



<u>Residential Expenses - Non-School Expenses</u>					
2d) What is the total population generated?					
Total Units			0		
Average Household Size			2.19		
Total Population Generated			0		
2e) What are the total non-school expenses?			0		
Total Population Generated			\$ 640.98		
Per-Capita Non School Costs			\$		
Total Non-School Costs			-		
2f) What is the total residential expenses?			\$		
Total School Expenses			\$		
Total Non-School Expenses			\$		
Total Residential Expenses			-		
<u>Residential Revenues</u>					
2g) What is the average expected market value for each type of unit sold?				Unit Type	Unit Price for Each Unit Type
Single Family Detached					
			0		\$
			0		\$
			0		\$
			0		\$
			0		\$
			0		\$
Townhome/Condominium/Multifamily					
Apartment (Value of Apartment Complex (Total))			0		
Manufactured Home Park Unit (Value of Park Property (Total))					\$
Total Expected Real Estate Sales Amount					

3e) What are the business personal property taxes paid?		Initial Capital Investment		
	Proposed Businesses Name (s)			
	Grocery Anchor	\$ 3,295,452.00		\$ 32,954.52
1	Drug Store	\$ 820,754.00		\$ 8,207.54
2	Additional Anchor	\$ 870,497.00		\$ 8,704.97
3	3 Restaurants	\$ 1,557,235.00		\$ 15,572.35
4	8 Other Retail	\$ 967,992.00		\$ 9,679.92
5	4 Personal Service	\$ 419,710.00		\$ 4,197.10
6	Total Business Personal Property Taxes Paid			\$ 79,316.40
3f) What are the business machinery and tools taxes paid (for r		Initial Capital Investment		
	Proposed Businesses Name(s)			
1		\$ -		\$ -
2		\$ -		\$ -
3		\$ -		\$ -
4		\$ -		\$ -
5		\$ -		\$ -
6	Total Business Personal Property Taxes Paid			\$ -

3g) What are retail sales-based taxes paid? (if any)		Estimated Retail Sales	Estimated Prepared Meals Sales	Estimated Hotel/Motel/Condo Room Sales	
Proposed Business Name(s)					
Grocery Anchor		\$22,074,642.00	\$ -	\$ -	\$ 220,746.42
1 Drug Store		\$ 4,411,173.00	\$ -	\$ -	\$ 44,111.73
2 Additional Anchor		\$ 3,714,672.00	\$ -	\$ -	\$ 37,146.72
3 Restaurants		\$ 3,677,468.00	3,677,468.00	\$ -	\$ 183,873.40
4 Other Retail		\$ 3,918,286.00	\$ -	\$ -	\$ 39,182.86
5 Personal Service		\$ -	\$ -	\$ -	\$ -
6 Total Sales-Based Tax Paid		\$37,796,241.00	3,677,468.00	\$ -	\$ 525,061.13
Total Business Sales Tax Revenue					\$ 525,061.13
3h) What are the proposed annual Business Type		Estimated Sales	License Fee Rate		
Proposed Business Name(s)					
Manufacturers		\$ -	0		\$ -
Retail Sales		\$ -	0.002		\$ -
Retail Sales		\$ -	0.002		\$ -
Retail Sales		\$37,796,241.00	0.002		\$ 75,592.48
Other Services		\$ 1,974,274.00	0.0036		\$ 7,107.39
Manufacturers		\$ -	0		\$ -
6 Total Business License Revenue					\$ 82,699.87
					\$ 827,550.81
3i) What are the total commercial revenues?					
Commercial Fiscal Impact					
					\$ 746,368.12
3j) What is the net commercial fiscal impact?					
					\$ 746,368.12

[illegible]

Traffic Impact Analysis

Lightfoot Marketplace

James City County, Virginia

Prepared for

Williamsburg Retail
Investors, LLC



Revised December 27, 2013

Prepared by

Bryant B. Goodloe, P.C.

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Appendix N	Queues for Richmond Rd using Synchro Simulation for the a.m. peak hour	N-1 to N-23
	Quesues for the p.m. peak hour	N-24 to N-45

CHAPTER 1

INTRODUCTION

Bryant B. Goodloe, P.C. was retained by Williamsburg Retail Investors, LLC (developer) to provide a Traffic Impact Analysis (TIA) for the proposed Lightfoot Marketplace shopping center in James City County. The purpose of this study is to identify the traffic impact for this proposed mixed use development and to recommend the necessary traffic improvements to provide a satisfactory level of service and a safe transportation system.

Executive Summary

This project is located at the northwest corner of the intersection of Route 60 (Richmond Road) and Route 614 (Centerville Road). See Figure 1 for the site location map.

The developer is proposing to replace the existing Williamsburg Outlet Mall, which has a total of 230,400 square feet (sf) of space with a new shopping center with a total of 136,122 sf, which will be named Lightfoot Marketplace. It will have the following: 1) a 53,000 sf Harris Teeter, 2) a 15,000 sf pharmacy with a drive-through window, 3) 49,634 sf of retail shopping, & 4) two or three high-turnover sit-down type restaurants. The Harris Teeter will be expanded by another 5,000 sf, if needed and this expansion is included in this TIA. The existing M-1 zoning will continue to be used & a special use permit will be needed. The existing three access points for this site will be used with improvements. See Figure 2 for a site layout.

Scope of Services

The scope of this project was discussed with Ms. Ellen Cook, Mr. Scott Wythe, & Mr. Chris Johnson with James City County Planning and Mr. Jason Fowler & Mr. Tommy Catlett with the Virginia Department of Transportation (VDOT) on Wednesday, June 5, 2013. A Chapter 527 TIA will not be required. The time periods to be studied will be the a.m. peak hour from 7:00 to 9:00 a.m. & the p.m. peak hour from 4:00 to 6:00 p.m. The following intersections on Richmond Road will be studied: 1) Lightfoot Road & Site West Entrance, 2) Centerville Road, 3) the two signalized intersections with the Route 199 Ramps, 4) Colonial Heritage Boulevard, and 5) the two signalized intersections with the Pottery. The following intersections on Centerville Road will be studied: 1) Opportunity Way & Site South Entrance and 2) Site North Entrance (right-in/right-out).

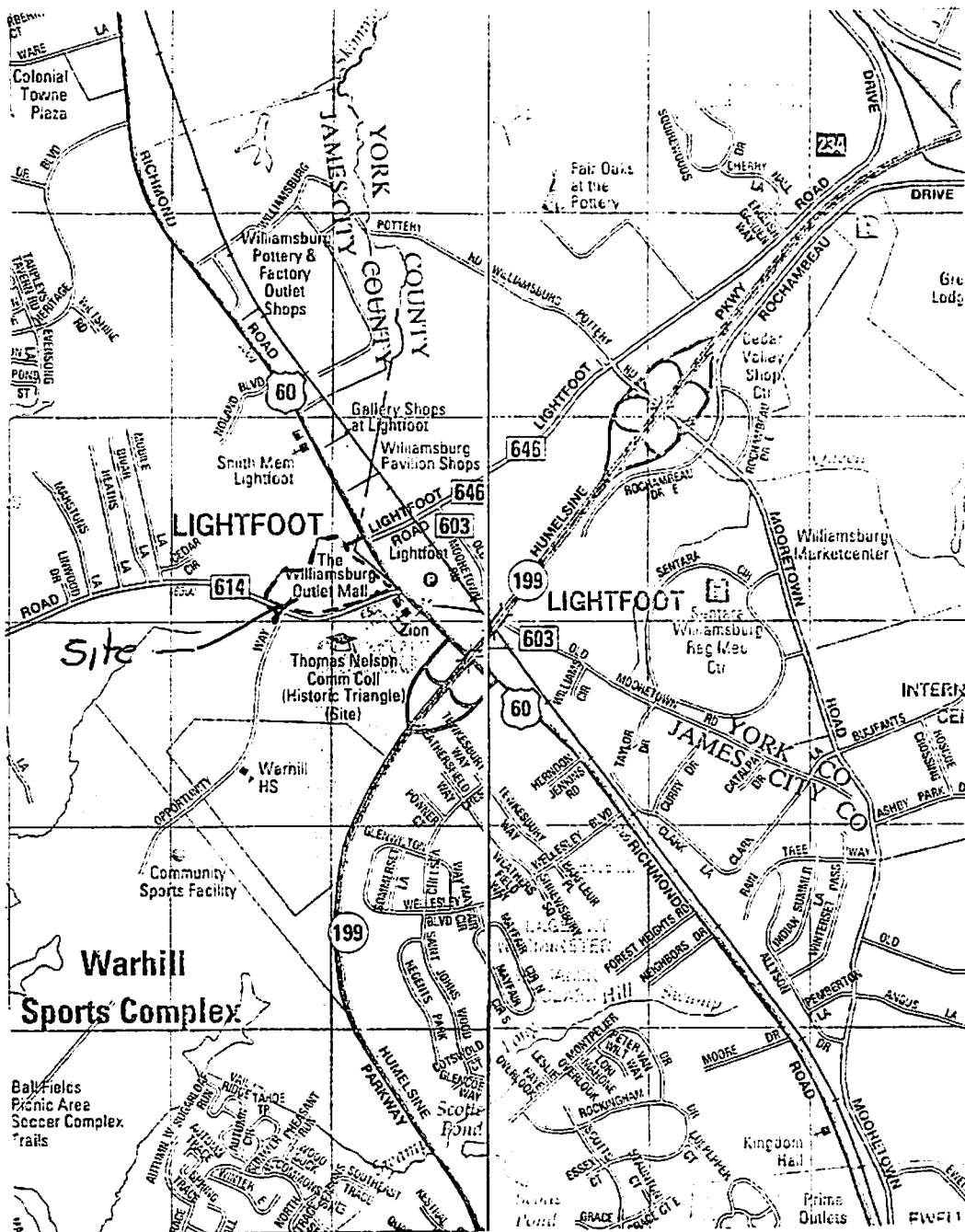
The proposed no build traffic volumes for the Year 2016 and VDOT Design Year 2022 would be calculated using the anticipated growth rates shown in the Hampton Roads Planning District Commission (HRPDC) Year 2034 Plan and to prorate the approved developments at the individual entrances. The network would then be balanced to eliminate double counting trips. The following approved development projects are to be included in the no build calculations: 1) Colonial Heritage will have 1,219 dwelling units, 2) Colonial Heritage will have 370,000 sf of retail shopping, 3) Thomas Nelson Community college will have another 230,000 sf of building space, 4) Liberty Ridge will have 139 dwelling units, and 5) Westport will have 102 dwelling units. VDOT is going to furnish their Synchro Models with the existing timings. The County wanted buses to have access to Lightfoot Marketplace, but no reduction for a modal split is to be included in the TIA.

Year 2016 Build Conditions - The following improvements will be needed:

1. **Intersection of Richmond Road, Lightfoot Road, & the Site West Entrance** – The following improvements will be needed:
 - a. The Site West Entrance shall have 3-exiting lanes (1-left, 1-left-through, & 1-right) and 2-entering lanes.
 - b. The existing eastbound Richmond Road left turn lane shall be lengthened from 150' to 250'.

- c. A pedestrian crosswalk and pedestrian heads shall be installed that will work concurrently with the eastbound through motion on Richmond Road (phase 2). A crosswalk and pedestrian heads shall be provided across Richmond Road that will work concurrently with either the Lightfoot Marketplace phase or the Lightfoot Road phase. A refuge shall be provided in the median.
 - d. The existing traffic signal shall be modified to provide protected-permissive movements (flashing yellow arrows) for Richmond Road left turn movements, the pedestrian movements, and the additional lanes at Lightfoot Marketplace. A railroad pre-emption switch shall be provided in the controller cabinet. VDOT will be responsible for the railroad permits and the connection with the railroad gates.
- 2. **Intersection of Richmond Road & Centerville Road** – No improvements are recommended for this intersection.
- 3. **Intersection of Centerville Road, Opportunity Way, & Site South Entrance** – The following improvements will be needed:
 - a. The Site South Entrance shall have 3-exiting lanes (1-left, 1-left-through, & 1-right) and 2-entering lanes.
 - b. An additional 200' left turn lane with taper shall be constructed for northbound Centerville Road to provide a dual left turn lane.
 - c. Pedestrian crosswalks and pedestrian heads are already in place at this intersection. The bike lane shall be maintained across the widened entrance.
 - d. The existing traffic signal shall be modified to meet the requirements noted above.
- 4. **Intersection of Centerville Road & Site North Entrance** – No improvements are recommended for this intersection.
- 5. **Internal Layout** – It should be noted that the McDonald's Restaurant is a stand-alone parcel that is separate from this project. They have a legal right to access at the West Entrance to Richmond Road and Lightfoot Road. This access has been maintained with this plan.

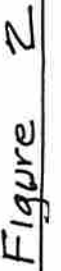
This project will not adversely impact the traffic service levels in this area, when the improvements shown in this traffic impact assessment report are implemented



Scale: 1" = 2,000'

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Figure 1
Site Location



CHAPTER 2

Background Information

Existing Roadways and Programmed Improvements

Richmond Road (Route 60) is a 4-lane divided urban minor arterial with a speed limit of 45 miles per hour (mph) between Norge and Route 199. The VDOT Average Daily Traffic Volumes shows an average daily traffic volume (AADT) of 20,000 vehicles per day (vpd) in the year 2012 between Croaker Road (Route 607) and Centerville Road (Route 614). The AADT was 19,000 in the year 2002 and this increase is due primarily to the residential growth at Colonial Heritage. The Hampton Roads Planning District Commission Year 2034 Plan (HRPDC) shows this section increasing to 49,000 vpd in the year 2034. The section of Richmond Road between Centerville Road and the City of Williamsburg is an urban principal arterial with an AADT of 25,000 vpd in the year 2012 and HRPDC shows this section increasing to 57,000 vpd in the year 2034. There are no plans to widen Richmond Road in the Virginia Department of Transportation's (VDOT) Six-Year Plan and HRPDC does not show any widening in the year 2034. VDOT has a CMAQ project scheduled for ramp widening at the Route 199 off-ramps to be completed in the year 2019.

Centerville Road is a 4-lane divided minor arterial with a speed limit of 45 mph between Richmond Road and Opportunity Way/South Entrance for Lightfoot Marketplace. It is a 2-lane street between Opportunity Way and Longhill Road. VDOT shows an AADT was 9,500 vpd in the year 2012 in the project area. HRPDC shows 17,000 vpd in the year 2034. This growth is a result of the approved developments for this area. There are no plans to widen Centerville Road in the Virginia Department of Transportation's (VDOT) Six-Year Plan and HRPDC does not show any widening in the year 2034.

Description of on-site development & adjacent uses

This development will have a total of 136,122 sf and it will have the following: 1) a 53,000 sf Harris Teeter, 2) a 15,000 sf pharmacy with a drive-through window, 3) 49,634 sf of retail shopping, & 4)) two or three high-turnover sit-down type restaurants. The Harris Teeter will be expanded by another 5,000 sf, if needed. The existing M-1 zoning will continue to be used & a special use permit will be needed. This site will replace the existing Williamsburg Outlet Mall that has a total of 230,400 sf. See Figure 2 for a site layout.

The McDonald's Restaurant is a stand-alone parcel that is separate from this project. They have a legal right to access at the West Entrance to Richmond Road and Lightfoot Road. The development on Richmond Road on both sides of this project is commercial, except for the southwest quadrant of the Richmond Road-Centerville Road intersection which is the Warhill High School and the Thomas Nelson Community College. The area to the east of this project along Centerville Turnpike is residential.

CHAPTER 3

Methodology

This study used Synchro HCM Signal Analysis for signalized & unsignalized intersections. The Synchro 7 Simulation 95% queues were used for all approaches, since the Synchro 7 Signal Timing Analysis provided several undivided amounts for the 95% queue. A peak hour factor (PHF) of 0.92 was used for all conditions. There is a substantial amount of approved development and a 0.92 factor is the normal default value.

The Level of Service (LOS) Criteria for this assessment are consistent with the *Highway Capacity Manual (HCM 2010)*. Table I shows the values for the signalized & unsignalized intersections. It also shows the breakdown for levels of service (LOS) for Richmond Road.

Table I			
Level of Service (LOS) Criteria			
LOS	Unsignalized Intersections seconds per vehicle	Signalized Intersections seconds per vehicle	Richmond Road (45 mph - Class II) Average Travel Speed (mph) *
A	0-10	0-10	over 35
B	10-15	10-20	28-35
C	15-25	20-35	22-28
D	25-35	35-55	17-22
E	35-50	55-80	13-17
F	over 50	over 80	less than 13
Note: * The average speed includes the time that vehicles are stopped at the traffic signals.			

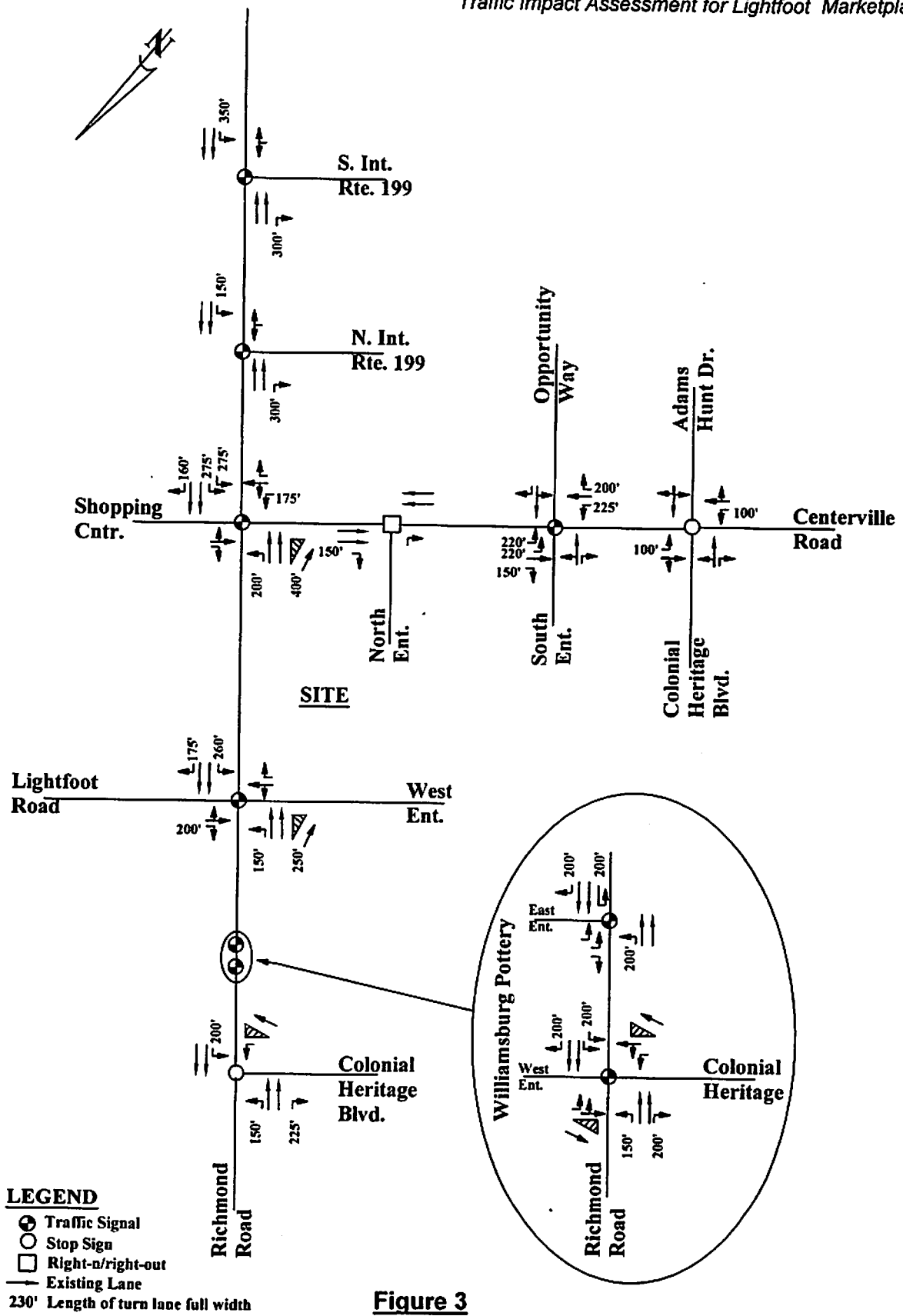
Analysis of Year 2013 Existing Traffic

Turning movement traffic counts (TMCs) were taken on the ten intersections for this project on Richmond Road and Centerville Road from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m. between April and June of this year. Classification counts showed an average of 5% trucks (6-tires & greater) and buses during the a.m. peak hours and 3% during the p.m. peak hours for the through movements on Richmond Road. A 2% value was used for all other movements during the a.m. and p.m. peak hours. These TMCs are shown in Appendix A.

Mr. David Nelms, VDOT Eastern Region Timings Manager, furnished the existing traffic signal timings and phasing. He also provided information on the coordination and progression of traffic on Richmond Road. The existing timings for the ambers & all reds were used for the no build and build conditions. This information is shown in Appendix C.

Figure 3 shows the existing roadway lanes. Figure 4 shows the existing a.m. & p.m. peak hour traffic volumes with the 24-hour traffic volumes. The detailed comparison analyses between the existing, no build, the build, and the VDOT design year are shown in Tables V through XVII in Chapter 7. It should be noted that these Tables for the intersection comparisons show each individual movement and a combination of movements, such as a left-thru with more than one lane, are shown with the total volumes combined with the worst delay and level of service (LOS). The use of this method was discussed with the VDOT Hampton Roads District Traffic Section and they requested this method be used for this TIA.

Table XVIII shows the arterial detailed comparison analyses between the existing, no build, the build, and the VDOT design year.



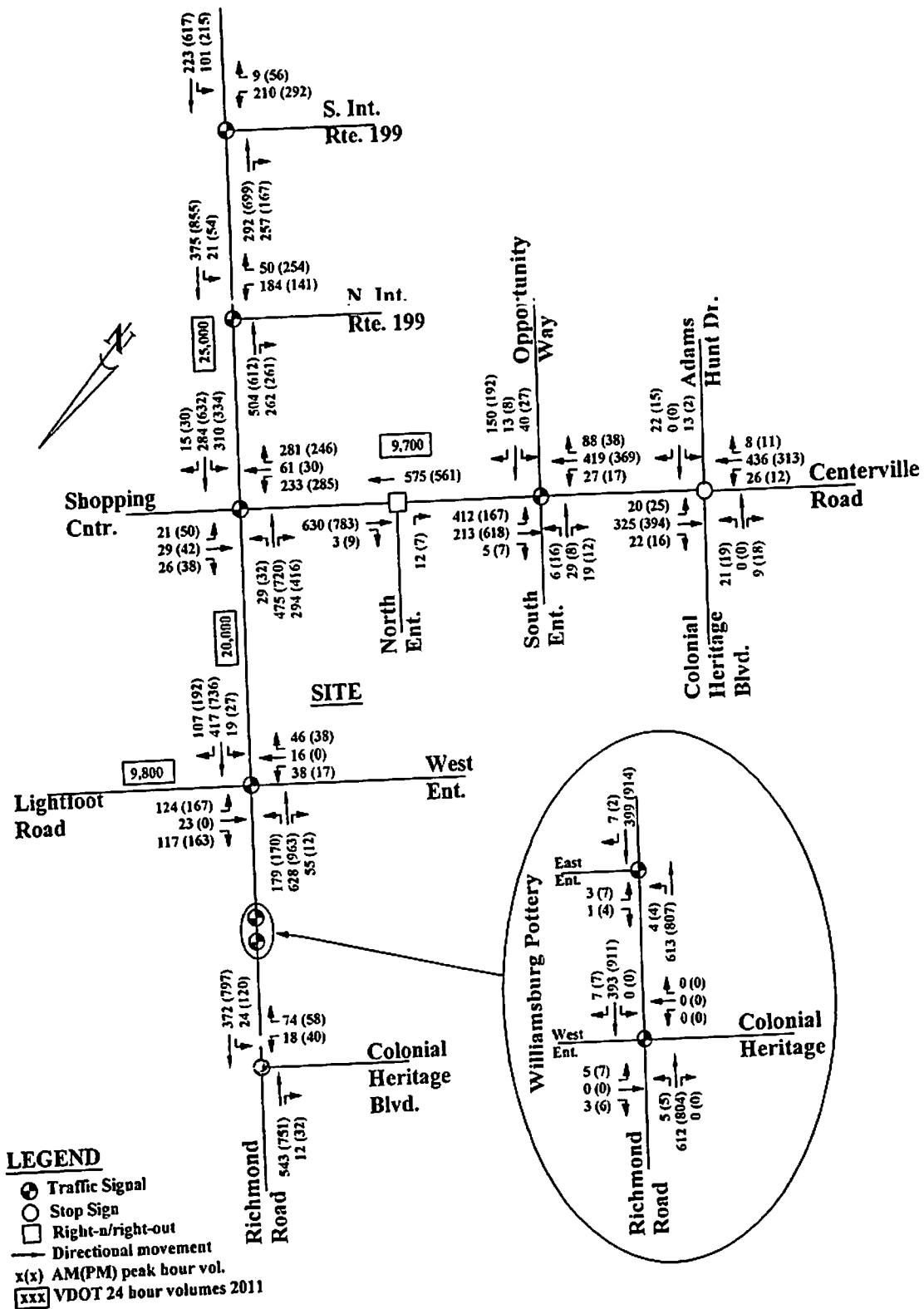


Figure 4
Year 2013 - Existing Traffic Volumes

CHAPTER 4

Analysis of Year 2016 No Build & Year 2022 (VDOT No Build Design Year)

It is anticipated that this project will build out in the year 2016 and the VDOT design will be year 2022. Richmond Road between Croaker Road and Centerville Road is the only roadway link in the project area that has a consistent method for the calculation of the AADT, which is one-half percent (0.5%) per year.

It was determined in a meeting with Mrs. Ellen Cook with James City County Planning, Mr. Tommy Catlett with VDOT, Mr. Carroll Collins with Kimley-Horne and Associates, and me that the proposed no build traffic volumes for the Year 2016 and VDOT Design Year 2022 would be calculated using the anticipated growth rates shown in the HRPDC Year 2034 Plan. The approved developments will be prorated and shown only at the individual entrances for Colonial Heritage and Opportunity Way. The network would then be balanced to eliminate double counting trips.

The calculations for the annual growth rates are shown on pages A-11 & A-12. The annual growth rate used in this TIA was 3.5% for Richmond Road and 2.6% for Centerville Road. Lightfoot Road is not shown and a 2.6% annual growth was used for it. The actual percent calculated by HRPDC was used.

Approved Developments

Colonial Heritage Residential

Mr. Dexter Williams provided his calculations for the original 2,000 residential units for this project. Ms. Ellen Cook indicated the County had 781 occupancy permits for this development, which will mean that there are 1,219 dwelling units that are approved and not developed. Mr. Williams's calculations were pro-rated for the 1,219 dwelling units and this information is shown on pages B-1 to B-3 in Appendix B. With the present build out, this appears to be a 20 year project. A value of 5% per year was shown at the two Colonial Heritage streets with Richmond Road. Richmond Road was balanced to show the increase in traffic from this development, but maintain the 3.5% annual increase at the other Richmond Roads intersections to the southeast.

Colonial Heritage Office-Commercial

Mr. Dexter Williams provided his calculations for a 370,000 sf retail shopping center for this project that he provided in the year 2009 and had been approved by both the County and VDOT. The calculations provided by Mr. Williams are shown on pages B-4 to B-6 in Appendix B. A value of 5% per year was shown for the office-commercial area in the same manner as shown in the Colonial Heritage residential area.

Warhill High School/Thomas Nelson Community College Site

Ms. Cook indicated that there was an additional 230,000 sf of building space that was approved for Thomas Nelson Community College that is proposed in the year 2017. She furnished the Traffic Impact Study prepared by the Timmons Group in the year 2005 for these two schools. The trip generation calculations and distribution calculations prepared by the Timmons Group were pro-rated and included in this TIA. This information is shown on pages B-7 and B-8 in Appendix B. This additional traffic was not included in the Year 2016 no build and all of it was included at the Opportunity Way intersection in Year 2022 VDOT no build. Centerville Road was balanced to show the increase in traffic from this development, but maintain the 2.6 % annual increase on Centerville Road.

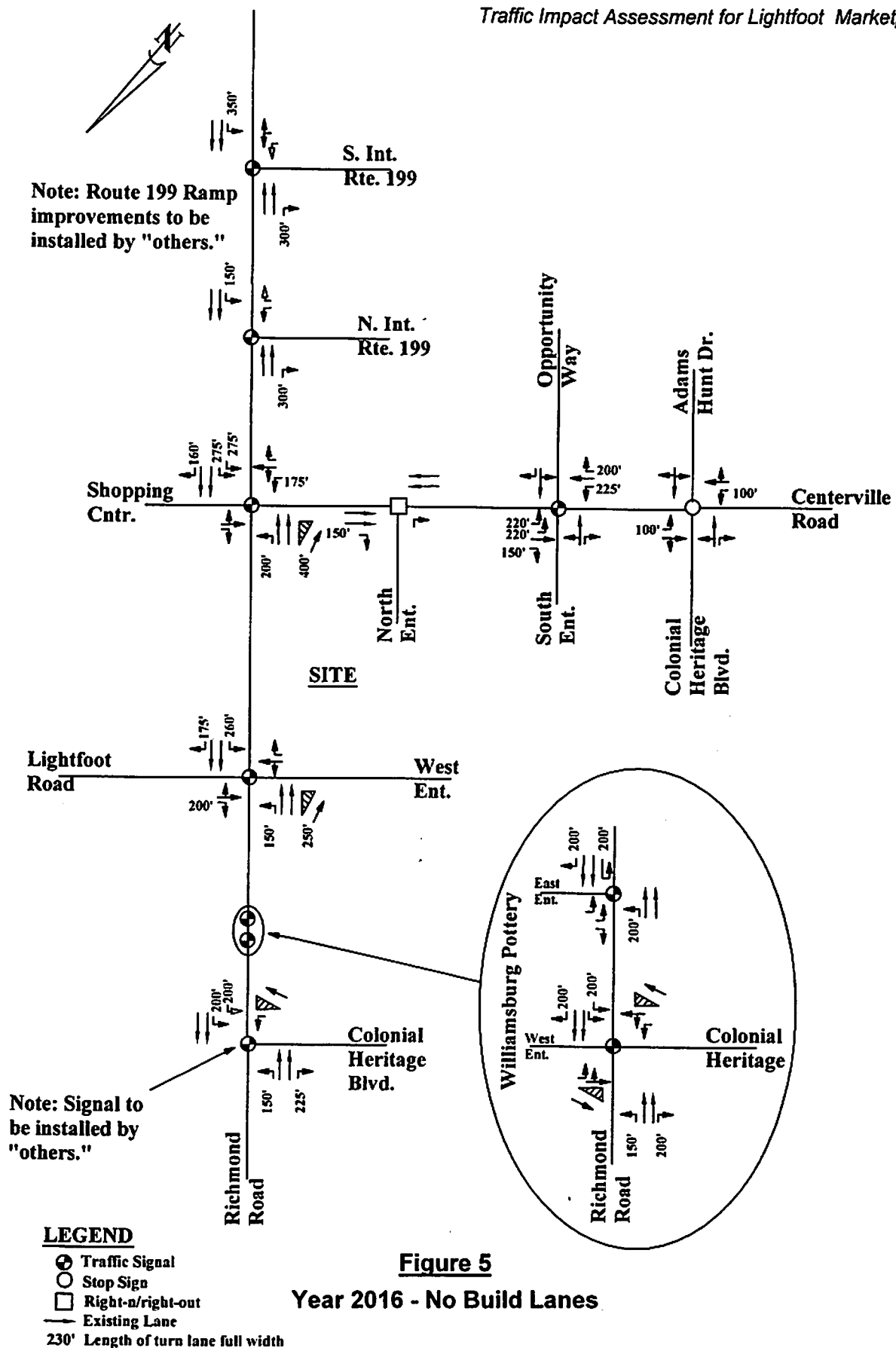
Liberty Ridge and Westport Subdivisions

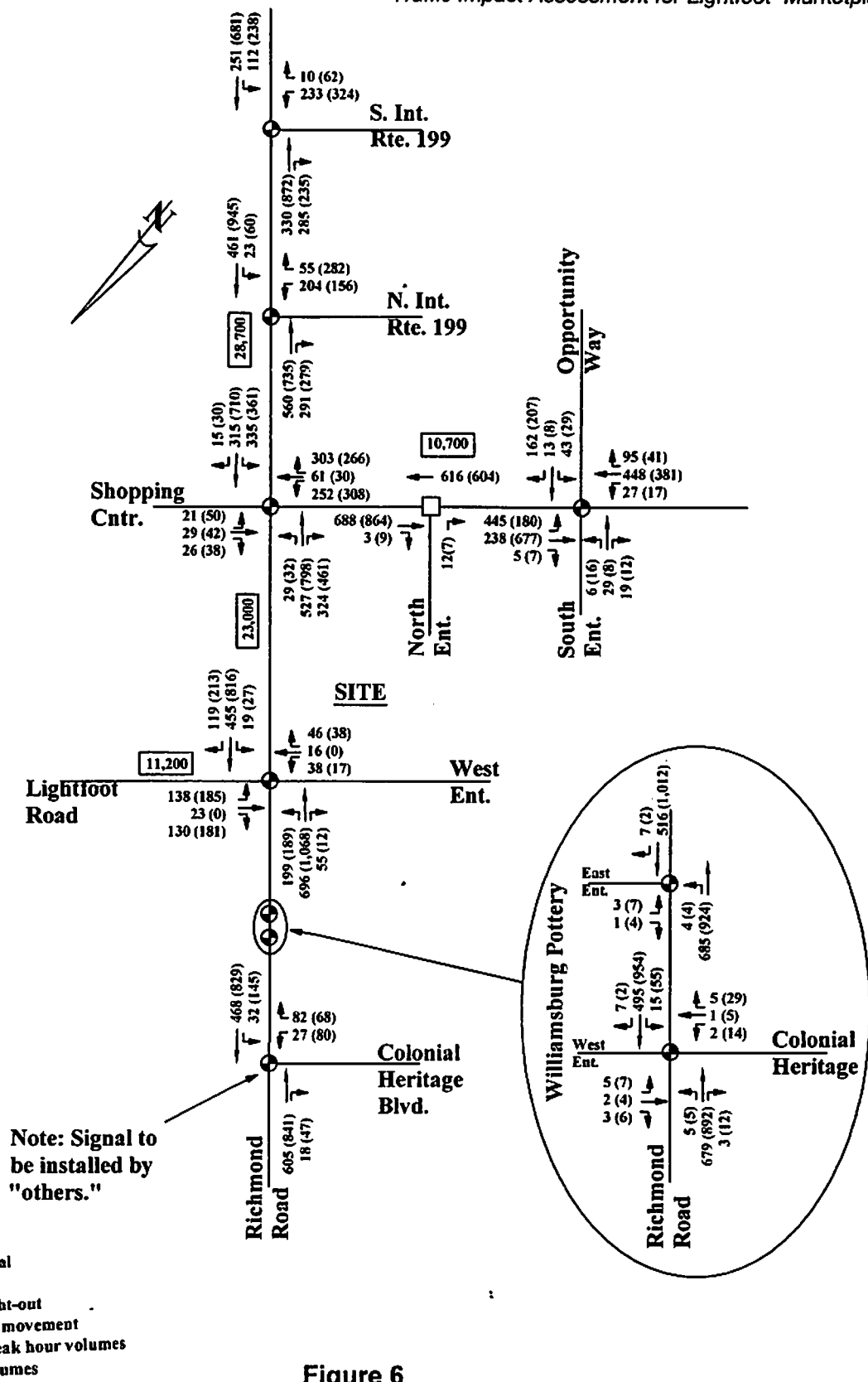
Table III shows the Liberty Ridge and Westport Subdivisions on Centerville Road. Ms. Ellen Cook provided the residential units not built out and she agreed with the distribution. This traffic will be included in the 2.6% annual growth rate on Centerville Road.

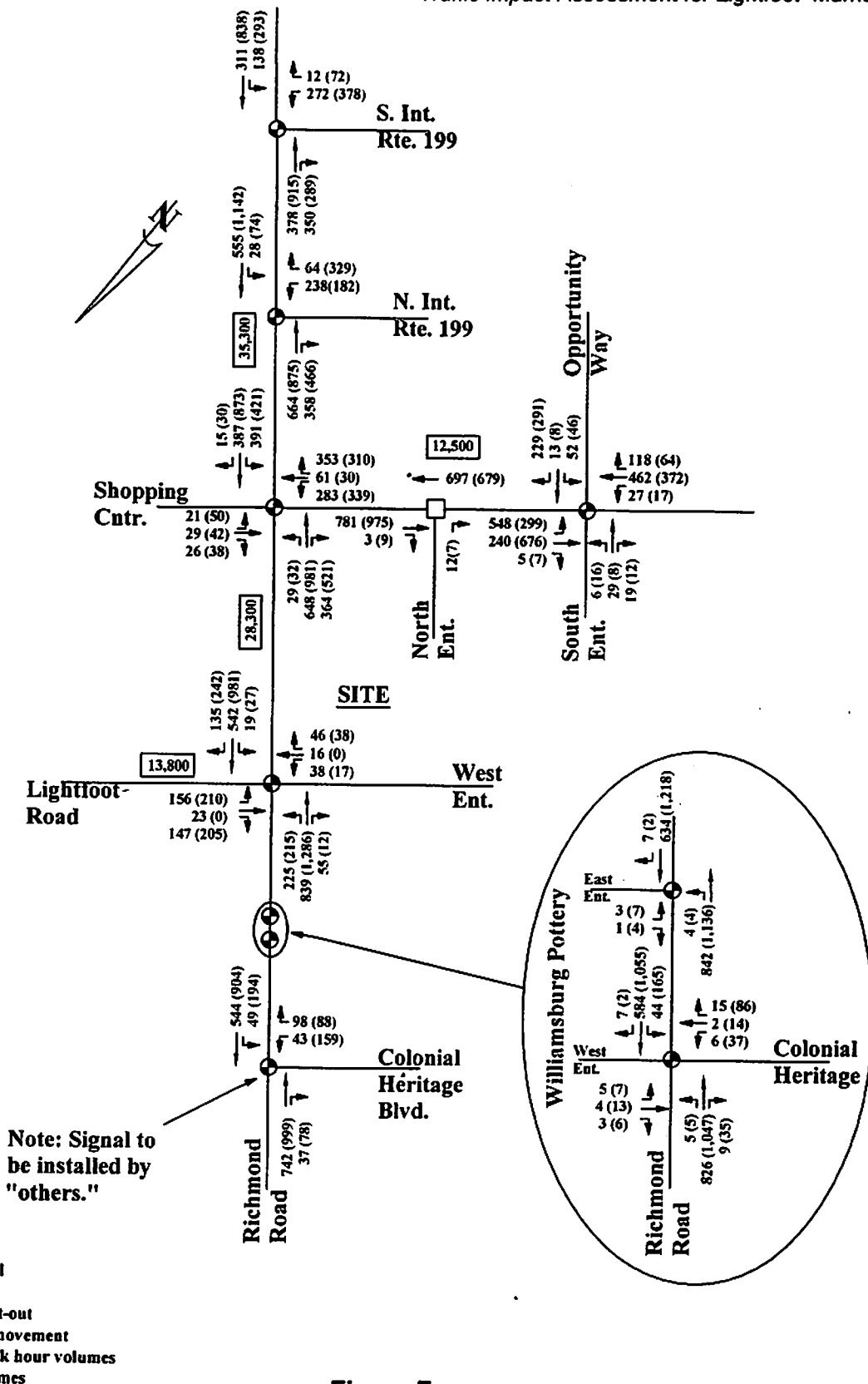
Table III shows all of the approved developments that will be prorated and shown only at the individual entrances for Colonial Heritage and Opportunity Way. These approved developments will not be extended along Richmond Road, since the HRPDC growth rates already take into the count the traffic volumes beyond the entrances for Colonial Heritage and Opportunity Way for the Warhill High School/Thomas Nelson Community College expansion.

Table III								
Trip Generation for Approved Traffic Volumes								
<i>ITE Trip Generation Manual, 8th Edition</i> was used for all but Colonial Heritage								
Average Weekday Driveway Volumes								
Description	ITE Code	Amount	Unit	Weekday 24 Hr. vol	a.m. peak hour		p.m. peak hour	
					Enter	Exit	Enter	Exit
					vol	vol	vol	vol
Colonial Heritage Residential prepared by DRW (see pages B-1 to B-3 in the Appendix).								
Colonial Heritage	See B-1	1,219	d.u.	10,153	105	180	239	239
Colonial Heritage Commercial prepared by DRW (see pages B-4 to B-6 in the Appendix).								
Colonial Heritage	820	370,000	s.f.	15,895	203	130	749	780
Passby Trips				3,972	32	32	187	187
New Traffic				11,923	171	98	562	593
Warhill Tract for 230,000 sf of TNCC prepared by Timmons Group (see pages B-7 & B-8 in the Appendix).								
TNCC	See B-7	230,000	s.f.	4,223	299	74	233	175
Approved Developments furnished by Ms. Ellen Cook (See page B-9).								
Liberty Ridge Subdivision	210	139	d.u.	1,330	26	78	88	52
Westport Subdivision	210	102	d.u.	976	19	57	65	38
Total New Trips				28,605	620	488	1,187	1,097
For Distribution see pages B-1 to B-9 for a breakdown of each project.								

Figure 5 shows the no build lanes for both the year 2016 and year 2022. Figure 6 shows the no build year 2016 traffic volumes and Figure 7 shows the no build year 2022 traffic volumes. The detailed comparison analyses between the existing, no build, the build, and the VDOT design year are shown in Tables V through XVIII in Chapter 7.







CHAPTER 5

Trip Generation

The traffic generated by this project was determined by using the *Institute of Transportation Engineers Trip Generation Manual, 8th Edition*. Average Rates were used to determine the traffic volumes for all of the uses, except ITE Code 820 for retail shopping where formulas were used. This information is shown in Table IV.

It should be noted that this project is replacing a larger Williamsburg Outlet Mall. This developer could build a supermarket and more retail space "By Right".

CHAPTER 6

Trip Distribution

The following trip distributions were discussed and agreed to by the County and VDOT at the scoping meeting.

- Southwest on Centerville Road – 30%
- West on Richmond Road - 25%
- East on Richmond Road - 45%
 - South on Route 199 – 15%
 - North on Route 199 – 15%
 - East to Williamsburg – 15%

Figure 10 shows the anticipated trip distribution.

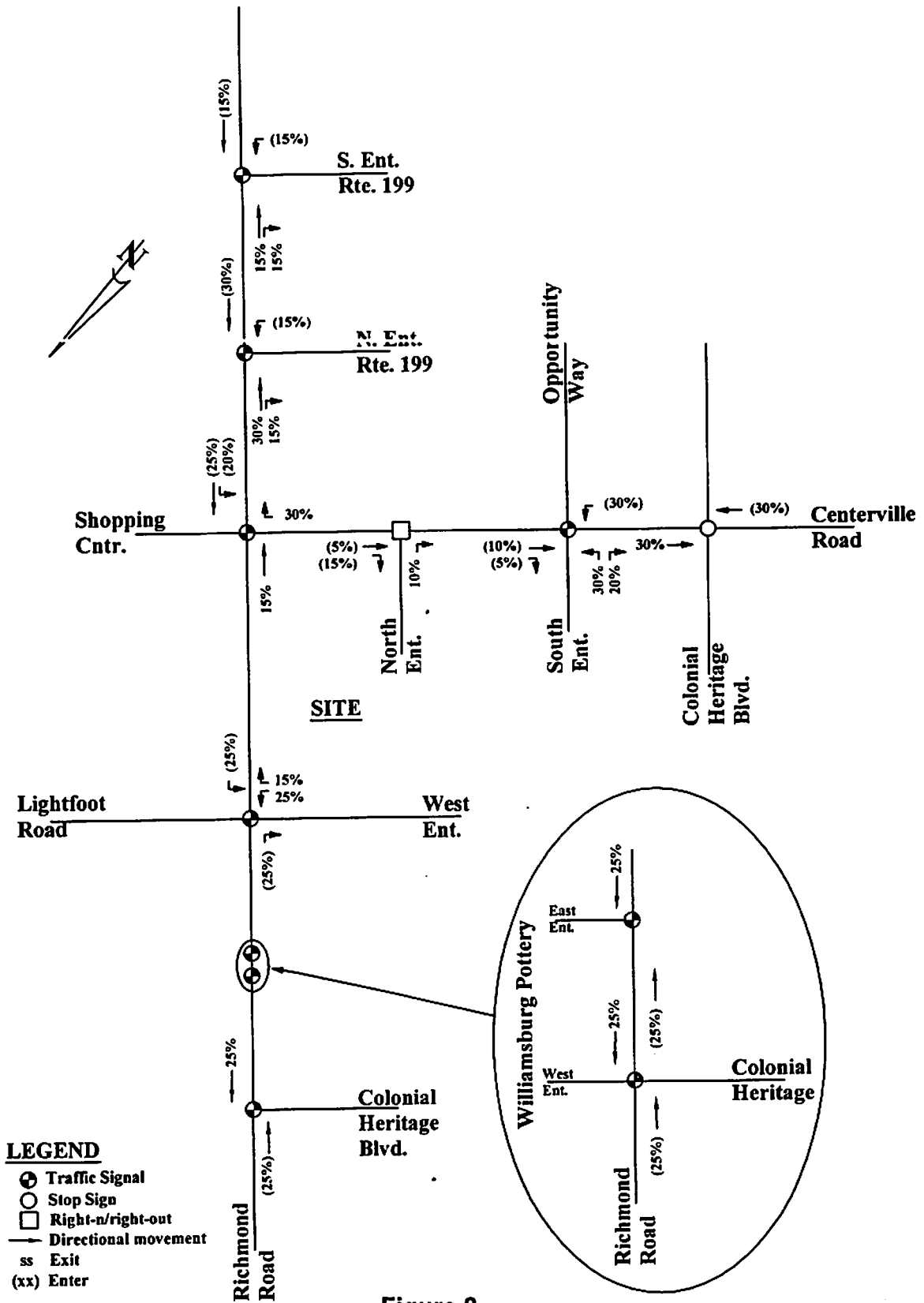
Table IV

Trip Generation

ITE Trip Generation Manual, 8th Edition was used.

Average Weekday Driveway Volumes

Description	Notes Calculation Method	ITE Code	Amount	Unit	Weekday 24 Hr. vol	a.m. peak hour		p.m. peak hour	
						Enter	Exit	Enter	Exit
						vol	vol	vol	vol
Proposed Development									
Shopping Center	1	820	49,634	s.f.	4,307	62	40	195	203
Supermarket (with 5,000 sf expansion)	2	850	58,000	s.f.	5,930	127	81	311	286
Pharmacy w/Drive-thru window	2	881	15,000	s.f.	1,322	23	17	78	78
High-Turnover Sit-Down Restaurant	2	932	13,488	s.f.	1,715	81	75	89	62
Total			136,122		13,274	293	213	672	628
Pass-by Traffic			25%		3,319	73	53	168	157
New Trips					9,956	219	160	504	471
Existing Development									
Outlet Mall	1	820	158,912	s.f.	9,176	123	79	425	443
Supermarket (with 5,000 sf expansion)	2	850	58,000	s.f.	5,930	127	81	311	286
High-Turnover Sit-Down Restaurant	2	932	13,488	s.f.	1,715	81	75	89	62
Total			230,400	s.f.	16,821	331	235	824	790
Pass-by Traffic			25%		4,205	83	59	206	198
Existing Trips					12,616	248	176	618	593
Net Difference in Total Trips					-3,547	-38	-22	-152	-162
Calculation Method Notes:									
1. Formulas were used for the ITE Code 820 Trip Generation calculations.									
2. Average Rates were used for all other ITE Codes.									



CHAPTER 7

Analysis of Year 2016 Build and the Year 2022 Build (VDOT Design Year)

Figure 9 shows the site traffic volumes, Figure 10 shows the build traffic volumes for the year 2016, Figure 11 shows the build lanes, and Figure 12 shows the build traffic volumes for the year 2022 (VDOT design year).

The TMCs for this project were taken with the Williamsburg Outlet Mall in operation. These numbers were subtracted from the trip generation values in Table IV for the new Lightfoot Marketplace. The same method of using 75% new traffic with 25% pass-by traffic was used for both situations in the preparation of Figure 9 for the site traffic.

Intersection of Richmond Road, Lightfoot Road, & the Site West Entrance

This intersection is coordinated with the other signalized intersections on Richmond Road between the Pottery West intersection and the Route 199 intersections. It presently operates with primarily a 100 second cycle. There are protected left turn movements on Richmond Road with separate left turn lanes. The side streets are split phased. The only significant problem is with traffic on Lightfoot Road backing out through the intersection during peak hours due to trains on the CSX railroad, which blocks Lightfoot Road.

The following improvements will be needed for this intersection: 1) The Site West Entrance will need 3-exiting lanes (1-left, 1-left-through, & 1-right) and 2-entering lanes. 2) The existing eastbound Richmond Road left turn lane will need to be lengthened from 150' to 250'. 3) Pedestrian crosswalks and pedestrian heads will be needed for the motions parallel to Richmond Road that will work concurrently with the through motions on Richmond Road (phases 2 & 6). A crosswalk shall be provided across Richmond Road on the southeast side of the intersection that will work concurrently with the Lightfoot Marketplace phase. 4) The existing traffic signal will need to be modified for the requirements noted above. A railroad pre-emption switch will be included in the controller cabinet. VDOT will be responsible for the railroad permits with CSX and also will be responsible for connecting to the railroad gates.

Mr. Tommy Catlett with VDOT requested that priority be given to Richmond Road to provide progression both ways. The use of coordinated systems with two-way progression is going to require the protected left turns on Richmond Road and the side streets to wait longer than a non-coordinated traffic signal. The LOS comparisons between the existing, no build, build, and the build VDOT design year are shown in Tables V & VI. The LOS comparisons between the no build and build conditions are very similar, which indicates that the proposed improvements mitigate the impact of this project.

Intersection of Richmond Road & Centerville Road

This is the controlling intersection for the Richmond Road traffic signal system. It works very well and no improvements are recommended for this intersection. The LOS comparisons between the existing, no build, build, and the build VDOT design year are shown in Tables VII & VIII. It should be noted that the year 2022 VDOT design year p.m. peak hour Left-Through southbound movement is a LOS "E" and the overall intersection LOS is a "D" with a delay of 36 seconds. A LOS "C" is a delay of 35.0 seconds. These delays are the result of significantly more background traffic and the use of the progression on Richmond Road for the year 2022.

Intersection of Centerville Road, Opportunity Way, & Site South Entrance

This is an actuated traffic signal that is not part of the Richmond Road traffic signal system. It has protected left turns on Centerville Road and is split phased on the side streets. It has pedestrian crossings and pedestrian signals across Centerville Road and across Opportunity Way.

The following improvements will be needed for this intersection: 1) The Site South Entrance will need 3-exiting lanes (1-left, 1-left-through, & 1-right) and 2-entering lanes. 2) An additional Centerville Road northbound left turn lane will be needed to provide a dual left turn lane. 3) The existing traffic signal shall be modified.

The LOS comparisons between the existing, no build, build, and the build VDOT design year are shown in Tables IX & X. It should be noted that the year 2022 VDOT design year p.m. peak hour overall intersection LOS is a "D" with a delay of 38.3 seconds. This delay is not significant. It is the result of the expansion at TNCC.

Intersection of Centerville Road & Site North Entrance

The following improvements will be needed for this intersection: 1) This existing entrance will remain a right-in/right-out with 1-entering lane & 1-exiting lane and 2) a 200' southbound right turn lane with a 200' taper will be needed. The LOS comparisons between the existing, no build, build, and the build VDOT design year are shown in Table XVIII.

Intersection of Richmond Road & Route 199 Northwest Ramp

This intersection works very well and no improvements are recommended. VDOT has a CMAQ project scheduled for ramp widening at the Route 199 off-ramps to be completed in the year 2019. Mr. Catlett indicated that this project is very preliminary at this time. This TIA shows the suggested lanes for the ramp widening. The LOS comparisons between the existing, no build, build, and the build VDOT design year are shown in Table XI.

Intersection of Richmond Road & Route 199 Southeast Ramp

VDOT has a CMAQ project scheduled for ramp widening at the Route 199 off-ramps to be completed in the year 2019. Mr. Catlett indicated that this project is very preliminary at this time. This TIA shows the suggested lanes for the ramp widening. The LOS comparisons between the existing, no build, build, and the build VDOT design year are shown in Table XII.

Intersection of Richmond Road & Pottery East Entrance

This intersection works very well and no improvements are recommended. The LOS comparisons between the existing, no build, build, and the build VDOT design year are shown in Table XIII.

Intersection of Richmond Road, Pottery West Entrance, & Colonial Heritage

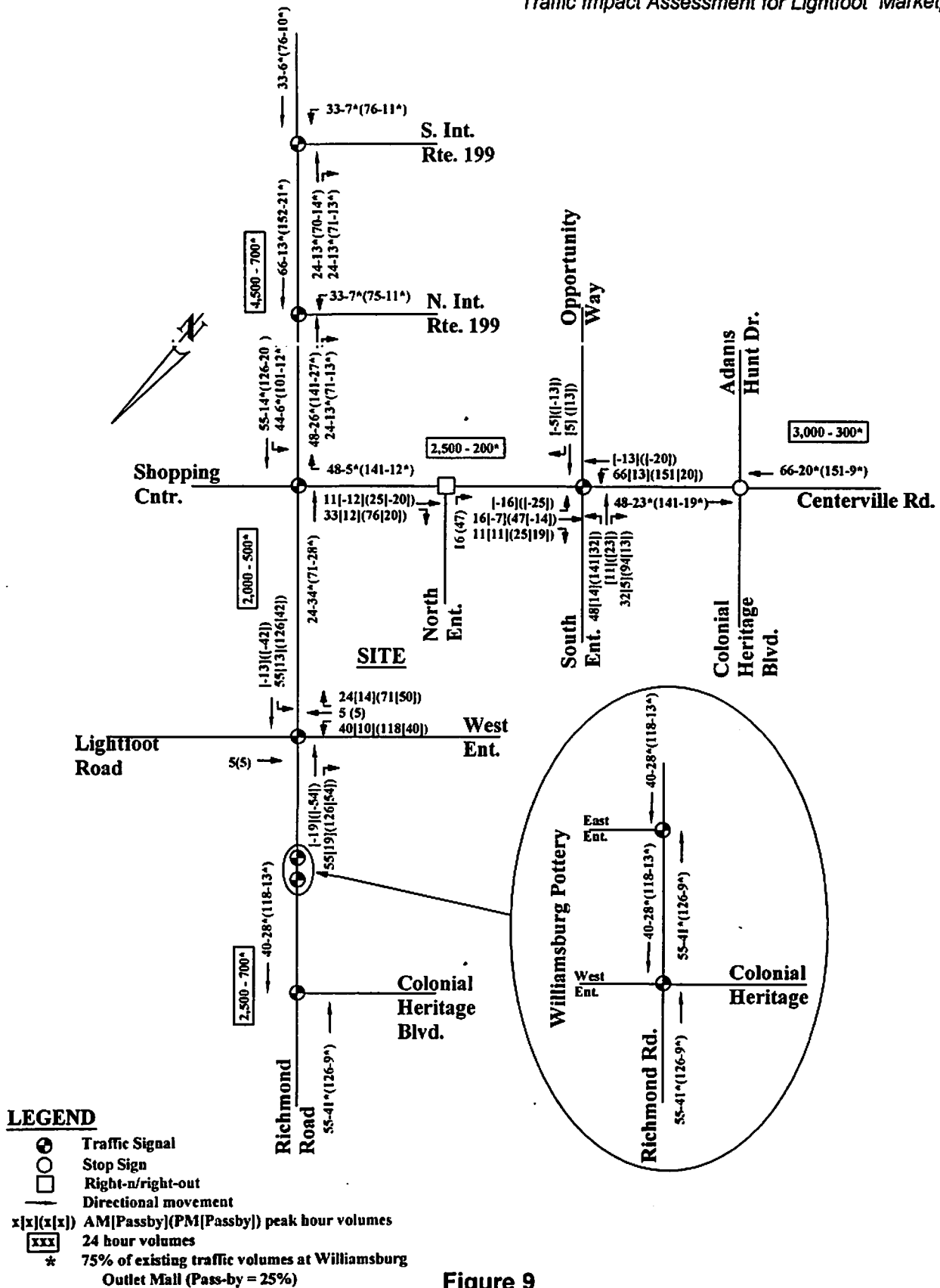
This intersection works very well and no improvements are recommended. The LOS comparisons between the existing, no build, build, and the build VDOT design year are shown in Tables XIV & XV.

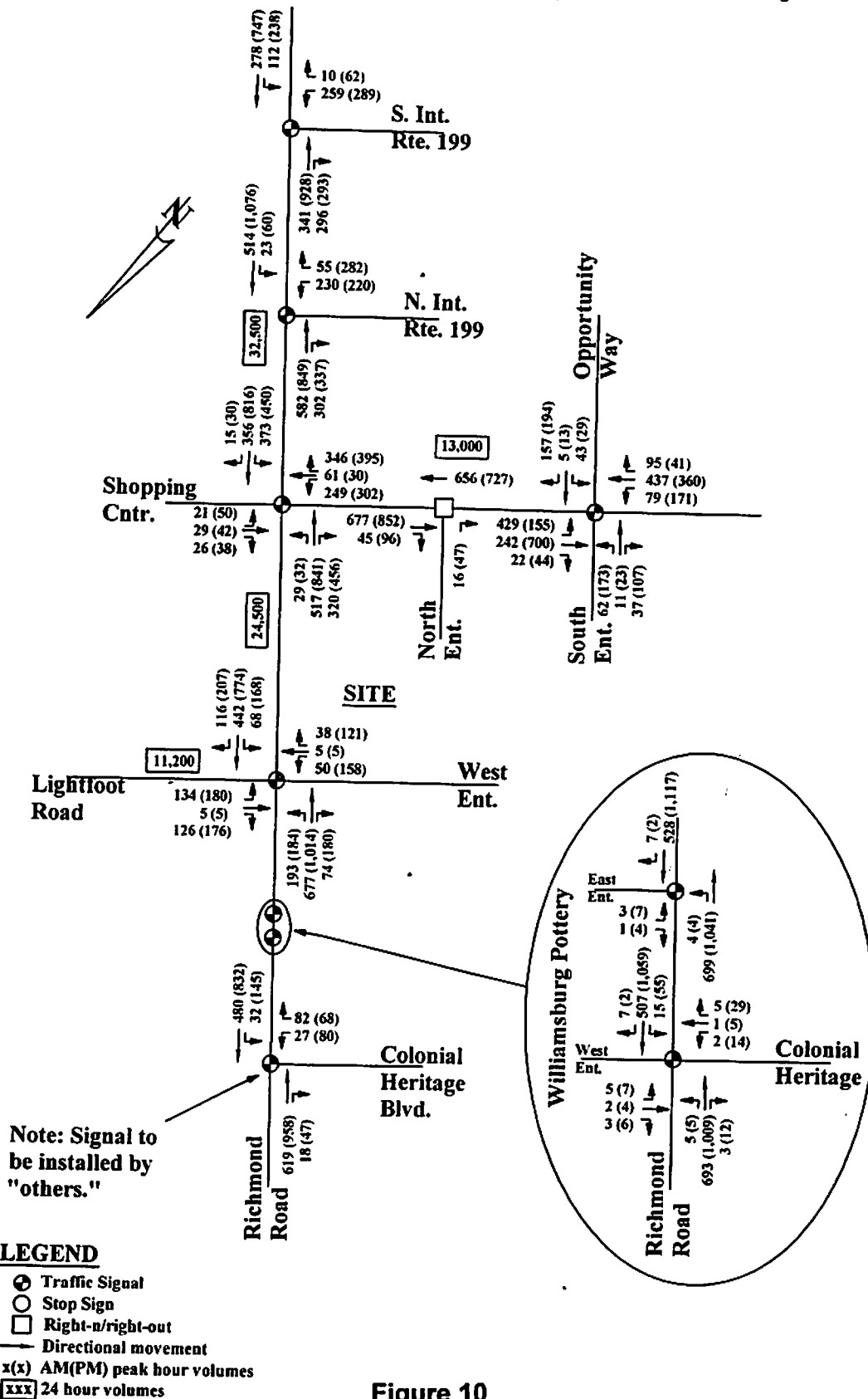
Intersection of Richmond Road & Colonial Heritage Boulevard

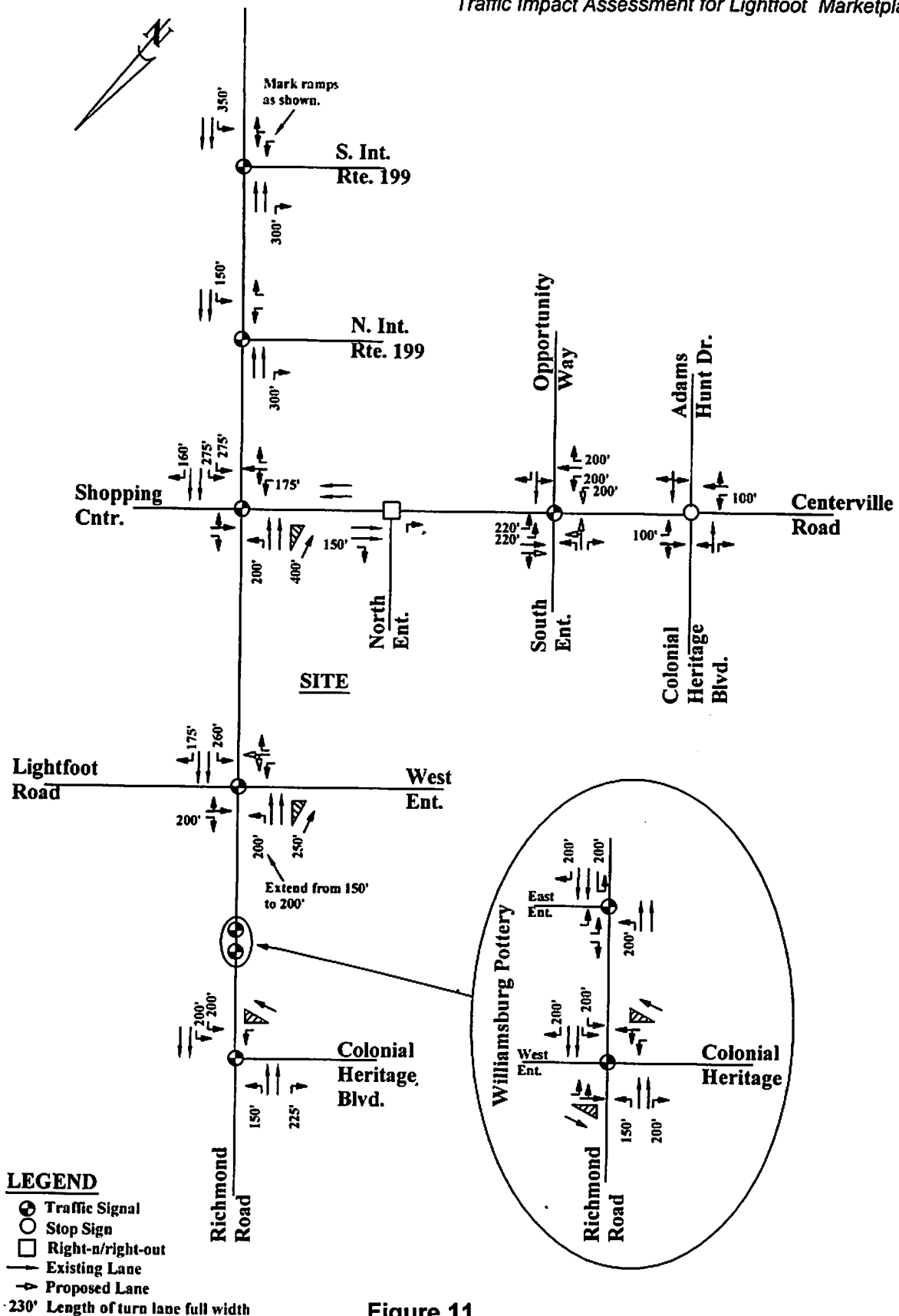
This intersection works very well and no improvements are recommended. The LOS comparisons between the existing, no build, build, and the build VDOT design year are shown in Table XVI.

Internal Site

The McDonald's Restaurant is a stand-alone parcel that is separate from this project. They have a legal right to access at the West Entrance to Richmond Road and Lightfoot Road. This access has been maintained with this plan.







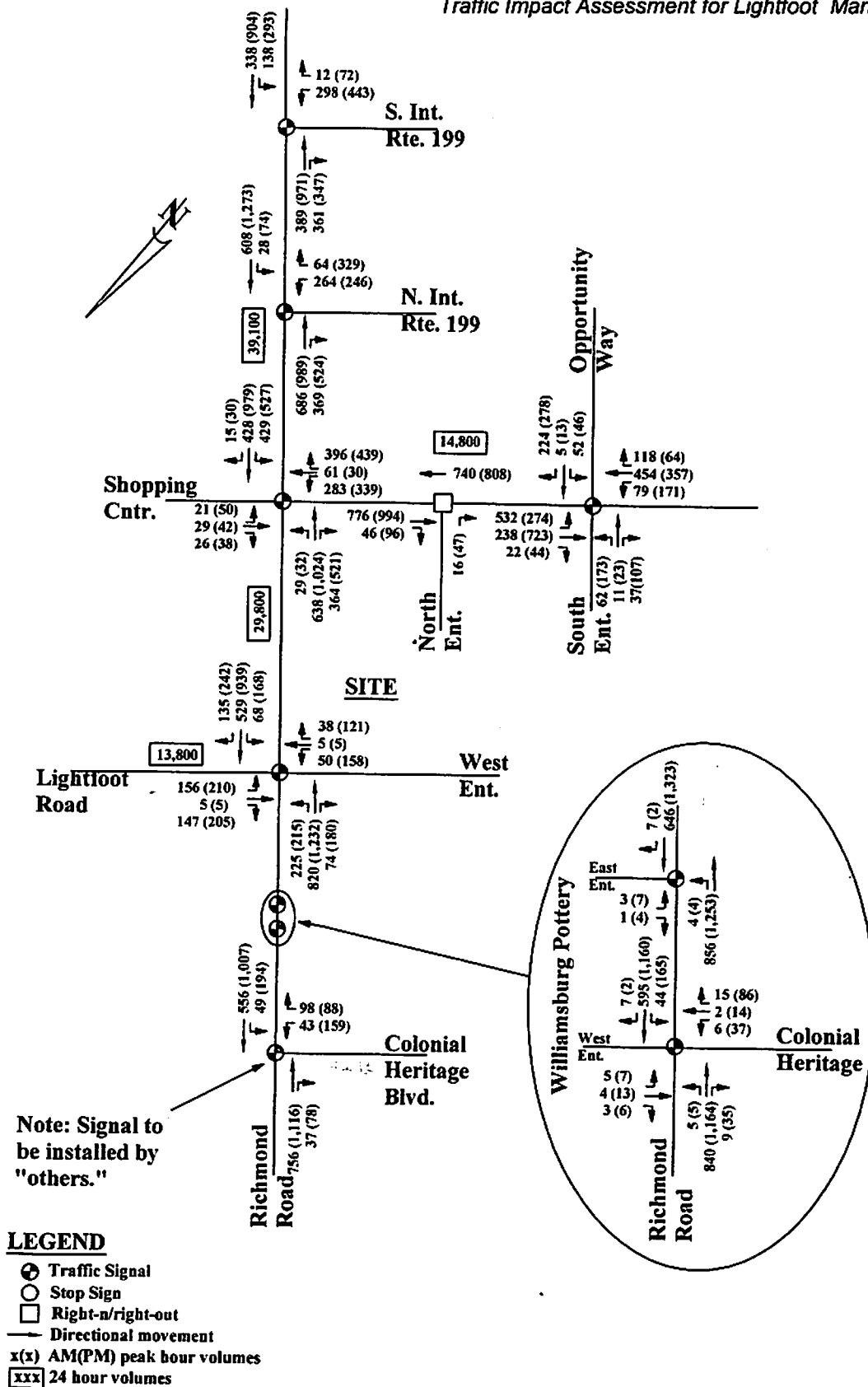


Table V
AM Peak Hour
Richmond Road, Lightfoot Road, & Site West Entrance
Comparison of Levels of Service (LOS) -Synchro HCM Signal Analysis & Queues from Synchro 7 Simulation

	Lanes each	Year 2013 - Existing				Year 2016 - No Build				Year 2016 - Build				Yr 2022 - Build (Design Yr)			
		Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS
Richmond Rd Eastbound																	
Left	1	179	131	35.4	D	199	188	24.5	C	193	157	7.6	A	225	169	13.1	B
Thru	2	628	266	23.8	C	696	410	15.1	B	677	169	9.5	A	820	255	10.8	B
Right	1	55	14	14.5	B	55	48	6.7	A	74	23	0.8	A	74	18	1.5	A
Richmond Rd Westbound																	
Left	1	19	35	59.4	E	19	30	47.9	D	68	67	25.7	C	68	89	20.9	C
Thru	2	417	177	38.6	D	455	130	31.9	C	442	89	16.1	B	529	147	16.4	B
Right	1	107	51	62.6	E	119	27	37.8	D	116	76	27.7	C	135	25	22.8	C
West Site Entr. Northbound																	
Left - Thru	1	54	44	40.0	D	54	56	41.7	D								
Left - Thru	2									55	48	41.2	D	55	67	41.2	D
Right	1	46	30	37.1	D	46	67	38.6	D	38	62	39.4	D	38	69	39.4	D
Lightfoot Rd Southbound																	
Left - Thru	1	147	92	41.5	D	161	105	31.8	C	139	87	37.0	D	161	142	38.8	D
Right	1	117	80	34.2	C	130	49	27.1	C	126	50	30.8	C	147	83	30.9	C
Overall Intersection				33.9	C			25.0	C			17.0	B			17.6	B
Cycle Length		Coord Signal 100 seconds				Coord Signal 90 seconds				Coord Signal 90 seconds				Coord Signal 90 seconds			

Table VI
PM Peak Hour
Richmond Road, Lightfoot Road, & Site West Entrance
Comparison of Levels of Service (LOS) - Synchro HCM Signal Analysis & Queues from Synchro 7 Simulation

	Lanes each	Year 2013 - Existing				Year 2016 - No Build				Year 2016 - Build				Yr 2022 - Build (Design Yr)			
		Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS
Richmond Rd Eastbound																	
Left	1	170	169	38.7	D	184	196	41.7	D	184	265	16.5	B	215	156	29.8	C
Thru	2	963	208	22.4	C	1,068	337	18.0	B	1,014	393	19.8	B	1,232	789	29.1	C
Right	1	12	320	10.7	B	12	0	4.8	A	180	247	16.1	B	180	329	2.0	A
Richmond Rd Westbound																	
Left	1	27	30	54.4	D	27	48	50.6	D	168	105	35.9	D	168	149	41.3	D
Thru	2	736	159	19.0	B	816	198	24.2	C	774	128	10.8	B	939	188	24.0	C
Right	1	192	64	23.2	C	207	62	16.7	B	207	65	13.3	B	242	108	15.7	A
West Site Entr. Northbound																	
Left - Thru	1	17	24	44.0	D	17	24	47.7	D								
Left - Thru	2									163	88	45.5	D	163	101	51.7	D
Right	1	38	29	42.4	D	38	42	45.9	D	121	96	41.0	D	121	80	45.7	D
Lightfoot Rd Southbound																	
Left - Thru	1	167	142	45.8	D	180	219	42.1	D	185	174	54.9	D	215	271	63.1	E
Right	1	163	46	35.5	D	176	198	33.6	C	176	65	37.2	D	205	83	40.3	D
Overall Intersection				25.8	C			24.8	C			22.8	C			30.3	C
Cycle Length		Coord Signal 100 seconds				Coord Signal 100 seconds				Coord Signal 100 seconds				Coord Signal 110 seconds			

Table VII

AM Peak Hour

Richmond Road, Centerville Road, Shopping Center Entrance

Comparison of Levels of Service (LOS) -Synchro HCM Signal Analysis & Queues from Synchro 7 Simulation

	Lanes each	Year 2013 - Existing				Year 2016 - No Build				Year 2016 - Build				Yr 2022 - Build (Design Yr)			
		Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS
Richmond Rd Eastbound																	
Left	1	29	113	64.4	E	29	44	19.6	B	29	41	25.0	C	29	53	52.3	D
Thru	2	475	184	14.5	B	527	262	12.6	B	517	205	17.5	B	638	327	20.4	C
Right	1	294	0	13.3	B	324	65	13.1	B	320	0	14.1	B	364	76	11.3	B
Richmond Rd Westbound																	
Left	2	310	154	43.3	D	335	162	35.5	D	373	158	33.2	C	429	208	50.1	D
Thru	2	284	131	14.2	B	315	95	18.0	B	356	112	11.1	B	428	92	9.8	A
Right	1	15	0	14.3	B	15	20	19.5	B	15	35	5.8	A	15	0	5.5	A
Centerville Rd. Northbound																	
Left - Thru	2	294	178	24.5	C	313	175	20.0	B	310	104	24.0	C	344	120	30.0	C
Right	1	281	115	52.9	D	303	121	35.6	D	346	98	43.0	D	396	204	18.0	B
Shop. Center Southbound																	
Left - Thru	1	50	49	49.9	D	50	34	37.1	D	50	30	37.3	D	50	62	41.8	D
Right	1	26	30	41.7	D	26	29	40.2	D	26	57	40.2	D	26	28	40.5	D
Overall Intersection																	
Cycle Length		Coord Signal 100 seconds				Coord Signal 90 seconds				Coord Signal 90 seconds				Coord Signal 90 seconds			

Table VIII
PM Peak Hour
Richmond Road, Centerville Road, Shopping Center Entrance
Comparison of Levels of Service (LOS) -Synchro HCM Signal Analysis & Queues from Synchro 7 Simulation

	Lanes each	Year 2013 - Existing				Year 2016 - No Build				Year 2016 - Build				Yr 2022 - Build (Design Yr)			
		Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS
Richmond Rd Eastbound																	
Left	1	32	50	34.5	C	32	37	28.3	C	32	55	27.1	C	32	195	37.5	D
Thru	2	720	180	16.1	B	798	389	19.1	B	841	590	24.4	C	1,024	598	41.2	D
Right	1	416	46	17.6	B	456	105	16.3	B	456	511	11.3	B	521	507	45.3	D
Richmond Rd Westbound																	
Left	2	334	187	33.0	C	361	314	52.9	D	450	282	51.7	D	527	374	47.3	D
Thru	2	632	278	25.1	C	710	367	11.9	B	816	216	14.9	B	979	806	20.5	C
Right	1	30	150	27.4	C	30	143	3.3	A	30	15	10.3	A	30	11	14.4	B
Centerville Rd. Northbound																	
Left - Thru	2	315	138	34.8	C	332	135	38.3	D	332	128	44.2	D	369	150	50.8	D
Right	1	246	48	31.7	C	266	95	43.4	D	395	171	10.6	B	439	217	17.4	B
Shop. Center Southbound																	
Left - Thru	1	92	124	54.5	D	92	57	50.9	D	92	156	54.5	D	92	96	70.0	E
Right	1	38	45	40.9	D	38	51	43.6	D	38	60	43.6	D	38	29	49.4	B
Overall Intersection				25.4	C			23.9	C			25.0	C			36.0	D
Cycle Length		Coord Signal 100 seconds				Coord Signal 100 seconds				Coord Signal 100 seconds				Coord Signal 110 seconds			

Table IX

AM Peak Hour

Centerville Road, Opportunity Way, & Site South Entrance

Comparison of Levels of Service (LOS) -Synchro HCM Signal Analysis & Queues from Synchro 7 Simulation

		Year 2013 - Existing				Year 2016 - No Build				Year 2016 - Build				Yr 2022 - Build (Design Yr)				
Lanes each		Vol vph	Queue	Delay	LOS	Vol vph	Queue	Delay	LOS	Vol vph	Queue	Delay	LOS	Vol vph	Queue	Delay	LOS	
			feet	sec			feet	sec			feet	sec			feet	sec		
South Site Entr. Eastbound																		
Left - Thru		1	35	63	51.8	D	35	80	38.1	D								
Left - Thru		2									73	51	39.0	D	73	91	39.0	D
Right		1	19	18	46.0	D	19	21	35.7	D	37	58	35.9	D	37	20	35.9	D
Opportunity Way Westbound																		
Left - Thru		1	53	89	45.8	D	56	78	40.8	D	48	73	39.8	D	57	97	40.9	D
Right		1	150	51	43.2	D	162	88	37.3	D	157	86	37.3	D	224	110	38.1	D
Centerville Rd. Northbound																		
Left		1	27	71	58.9	E	27	52	39.0	D								
Left		2									79	65	39.1	D	79	56	39.1	D
Thru		1	419	296	28.0	C	448	263	42.6	D	437	268	38.0	D	454	248	48.0	D
Right		1	88	34	17.3	B	95	197	22.1	C	95	32	21.4	C	118	202	22.9	C
Centerville Rd Southbound																		
Left		2	412	222	35.4	D	445	180	36.0	D	429	205	37.0	D	532	215	40.8	D
Thru		1	213	94	2.7	A	238	145	11.0	B	242	119	10.3	B	238	128	13.6	B
Right		1	5	0	0.5	A	5	13	5.2	A	22	34	5.3	A	22	27	6.6	A
Overall Intersection					29.3	C			33.5	C			32.2	C			36.9	D
Cycle Length			Actuated Signal 100 seconds				Actuated Signal 90 seconds				Actuated Signal 90 seconds				Actuated Signal 90 seconds			

Table X
PM Peak Hour
Centerville Road, Opportunity Way, & Site South Entrance
Comparison of Levels of Service (LOS) -Synchro HCM Signal Analysis & Queues from Synchro 7 Simulation

	Lanes each	Year 2013 - Existing				Year 2016 - No Build				Year 2016 - Build				Yr 2022 - Build (Design Yr)			
		Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS
South Site Entr. Eastbound																	
Left - Thru	1	24	27	47.6	D	24	55	42.8	D								
Left - Thru	2									196	86	47.8	D	196	134	52.5	D
Right	1	12	0	43.4	D	12	21	40.6	D	107	72	38.9	D	107	80	43.0	D
Opportunity Way Westbound																	
Left - Thru	1	35	34	41.3	D	37	55	44.4	D	42	35	45.0	D	59	93	54.1	D
Right	1	192	58	40.8	D	207	73	43.0	D	194	72	42.8	D	278	160	49.2	D
Centerville Rd. Northbound																	
Left	1	17	30	50.6	D	17	71	43.3	D								
Left	2									171	91	52.2	D	171	228	53.1	D
Thru	1	369	249	21.2	C	375	235	22.2	C	360	179	23.6	C	357	280	27.6	C
Right	1	38	36	15.4	B	41	191	16.0	B	41	50	17.1	B	64	39	20.3	C
Centerville Rd Southbound																	
Left	2	167	71	46.0	D	180	72	42.1	D	155	72	43.6	D	274	93	42.2	D
Thru	1	618	260	13.4	B	670	230	25.2	C	700	400	42.4	D	723	157	32.2	D
Right	1	7	0	1.1	A	7	0	6.0	A	44	144	6.9	A	44	27	5.8	A
Overall Intersection				24.5	C			29.5	C			39.1	D			38.3	D
Cycle Length					Actuated Signal 100 seconds				Actuated Signal 100 seconds				Actuated Signal 100 seconds			Actuated Signal 110 seconds	

Table XI
Richmond Road & Route 199 Northwest Intersection
Comparison of Levels of Service (LOS) -Synchro HCM Signal Analysis & Queues from Synchro 7 Simulation

[illegible]

Table XII

Richmond Road & Route 199 Southeast Intersection

Comparison of Levels of Service (LOS) -Synchro HCM Signal Analysis & Queues from Synchro 7 Simulation

	Lanes each	Year 2013 - Existing				Year 2016 - No Build				Year 2016 - Build				Yr 2022 - Build (Design Yr)			
		Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS
a.m. peak hour																	
Richmond Rd Eastbound																	
Left - Thru	2	292	58	8.6	A	330	99	14.9	B	341	63	3.3	A	389	42	3.1	A
Right	1	257	50	6.8	A	285	93	23.4	C	296	85	9.1	A	361	51	6.9	A
Richmond Rd Westbound																	
Left	1	101	164	44.7	D	112	147	39.2	D	112	130	39.2	D	138	118	39.7	D
Thru	2	223	87	8.3	A	251	134	6.3	A	278	52	6.3	A	338	82	6.1	A
Route 199 Ramp Northbound																	
Left - Right	1	219	151	34.9	C												
Left - Right	2					243	105	30.7	C	269	182	31.2	C	310	148	33.2	C
Overall Intersection																	
Cycle Length				16.7	B			20.5	C			14.2	B			14.0	B
					Coord Signal 100 seconds				Coord Signal 90 seconds				Coord Signal 90 seconds				Coord Signal 90 seconds
p.m. peak hour																	
Richmond Rd Eastbound																	
Left - Thru	2	699	131	19.9	B	872	231	27.1	C	928	115	12.0	B	971	300	20.8	C
Right	1	167	41	4.6	A	235	63	24.8	C	293	78	3.1	A	347	110	19.0	B
Richmond Rd Westbound																	
Left	1	215	231	48.7	D	238	240	48.8	D	238	244	48.8	D	293	331	46.2	D
Thru	2	617	105	11.3	B	681	163	9.6	A	747	98	7.1	A	904	170	9.7	A
Route 199 Ramp Northbound																	
Left - Right	1	348	228	39.3	D												
Left - Right	2					386	193	32.9	C	451	164	43.6	D	515	247	43.2	D
Overall Intersection																	
Cycle Length				22.4	C			24.9	C			18.3	B			23.5	C
					Coord Signal 100 seconds				Coord Signal 100 seconds				Coord Signal 100 seconds				Coord Signal 110 seconds

Table XIII
Richmond Road & Pottery East Intersection
Comparison of Levels of Service (LOS) - Synchro HCM Signal Analysis & Queues from Synchro 7 Simulation

	Lanes each	Year 2013 - Existing				Year 2016 - No Build				Year 2016 - Build				Yr 2022 - Build (Design Yr)			
		Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS
a.m. peak hour																	
Richmond Rd Eastbound																	
Left	1	4	23	23.3	C	4	0	33.3	C	4	27	39.3	D	4	0	49.6	D
Thru	2	613	0	2.4	A	685	0	0.2	A	699	0	0.2	A	856	0	0.5	A
Richmond Rd Westbound																	
Left	1	0	0	0.0	A	0	0	0.0	A	0	0	0.0	A	0	0	0.0	A
Thru	2	399	0	4.1	A	516	0	1.1	A	528	27	1.8	A	646	0	1.5	A
Right	1	7	0	3.7	A	7	0	0.5	A	7	0	1.2	A	7	0	0.7	A
Pottery East Entr. Southbound																	
Left	2	3	0	23.8	C	3	0	44.1	D	3	0	44.1	D	3	0	44.1	D
Right	1	1	0	23.6	C	1	20	43.6	D	1	0	43.6	D	1	0	43.6	D
Overall Intersection				3.2	A			0.8	A			1.1	A			1.1	A
Cycle Length		Coord Signal 50 seconds				Actuated Signal 90 seconds				Coord Signal 90 seconds				Coord Signal 90 seconds			
p.m. peak hour																	
Richmond Rd Eastbound																	
Left	1	4	0	22.7	C	4	0	19.8	B	4	0	48.3	D	4	0	71.6	E
Thru	2	807	60	2.6	A	924	35	6.5	A	1,041	36	0.5	A	1,253	45	0.7	A
Richmond Rd Westbound																	
Left	1	0	0	0.0	A	0	0	0.0	A	0	0	0.0	A	0	0	0.0	A
Thru	2	914	23	9.2	A	1,012	128	8.7	A	1,117	36	1.2	A	1,323	26	1.4	A
Right	1	2	0	4.1	A	2	0	5.6	A	2	0	0.1	A	2	0	0.0	A
Pottery East Entr. Southbound																	
Left	2	7	22	24.0	C	7	23	24.0	D	7	24	47.7	D	7	22	52.8	D
Right	1	4	0	23.6	C	4	0	23.6	C	4	0	47.3	D	4	0	52.3	D
Overall Intersection				6.2	A			7.8	A			1.2	A			1.4	A
Cycle Length		Actuated Signal 50 seconds				Actuated Signal 100 seconds				Coord Signal 100 seconds				Coord Signal 110 seconds			

Table XIV AM Peak Hour Richmond Road, Colonial Heritage, & West Pottery Entrance Comparison of Levels of Service (LOS) -Synchro HCM Signal Analysis & Queues from Synchro 7 Simulation																	
	Lanes each	Year 2013 - Existing				Year 2016 - No Build				Year 2016 - Build				Yr 2022 - Build (Design Yr)			
		Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS
Richmond Rd Eastbound																	
Left	1	5	27	53.6	D	5	25	59.7	D	5	0	57.6	E	5	0	25.6	C
Thru	2	612	0	1.4	A	679	0	1.6	A	693	20	2.2	A	840	101	2.8	A
Right	1	0	0	0.0	A	3	0	0.0	A	3	0	0.1	A	9	0	0.9	A
Richmond Rd Westbound																	
Left	2	0	0	0.0	A	15	0	21.5	C	15	0	27.7	C	44	75	35.3	D
Thru	2	393	77	0.4	A	495	61	1.3	A	507	61	2.8	A	595	23	9.1	A
Right	1	7	0	0.1	A	7	0	0.8	A	7	0	1.5	A	7	0	5.2	A
Colonial Heritage Northbound																	
Left - Thru	2	0	0	0.0	A	3	0	44.8	D	3	20	44.8	D	8	22	43.1	D
Right	1	0	0	0.0	A	5	0	43.7	D	5	0	43.7	D	15	0	42.3	D
Pottery West Entr. Southbound																	
Left - Thru	2	5	0	51.0	D	7	0	46.2	D	7	22	46.2	D	9	0	43.1	D
Right	1	3	0	48.6	D	3	0	43.6	D	3	42	43.6	D	3	40	42.3	D
Overall Intersection				1.6	A			2.5	A			3.5	A			7.2	A
Cycle Length		Coord Signal 100 seconds				Coord Signal 90 seconds				Coord Signal 90 seconds				Coord Signal 90 seconds			

Table XV																	
PM Peak Hour																	
Richmond Road, Colonial Heritage, & West Pottery Entrance																	
Comparison of Levels of Service (LOS) -Synchro HCM Signal Analysis & Queues from Synchro 7 Simulation																	
	Lanes each	Year 2013 - Existing				Year 2016 - No Build				Year 2016 - Build				Yr 2022 - Build (Design Yr)			
		Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS
Richmond Rd Eastbound																	
Left	1	5	0	53.6	D	5	18	34.9	C	5	19	59.7	E	5	26	36.1	D
Thru	2	804	35	1.8	A	892	37	1.4	A	1,009	40	7.6	A	1,164	51	3.3	A
Right	1	0	0	0.0	A	12	0	0.1	A	12	0	1.9	A	35	0	0.1	A
Richmond Rd Westbound																	
Left	2	0	0	0.0	A	55	112	41.1	D	55	78	23.5	C	165	109	33.8	C
Thru	2	911	63	2.0	A	954	180	8.0	A	1,059	99	4.0	A	1,160	163	21.8	C
Right	1	7	0	0.9	A	2	0	3.0	A	2	0	2.0	A	2	0	11.6	B
Colonial Heritage Northbound																	
Left - Thru	2	0	0	0.0	A	19	23	46.8	D	19	25	46.8	D	51	45	51.1	D
Right	1	0	0	0.0	A	29	0	45.9	D	29	0	45.9	D	86	0	49.2	D
Pottery West Entr. Southbound																	
Left - Thru	2	7	22	48.1	D	11	22	48.6	D	11	0	48.6	D	20	22	53.0	D
Right	1	6	0	47.3	D	6	0	47.3	D	6	0	47.3	D	6	0	50.9	D
Overall Intersection				2.4	A			7.2	A			7.5	A			16.0	B
Cycle Length		Coord Signal 100 seconds				Coord Signal 100 seconds				Coord Signal 100 seconds				Coord Signal 110 seconds			

Table XVII																	
Centerville Road & Site North Entrance (Right-in/Right-out)																	
Comparison of Levels of Service (LOS) & Queues -Synchro HCM Unsignalized Analysis																	
	Lanes each	Year 2013 - Existing				Year 2016 - No Build				Year 2016 - Build				Yr 2022 - Build (Design Yr)			
		Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS	Vol vph	Queue feet	Delay sec	LOS
a.m. peak hour																	
Site North Entrance Eastbound																	
Right	1	12	2	10.6	B	12	2	10.9	B	16	2	10.9	B	16	2	11.4	B
Centerville Rd. Northbound																	
Thru	2	575	0	0.0	A	616	0	0.0	A	656	0	0.0	A	740	0	0.0	A
Centerville Rd. Southbound																	
Thru	2	630	0	0.0	A	688	0	0.0	A	677	0	0.0	A	776	0	0.0	A
Right	1	3	0	0.0	A	3	0	0.0	A	45	0	0.0	A	46	0	0.0	A
Traffic Control		Stop Sign				Stop Sign				Stop Sign				Stop Sign			
p.m. peak hour																	
Site North Entrance Eastbound																	
Right	1	7	1	11.3	B	7	1	11.7	B	47	8	12.3	B	47	9	13.3	B
Centerville Rd. Northbound																	
Thru	2	561	0	0.0	A	598	0	0.0	A	727	0	0.0	A	808	0	0.0	A
Centerville Rd. Southbound																	
Thru	2	783	0	0.0	A	850	0	0.0	A	852	0	0.0	A	994	0	0.0	A
Right	1	9	0	0.0	A	9	0	0.0	A	96	0	0.0	A	96	0	0.0	A
Traffic Control		Stop Sign				Stop Sign				Stop Sign				Stop Sign			

Arterial Analysis on Richmond Road

As noted earlier, VDOT requested that priority be given to Richmond Road to provide progression both ways. The use of coordinated systems with two-way progression is going to require the protected left turns on Richmond Road and the side streets to wait longer than a non-coordinated traffic signal.

Table XVIII shows the arterial analysis on Richmond Road using the Synchro 7 modeling process. VDOT presently runs the traffic signals with primarily 100 second cycles for the Centerville Road and the Lightfoot Road intersection during the a.m. & p.m. peak hours. The two signals at Route 199 are primarily 100 second cycles in the p.m. peak hour and work as a sub-system in the a.m. peak hour. The two Pottery traffic signals have virtually no traffic and therefore, are not a factor.

The analyses for the existing a.m. and p.m. conditions used a 100 second cycle. The p.m. year 2016 no build and build also used a 100 second cycle. The p.m. year 2022 for the VDOT Design Year used a 110 second cycle due to the increased through traffic on Richmond Road. Normally, the increase in the cycle length increases the overall delay for the entire intersection, the mainline left turn movements, and the side street movements in order to provide progression on the mainline.

It should be noted that the build conditions are either equal to or better than the no build conditions. This is the result of mitigating the impacts of this project for Lightfoot Marketplace with improvements at the Lightfoot Road/West Site Entrance intersection. Also, not shown in the calculations, will be the reduction in delay on Richmond Road caused by the blockage at the CSX railroad crossing. The joint efforts of VDOT and the Lightfoot Marketplace will contribute to correcting this situation.

Table XVIII
Richmond Road - Arterial Level of Service (LOS)
Synchro 7 Arterial Analysis

Description	Year 2013 - Existing		Year 2013 - No Build		Year 2016 Build		Yr 2022 VDOT Design	
	Arterial	LOS	Arterial	LOS	Arterial	LOS	Arterial	LOS
	Speed (mph)		Speed (mph)		Speed (mph)		Speed (mph)	
a.m. peak hour - Richmond Road Eastbound								
Colonial Heritage Blvd.	n/a	n/a	20.5	D	20.5	D	21.3	D
Colonial Herit.-Pottery W. Entr.	37.5	A	31.5	B	31.0	B	29.8	B
Pottery East Entr.	30.7	B	32.7	B	32.7	B	32.5	B
Lightfoot Rd - Site W. Entr.	15.0	E	19.1	D	21.5	D	20.8	D
Centerville Road	16.2	E	17.4	D	14.7	E	12.9	F
Route 199 NW Intersection	23.5	C	22.1	C	15.6	E	21.2	D
Route 199 SE Intersection	20.5	D	16.7	E	27.2	C	27.5	C
Overall Corridor	23.8	C	21.6	D	21.7	D	22.2	C
a.m. peak hour - Richmond Road Westbound								
Route 199 SE Intersection	24.3	C	34.1	B	34.1	B	34.2	B
Route 199 NW Intersection	17.1	D	20.9	D	20.5	D	21.0	D
Centerville Road	17.6	D	15.6	E	19.6	D	20.3	D
Lightfoot Rd - Site W. Entr.	9.8	F	12.4	F	15.8	E	15.8	E
Pottery East Entr.	28.9	B	31.7	B	31.1	B	31.4	B
Colonial Herit.-Pottery W. Entr.	32.7	B	31.4	B	29.8	B	22.8	C
Colonial Heritage Blvd.	n/a	n/a	23.1	C	22.5	C	24.8	C
Overall Corridor	19.3	D	23.5	C	25.0	C	24.9	C
p.m. peak hour - Richmond Road Eastbound								
Colonial Heritage Blvd.	n/a	n/a	20.9	D	21.7	D	25.2	C
Colonial Herit.-Pottery W. Entr.	36.8	A	31.4	B	26.3	C	29.1	B
Pottery East Entr.	30.6	B	27.4	C	32.3	B	32.0	B
Lightfoot Rd - Site W. Entr.	15.1	E	17.2	D	15.1	E	12.0	F
Centerville Road	15.5	E	13.9	E	11.2	F	8.2	F
Route 199 NW Intersection	11.8	F	17.4	D	19.1	D	16.5	E
Route 199 SE Intersection	14.4	E	11.9	F	18.5	D	14.1	E
Overall Corridor	19.8	D	19.0	D	19.5	D	17.7	D
p.m. peak hour - Richmond Road Westbound								
Route 199 SE Intersection	22.2	C	31.8	B	33.5	B	31.7	B
Route 199 NW Intersection	17.8	D	19.8	D	19.9	D	21.5	D
Centerville Road	13.1	E	18.8	D	16.9	E	14.5	E
Lightfoot Rd - Site W. Entr.	15.3	E	13.8	E	18.7	D	12.2	F
Pottery East Entr.	25.6	C	25.8	C	31.6	B	31.2	B
Colonial Herit.-Pottery W. Entr.	30.6	B	24.1	C	28.1	B	15.8	E
Colonial Heritage Blvd.	n/a	n/a	25.2	C	22.7	C	27.7	C
Overall Corridor	19.5	D	23.4	C	24.8	C	21.6	D

CHAPTER 8

RECOMMENDATIONS

- 1. General Comment** – All public improvements shall be designed and constructed in accordance with the Virginia Department of Transportation requirements.
- 2. Intersection of Richmond Road, Lightfoot Road, & the Site West Entrance** – The following improvements will be needed:
 - a. The Site West Entrance shall have 3-exiting lanes (1-left, 1-left-through, & 1-right) and 2-entering lanes.
 - b. The existing eastbound Richmond Road left turn lane shall be lengthened from 150' to 250'.
 - c. A pedestrian crosswalk and pedestrian heads shall be installed that will work concurrently with the eastbound through motion on Richmond Road (phase 2). A crosswalk and pedestrian heads shall be provided across Richmond Road that will work concurrently with either the Lightfoot Marketplace phase or the Lightfoot Road phase. A refuge shall be provided in the median.
 - d. The existing traffic signal shall be modified to provide protected-permissive movements (flashing yellow arrows) for Richmond Road left turn movements, the pedestrian movements, and the additional lanes at Lightfoot Marketplace. A railroad pre-emption switch shall be provided in the controller cabinet. VDOT will be responsible for the railroad permits and the connection with the railroad gates.
- 3. Intersection of Richmond Road & Centerville Road** – No improvements are recommended for this intersection.
- 4. Intersection of Centerville Road, Opportunity Way, & Site South Entrance** – The following improvements will be needed:
 - a. The Site South Entrance shall have 3-exiting lanes (1-left, 1-left-through, & 1-right) and 2-entering lanes.
 - b. An additional 200' left turn lane with taper shall be constructed for northbound Centerville Road to provide a dual left turn lane.
 - c. Pedestrian crosswalks and pedestrian heads are already in place at this intersection. The bike lane shall be maintained across the widened entrance.
 - d. The existing traffic signal shall be modified to meet the requirements noted above.
- 5. Intersection of Centerville Road & Site North Entrance** – No improvements are recommended for this intersection.
- 6. Internal Site** – The McDonald's Restaurant is a stand-alone parcel that is separate from this project. They have a legal right to access at the West Entrance to Richmond Road and Lightfoot Road. This access has been maintained with this plan.

CHAPTER 9

CONCLUSIONS

Williamsburg Retail Investors, LLC is proposing to replace the existing Williamsburg Outlet Mall, which has a total of 230,400 square feet (sf) of space with a new shopping center with a total of 136,122 sf, which will be named Lightfoot Marketplace. It is located at the northwest corner of the intersection of Richmond Road and Centerville Road. It will have the following: 1) a 53,000 sf Harris Teeter, 2) a 15,000 sf pharmacy with a drive-through window, 3) 49,634 sf of retail shopping, & 4) two or three high-turnover sit-down type restaurants. The Harris Teeter will be expanded by another 5,000 sf, if needed. The existing M-1 zoning will continue to be used & a special use permit will be needed. The existing three access points for this site will be used with improvements.

Scope of Services

The scope of this project was discussed with Ms. Ellen Cook, Mr. Scott Wythe, & Mr. Chris Johnson with James City County Planning and Mr. Jason Fowler & Mr. Tommy Catlett with the Virginia Department of Transportation (VDOT) on Wednesday, June 5, 2013. A Chapter 527 TIA will not be required. The time periods to be studied will be the a.m. peak hour from 7:00 to 9:00 a.m. & the p.m. peak hour from 4:00 to 6:00 p.m. The following intersections on Richmond Road will be studied: 1) Lightfoot Road & Site West Entrance, 2) Centerville Road, 3) the two signalized intersections with the Route 199 Ramps, 4) Colonial Heritage Boulevard, and 5) the two signalized intersections with the Pottery. The following intersections on Centerville Road will be studied: 1) Opportunity Way & Site South Entrance and 2) Site North Entrance (right-in/right-out). The following approved development projects are to be included in the no build calculations: 1) Colonial Heritage will have 1,219 dwelling units, 2) Colonial Heritage will have 370,000 sf of retail shopping, 3) Thomas Nelson Community college will have another 230,000 sf of building space, 4) Liberty Ridge will have 139 dwelling units. And 5) Westport will have 102 dwelling units. VDOT is going to furnish their Synchro Models with the existing timings. The County wanted buses to have access to Lightfoot Marketplace, but no reduction for a modal split is to be included in the TIA.

Proposed Improvements

See the previous page for the proposed improvements for this project.

Summary

This project will not adversely impact the traffic service levels in this area, when the improvements shown in this traffic impact assessment report are implemented

Appendix

Project: Williamsburg Commerce Center
 Project #: BBG-12-18
 Locality: Williamsburg
 Date: April 16, 2013
 Weather: Partly Cloudy

Bryant B. Goodloe, P.C.
 8809 Adams Drive East
 Suffolk, Virginia 23433
 (757) 238-3835

Counter: MDB

End Time	Richmond Rd. Eastbound			Richmond Rd. Westbound			Mall Entrance Northbound			Lightfoot Road Southbound			Veh Total	Trucks Total	Buses Total	Ped Total	Bike Total
	Left	Thru	Rt.	Left	Thru	Rt.	Left	Thru	Rt.	Left	Thru	Right					
A.M.																	
07:15	24	0	23	9	0	24	6	2	11	38	4	23	164	5	0	0	0
07:30	45	0	7	3	0	24	6	3	11	22	3	15	139	9	0	0	0
07:45	43	0	12	5	0	27	6	2	10	33	8	33	179	13	0	0	0
08:00	67	0	13	2	0	32	20	9	14	31	8	46	242	11	0	0	0
08:15	47	0	6	10	0	33	10	5	6	28	4	29	178	6	0	0	0
08:30	46	0	10	6	0	27	11	3	9	34	7	48	201	10	0	0	0
08:45	63	0	13	8	0	37	13	4	10	22	2	34	206	7	0	0	0
09:00	44	0	18	6	0	34	5	3	18	30	8	45	211	5	0	0	0
Peak Hour	179	0	55	19	0	107	38	16	46	124	23	117	724	38	0	0	0
App. Total	234			126			100			264							
Approach %	76	0	24	15	0	85	38	16	46	47	9	44					
PHF	0.73			0.93			0.58			0.78			0.75				
% Trucks														5			

PM																	
04:15	32	0	3	12	1	58	4	0	5	17	0	35	167	7	0	0	0
04:30	36	0	3	14	0	51	5	0	8	32	0	30	179	9	0	0	0
04:45	41	0	3	8	0	65	5	0	6	25	0	39	192	16	0	0	0
05:00	43	0	4	7	0	43	1	0	10	44	0	44	196	2	0	0	0
05:15	47	0	3	4	0	54	5	0	7	26	0	38	184	8	0	0	0
05:30	39	0	2	8	0	30	6	0	15	72	0	42	214	4	0	0	0
05:45	38	0	4	8	0	58	3	0	13	44	0	34	202	11	0	0	0
06:00	29	0	2	12	0	22	2	0	13	33	0	28	141	1	0	0	0
Peak Hour	170	0	12	27	0	192	17	0	38	167	0	163	786	30	0	0	0
App. Total	182			219			55			330							
Approach %	93	0	7	12	0	88	31	0	69	51	0	49					
PHF	0.91			0.72			0.65			0.72			0.92				
% Trucks														4			

Field Observations:

Peak Hours based on Centerville and Richmond Road counts.

Trains crossing Lightfoot road at 7:08 am and 7:24 am caused backups on left turn eastbound Richmond Road and on right turns from Richmond Road onto Lightfoot Road.

Project: Williamsburg Commerce Center
 Project #: BBG -12-18
 Locality: Williamsburg
 Date: April 17, 2013
 Weather: Partly Cloudy

Bryant B. Goodloe, P.C.
 8809 Adams Drive East
 Suffolk, Virginia 23433
 (757) 238-3835

Counter: MDB

End Time	Mall Entrance			Opportunity Way			Centerville Road			Centerville Road			Veh Total	Trucks			
	Eastbound			Westbound			Northbound			Southbound				Buses	Ped	Bike	
	Left	Thru	Rt.	Left	Thru	Rt	Left	Thru	Rt	Left	Thru	Right		Total	Total	Total	Total
A.M.																	
07:15	0	21	4	16	6	78	7	0	47	206	0	0	385	23	0	0	
07:30	1	4	8	16	3	58	9	0	11	41	0	3	154	20	0	0	
07:45	4	2	3	7	0	14	4	0	9	59	0	1	103	10	0	0	
08:00	1	2	4	1	4	0	7	0	21	106	0	1	147	4	0	0	
08:15	1	0	4	6	0	7	10	0	7	40	0	0	75	1	0	0	
08:30	0	0	2	4	1	9	4	0	4	26	0	1	51	5	0	0	
08:45	5	6	1	2	21	5	5	0	5	34	0	3	87	8	0	0	
09:00	1	1	3	8	1	21	3	0	13	32	0	2	85	4	0	0	
Peak Hour	6	29	19	40	13	150	27	0	88	412	0	5	789	57	0	0	
App. Total	54			203			115			417							
Approach %	11	54	35	20	6	74	23	0	77	99	0	1					
PHF	0.54			0.51													
% Trucks														7			

PM																
04:15	3	0	3	12	1	58	4	0	5	17	0	4	107	7	0	0
04:30	2	0	3	14	3	51	5	0	8	32	0	1	119	9	0	0
04:45	6	3	3	8	3	65	5	0	6	25	0	3	127	16	0	0
05:00	3	2	4	7	3	43	1	0	10	44	0	3	120	2	0	0
05:15	6	2	3	4	0	54	5	0	7	26	0	1	108	8	0	0
05:30	1	1	2	8	2	30	6	0	15	72	0	0	137	4	0	0
05:45	4	1	4	8	0	38	3	0	13	44	0	2	117	11	0	0
06:00	1	0	2	12	0	22	2	0	13	33	0	0	85	1	0	0
Peak Hour	16	8	12	27	8	192	17	0	38	167	0	7	492	30	0	0
App. Total		36			227			55			174					
Approach %	44	22	33	12	4	85	31	0	69	96	0	4				
PHF		0.75			0.75											
% Trucks														6		

Field Observations:

Peak Hours based on Centerville and Richmond Road counts.

Trains crossing Lightfoot road at 7:08 am and 7:24 am caused backups on left turn from Centerville Road onto Richmond Road.

Between 7 - 7:15 and 7:15 - 7:30 a.m., Warhill High School students and buses cause the higher volumes.

Between 7 - 7:15 a.m., Warhill High School students and buses cause the higher volumes, which cause the dual lefts to back up and not clear the light; It is only during this period.

Between 7:45 - 8 a.m., the high volumes are because students are arriving for class at Thomas Nelson CC.

Project: Williamsburg Commerce Cntr. *Bryant B. Goodloe, P.C.*
 Project #: BBG -12-18 8809 Adams Drive East
 Locality: Williamsburg Suffolk, Virginia 23433
 Date: April 16, 2013 (757) 238-3835
 Weather: Partly Cloudy Counter: MDB

End Time	Centerville Rd Mall entrance		Veh Total	Trucks Buses Total	Ped Total	Bike Total
	Right-in	Right-out				
A.M.						
07:15	1	2	3	0	0	0
07:30	1	4	5	0	0	0
07:45	0	2	2	0	0	0
08:00	1	4	5	0	0	0
08:15	0	3	3	0	0	0
08:30	1	2	3	0	0	0
08:45	0	3	3	0	0	0
09:00	1	1	2	0	0	0
Peak Hour	3	12	15	0	0	0
PM						
04:15	1	2	2	0	0	0
04:30	2	3	3	0	0	0
04:45	5	3	3	0	0	0
05:00	1	2	2	0	0	0
05:15	2	2	2	0	0	0
05:30	1	0	0	0	0	0
05:45	1	5	5	0	0	0
06:00	2	1	1	0	0	0
Peak Hour	9	7	7	0	0	0

Project: Williamsburg Commerce Center
 Project #: BBG-12-18
 Locality: Williamsburg
 Date: April 11, 2013
 Weather: Partly Cloudy

Bryant B. Goodloe, P.C.
 8809 Adams Drive East
 Suffolk, Virginia 23433
 (757) 238-3835

Counter: MDB ESG

End Time	Richmond Rd. Eastbound			Richmond Rd. Westbound			Centerville Rd Northbound			Shopping Ent. Southbound			Veh Total	Trucks Total	Buses Total	Ped Total	Bike Total
	Left	Thru	Rt.	Left	Thru	Rt.	Left	Thru	Rt.	Left	Thru	Right					
A.M.																	
07:15	6	81	121	99	51	5	48	11	78	3	12	6	521	30	0	0	0
07:30	6	86	63	47	61	0	61	24	81	5	7	12	453	28	0	0	0
07:45	4	151	52	60	84	4	55	13	60	7	5	5	500	24	0	0	0
08:00	13	157	58	104	88	6	69	13	62	6	5	3	584	20	0	0	0
08:15	13	118	63	52	85	2	56	12	63	13	1	3	481	34	0	0	0
08:30	6	117	43	34	94	4	43	9	26	8	6	4	394	32	0	0	0
08:45	16	160	79	36	76	4	45	6	38	9	10	2	481	33	0	0	0
09:00	11	135	40	41	84	3	67	10	48	12	10	7	468	35	0	0	0
Peak Hour	29	475	294	310	284	15	233	61	281	21	29	26	2,058	102	0	0	0
App. Total		798			609			575			76						
Approach %	4	60	37	51	47	2	41	11	49	28	38	34					
PHF		0.88			0.77			0.87			0.79		0.88				
% Trucks														5			

PM																	
04:15	7	188	89	60	75	3	87	4	57	6	4	12	592	30	0	0	0
04:30	12	116	59	64	150	4	68	13	81	15	14	7	603	25	0	0	0
04:45	11	193	87	57	154	4	69	13	69	27	10	8	702	38	0	0	0
05:00	7	192	108	77	157	7	86	8	69	9	7	17	744	20	2	1	1
05:15	5	180	112	90	151	8	57	4	58	10	10	8	693	17	0	0	0
05:30	9	155	109	110	170	11	73	5	50	4	15	5	716	15	0	1	1
05:45	5	187	99	90	161	8	68	13	43	12	10	7	703	15	0	0	0
06:00	6	163	93	82	158	9	65	9	45	8	6	7	651	12	0	0	0
Peak Hour	32	720	416	334	632	30	285	30	246	50	42	38	2,855	90	2	2	2
App. Total		1,168			996			561			130						
Approach %	3	62	36	34	63	3	51	5	44	38	32	29	0.96				
PHF		0.95			0.77			0.87			0.72		1.00				
% Trucks														3			

Field Observations:

PM backups on Richmond Road thru going W on several occasions during the 4 to 4:15 and 4:15 to 4:30 time period.
 PM backups on Centerville Road left turn onto 60 on one occasion during the 4:45 to 5 time period that blocked traffic.
 All backups are due to trains blocking Lightfoot Road.

West (North) Intersection

Project: Lightfoot Center
 Project #: BBG - 12-18
 Locality: James City County
 Date: June 18, 2013
 Weather: Sunny

Bryant B. Goodloe, P.C.
 8809 Adams Drive East
 Suffolk, Virginia 23433
 (757) 238-3835

Counter: ESG

End Time	Richmond Rd.		Richmond Rd.		199 Ramps West		Veh Total	Trucks	Ped Total	Bike Total
	Eastbound		Westbound		Northbound			Buses		
	Thru	Right	Left	Thru	Left	Rt		Total		
A.M.										
07:15	143	61	3	112	31	4	354	16	0	0
07:30	113	62	5	72	38	13	303	15	0	0
07:45	130	78	8	99	67	15	397	28	0	0
08:00	118	61	5	92	48	18	342	13	0	0
08:15	106	83	6	120	29	24	368	17	0	0
08:30	97	95	1	94	37	13	337	15	0	0
08:45	134	46	9	113	31	16	349	18	0	0
09:00	146	79	12	97	48	19	401	22	0	0
Peak Hour	504	262	21	375	184	50	1,396	72	0	0
App. Total	766		396		234					
Approach %	66	34	5	95	79	21				
PHF	0.88		0.86		0.71		0.88			
% Trucks								5		
PM										
04:15	152	89	14	0	39	46	340	16	0	1
04:30	141	68	10	0	34	65	318	10	0	2
04:45	162	71	15	0	21	59	328	12	0	0
05:00	149	52	8	0	41	64	314	9	0	0
05:15	154	74	15	0	36	69	348	11	0	0
05:30	147	64	16	0	43	62	332	9	0	0
05:45	150	72	9	0	39	62	332	9	0	0
06:00	142	61	8	0	35	58	304	5	0	0
Peak Hour	612	261	54	0	141	254	1,322	41	0	0
App. Total	873		54		395					
Approach %	70	30	100	0	36	64				
PHF	0.94		1.69		0.94		0.95			
% Trucks								3		

Peak Hour is controlled by Centerville Road and Richmond Road intersection.

East (South) Intersection

Project: Lightfoot Center
 Project #: BBG - 12-18
 Locality: James City County
 Date: June 18, 2013
 Weather: Sunny

Counter: BBG

Bryant B. Goodloe, P.C.
 8809 Adams Drive East
 Suffolk, Virginia 23433
 (757) 238-3835

End Time	Richmond Rd.		Richmond Rd.		199 Ramps East		Veh Total	Trucks	Ped Total	Bike Total
	Eastbound		Westbound		Northbound			Buses		
	Thru	Right	Left	Thru	Left	Rt		Total		
A.M.										
07:15	55	65	28	44	49	2	243	15	0	0
07:30	54	68	32	43	45	1	243	17	0	0
07:45	85	67	20	60	59	2	293	15	0	0
08:00	98	57	21	76	57	4	313	13	0	2
08:15	88	51	20	68	52	2	281	9	0	0
08:30	76	36	29	54	50	2	247	9	0	0
08:45	119	53	19	71	47	4	313	12	0	0
09:00	104	60	34	56	53	8	315	17	0	0
Peak Hour	292	257	101	223	210	9	1,092	60	0	2
App. Total	549		324		219					
Approach %	53	47	31	69	96	4				
PHF	0.89		0.84		0.90		0.87			
% Trucks								5		
PM										
04:15	0	30	43	102	67	16	258	16	0	1
04:30	0	34	60	158	74	9	335	10	0	2
04:45	0	44	46	111	75	11	287	12	0	0
05:00	0	44	48	121	67	19	299	9	0	0
05:15	0	45	61	127	76	17	326	11	0	0
05:30	0	35	71	181	109	15	411	9	0	0
05:45	0	53	54	101	56	14	278	9	0	0
06:00	0	48	49	91	48	13	249	5	0	0
Peak Hour	0	167	215	517	292	56	1,247	42	0	2
App. Total	167		732		348					
Approach %	0	100	29	71	84	16				
PHF	0.27		0.73		0.70		0.76			
% Trucks								3		

Peak Hour is controlled by Centerville Road and Richmond Road intersection.

Project: Williamsburg Commerce Center
 Project #: BBG – 12-18
 Locality: James City County
 Date: June 12, 2013
 Weather: Sunny

Counter: ESG

Bryant B. Goodloe, P.C.
 8809 Adams Drive East
 Suffolk, Virginia 23433
 (757) 238-3835

End Time	Richmond Rd.		Richmond Rd.		Pottery East Ent.		Veh Total	Trucks Buses Total	Ped Total	Bike Total
	Eastbound		Westbound		Southbound					
	Left	Thru	Thru	Right	Left	Rt				
A.M.										
07:15	1	0	0	2	1	0	4	0	0	0
07:30	2	0	0	2	1	1	6	0	0	0
07:45	1	0	0	2	0	0	3	0	0	0
08:00	0	0	0	1	1	0	2	0	0	0
08:15	1	0	0	1	1	1	4	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	1	1	1	4	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	0	0	7	3	1	15	0	0	0
PM										
04:15	1	0	0	1	2	1	5	0	0	0
04:30	1	0	0	0	1	0	2	0	0	0
04:45	1	0	0	0	2	1	4	0	0	0
05:00	2	0	0	1	2	1	6	0	0	0
05:15	0	0	0	0	1	1	2	0	0	0
05:30	1	0	0	1	2	1	5	0	0	0
05:45	0	0	0	0	1	0	1	0	0	0
06:00	1	0	0	1	0	1	3	0	0	0
Peak Hour	4	0	0	2	7	4	17	0	0	0

Peak hour controlled by Centerville Road-Richmond Road intersection.

Project: Williamsburg Commerce Center
 Project #: BBG -12-18
 Locality: Williamsburg
 Date: June 12, 2013
 Weather: Partly Cloudy

Bryant B. Goodloe, P.C.
 8809 Adams Drive East
 Suffolk, Virginia 23433
 (757) 238-3835

Counter: ESG

End Time A.M.	Richmond Rd.			Richmond Rd.			Colonial Heritage			Pottery West Ent.			Veh Total	Trucks Buses Total	Ped Total	Bike Total
	Eastbound			Westbound			Northbound			Southbound						
	Left	Thru	Rt.	Left	Thru	Rt	Left	Thru	Rt	Left	Thru	Right				
07:15	1	0	0	0	0	2	0	0	0	2	0	1	6	0	0	0
07:30	1	0	0	0	0	1	0	0	0	1	0	1	4	0	0	0
07:45	1	0	0	0	0	2	0	0	0	1	0	0	4	0	0	0
08:00	2	0	0	0	0	2	0	0	0	1	0	1	6	0	0	0
08:15	1	0	0	0	0	1	0	0	0	1	0	0	3	0	0	0
08:30	1	0	0	0	0	2	0	0	0	1	0	1	5	0	0	0
08:45	2	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0
09:00	1	0	0	0	0	1	0	0	0	1	0	1	4	0	0	0
Peak Hour	5	0	0	0	0	7	0	0	0	5	0	3	20	0	0	0

PM																	
04:15	0	0	0	0	0	1	0	0	0	2	0	2	5	0	0	0	0
04:30	1	0	0	0	0	1	0	0	0	1	0	1	4	0	0	0	0
04:45	2	0	0	0	0	2	0	0	0	2	0	1	7	0	0	0	0
05:00	1	0	0	0	0	1	0	0	0	2	0	2	6	0	2	1	1
05:15	1	0	0	0	0	2	0	0	0	2	0	2	7	0	0	0	0
05:30	1	0	0	0	0	2	0	0	0	1	0	1	5	0	0	0	1
05:45	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0
06:00	1	0	0	0	0	2	0	0	0	1	0	1	5	0	0	0	0
Peak Hour	5	0	0	0	0	7	0	0	0	7	0	6	25	0	2	2	2

Field Observations:

PM backups on Richmond Road thru going W on several occasions during the 4 to 4:15 and 4:15 to 4:30 time period.
 PM backups on Centerville Road left turn onto 60 on one occasion during the 4:45 to 5 time period that blocked traffic.
 All backups are due to trains blocking Lightfoot Road.

Project: Williamsburg Center
 Project #: BBG - 12-18
 Locality: James City County
 Date: June 6, 2013
 Weather: Sunny

Bryant B. Goodloe, P.C.
 8809 Adams Drive East
 Suffolk, Virginia 23433
 (757) 238-3835

Counter: BBG ESG

End Time	Richmond Rd.		Richmond Rd.		Col. Heritage Blvd.		Veh Total	Trucks Buses Total	Ped Total	Bike Total
	Eastbound		Westbound		Northbound					
	Thru	Right	Left	Thru	Left	Rt				
A.M.										
07:15	96	2	4	59	2	14	177	8	1	0
07:30	156	4	4	93	2	16	275	17	2	1
07:45	139	2	10	90	7	21	269	12	2	0
08:00	152	4	6	130	7	23	322	13	0	0
08:15	169	5	11	101	3	25	314	5	2	0
08:30	176	5	7	103	7	26	324	15	0	0
08:45	135	3	9	84	9	10	250	10	0	0
09:00	138	4	9	103	7	15	276	10	0	0
Peak Hour	543	12	24	372	18	74	1,043	50	5	1
App. Total	555		396		92					
Approach %	98	2	6	94	20	80				
PHF	0.87		0.73		0.77		0.81			
% Trucks								5		
PM										
04:15	168	5	15	205	4	9	406	0	0	0
04:30	175	7	22	201	5	13	423	0	0	0
04:45	182	4	44	199	7	14	450	0	0	0
05:00	178	10	18	203	13	13	435	0	0	1
05:15	206	11	27	197	14	21	476	0	0	0
05:30	185	7	31	198	6	10	437	0	0	0
05:45	172	10	17	198	10	12	419	0	0	0
06:00	165	9	15	185	8	10	392	0	0	0
Peak Hour	751	32	120	797	40	58	1,798	0	0	1
App. Total	783		917		98					
Approach %	96	4	13	87	41	59	0.94			
PHF	0.90		0.71		0.70		1.00			
% Trucks								0		

Peak hour controlled by Centerville Road-Richmond Road intersection.

Project: Lightfoot Center
 Project #: BBG -12-18
 Locality: James City County
 Date: June 12, 2013
 Weather: Partly Cloudy

Bryant B. Goodloe, P.C.
 8809 Adams Drive East
 Suffolk, Virginia 23433
 (757) 238-3835

Counter: ESG

End Time A.M.	Col. Heritage Blvd.			Adams Hunt Rd.			Centerville Dr.			Centerville Dr.			Veh Total	Trucks Buses	Ped Total	Bike Total
	Eastbound			Westbound			Northbound			Southbound						
	Left	Thru	Rt.	Left	Thru	Rt	Left	Thru	Rt	Left	Thru	Right				
07:15	2	0	2	2	0	4	2	90	1	3	72	5	183	5	0	1
07:30	6	0	2	3	0	6	7	110	2	3	90	5	234	7	0	1
07:45	4	0	3	4	0	5	8	109	3	6	77	7	226	8	0	1
08:00	5	0	2	3	0	6	5	112	1	5	72	6	217	6	0	0
08:15	6	0	2	3	0	5	6	105	2	6	86	4	225	5	0	1
08:30	3	0	3	2	0	4	5	90	0	3	75	5	190	4	0	0
08:45	2	0	2	1	0	3	2	86	1	3	72	4	176	3	0	1
09:00	2	0	1	2	0	3	2	91	0	3	70	2	176	4	0	0
Peak Hour	21	0	9	13	0	22	26	436	8	20	325	22	902	26	0	3
App. Total	30			35			470			367						
Approach %	70	0	30	37	0	63	6	93	2	5	89	6				
PHF	0.94			0.97			0.98			0.94			0.96			
% Trucks														3		

PM																	
04:15	4	0	2	2	0	3	2	69	3	5	78	4	172	5	0	1	
04:30	5	0	2	2	0	6	3	71	2	8	86	1	186	8	0	2	
04:45	7	0	9	1	0	2	6	72	4	5	78	6	190	2	0	1	
05:00	5	0	5	0	0	6	2	77	2	7	80	1	185	5	0	0	
05:15	4	0	2	0	0	4	2	92	3	5	120	6	238	5	1	0	
05:30	3	0	2	1	0	3	2	72	2	8	116	3	212	5	0	0	
05:45	7	0	2	1	0	3	2	86	4	6	108	2	221	4	0	0	
06:00	8	0	0	3	0	3	0	126	3	9	108	1	261	4	0	0	
Peak Hour	19	0	18	2	0	15	12	313	11	25	394	16	825	17	1	1	
App. Total	37			17			336			435							
Approach %	51	0	49	12	0	88	4	93	3	6	91	4					
PHF	0.58			0.71			0.87			0.83			0.87				
% Trucks														2			

Peak hours controlled by the Centerville Road-Richmond Road intersection.

YEAR 2034 HRPDC

-3.5%
-3.3%
annual growth.

CMP ID	JURIS NAME	ROUTE # FACILITY NAME	SEGMENT FROM	SEGMENT TO	SEGMENT LENGTH (MILES)	2034 LANES	TOLL?	HIST. RECENT WEEKDAY COUNT	2034 FORECAST VOLUME	2034 LEVEL OF SERVICE	2034 CONGESTION
A0470350	JCC	612 LONGHILL RD	OLDE TOWNE RD (RTE 658)	ROUTE 199	0.66	2		15,087	21,000	F	Severe
A0470360	JCC	612 LONGHILL RD	ROUTE 199	LONGHILL CONNECTOR RD	0.30	4		20,000	30,000	E	Severe
A0470370	JCC	143 MERRIMAC TRL	NEWPORT NEWS CL @ 164	YORK CL SOUTH OF GROVE INT	2.44	4		10,011	30,000	E	Severe
A0470380	JCC	143 MERRIMAC TRL	YORK CL @ ROUTE 199	PENNINGMAN RD (YORK CL)	1.21	4		16,942	29,000	A-C	Low to mod
A0470390	JCC	900 MONTICELLO AVE	JOHN TYLER HWY	CENTERVILLE RD (RTE 614)	1.08	2		4,574	10,000	D	Moderate
A0470400	JCC	900 MONTICELLO AVE	CENTERVILLE RD (RTE 614)	NEWS RD	2.65	2		11,395	17,000	A-C	Low to mod
A0470410	JCC	615 MONTICELLO AVE	NEWS RD	ROUTE 199	0.57	4		41,348	20,000	F	Severe
A0470420	JCC	930 MONTICELLO AVE	NEWS RD	IRONBOUND RD (RTE 615)	0.82	4		34,179	29,000	D	Moderate
A0470430	JCC	30 OLD STAGE RD	NEW KENT CL	BARNES RD (RTE 601 S)	1.29	2		9,512	12,000	F	Severe
A0470440	JCC	30 OLD STAGE RD	BARNES RD (RTE 601 S)	164	0.84	4		9,512	20,000	A-C	Low to mod
A0470450	JCC	658 OLDE TOWNE RD	LONGHILL RD	REICHMUND RD	1.40	2		8,378	20,000	F	Severe
A0470460	JCC	60 POCANTON TRL	YORK CL	YORK CL @ 199	1.38	4		8,165	18,000	A-C	Low to mod
A0470470	JCC	60 POCANTON TRL	YORK CL	BASE RD/ROUTE 60 RELOCATION	3.10	2		9,243	20,000	A-C	Low to mod
A0470480	JCC	60 POCANTON TRL	BASE RD/ROUTE 60 RELOCATION	NEWPORT NEWS CL	1.04	2		11,499	20,000	F	Severe
A0470490	JCC	60 RICHMOND RD	ROUTE 199	OLDE TOWNE RD (RTE 658)	1.92	4		15,206	35,000	A-C	Low to mod
A0470500	JCC	60 RICHMOND RD	OLDE TOWNE RD (RTE 658)	WILLIAMSBURG CL	0.45	4		23,783	48,000	D	Moderate
A0470510	JCC	30 ROCHAMBEAU DR	ROUTE 60	0.7 MI EAST OF ASHLINGTON WAY	2.17	4		7,164	11,000	A-C	Low to mod
A0470520	JCC	30 ROCHAMBEAU DR	0.7 MI EAST OF ASHLINGTON WAY	CROAKER RD (RTE 607)	0.76	2		7,164	11,000	F	Severe
A0470530	JCC	199 ROUTE 199	JOHN TYLER HWY (RTE 5)	WILLIAMSBURG CL	0.23	4		35,498	49,000	F	Severe
A0470540	JCC	199 ROUTE 199	WILLIAMSBURG CL	HENRY ST/COLONIAL PKWY	1.73	4		34,542	51,000	F	Severe
A0470550	JCC	199 ROUTE 199	HENRY ST/COLONIAL PKWY	MOUNTS BAY RD/QUARTERPATH RD	1.11	4		33,078	57,000	F	Severe
A0470560	JCC	199 ROUTE 199	MOUNTS BAY RD/QUARTERPATH RD	ROUTE 30	1.19	4		31,169	57,000	F	Severe
A0470570	JCC	60 ROUTE 60	NEW KENT CL	ROUTE 30	5.05	4		8,661	11,000	A-C	Low to mod
A0470580	JCC	60 ROUTE 60	ROUTE 30	CROAKER RD (RTE 607)	3.17	4		13,792	32,000	A-C	Low to mod
A0470590	JCC	60 ROUTE 60	CROAKER RD (RTE 607)	LIGHTFOOT RD (RTE 646)	2.70	4		21,419	49,000	A-C	Low to mod
A0470600	JCC	60 ROUTE 60	CENTERVILLE RD (RTE 614)	CENTERVILLE RD (RTE 614)	0.13	4		21,419	49,000	F	Severe
A0470610	JCC	616 STRAWBERRY PLAINS RD	JOHN TYLER HWY/ROUTE 199	IRONBOUND RD	0.21	4		26,430	57,000	F	Severe
A1210100	NN	60 23RD/25TH CONNECTOR	HUNTINGTON AVE	JEFFERSON AVE	1.35	2		8,048	11,000	D	Moderate
A1210110	NN	60 25TH ST	JEFFERSON AVE	26TH ST	0.30	2		1,626	20,000	D	Moderate
A1210120	NN	60 25TH ST	26TH ST	HAUGHTON CL	1.37	2		5,394	5,000	A-C	Low to mod
A1210130	NN	60 26TH ST	25TH ST	ROANOK AVE	0.46	2		6,602	20,000	D	Moderate
A1210140	NN	60 26TH ST	ROANOK AVE	JEFFERSON AVE	1.37	2		1,387	20,000	A-C	Low to mod
A1210150	NN	60 25TH ST	JEFFERSON AVE	WARWICK BLVD	0.74	2		3,371	4,000	A-C	Low to mod
A1210160	NN	60 25TH ST	WARWICK BLVD	HUNTINGTON AVE	0.34	2		3,572	20,000	A-C	Low to mod
A1210170	NN	351 39TH ST	HUNTINGTON AVE	MADISON AVE	0.13	2		3,572	20,000	A-C	Low to mod
A1210180	NN	351 39TH ST	MADISON AVE	HAUGHTON CL	0.83	2		4,852	20,000	F	Severe
A1210190	NN	1030 ATKINSON BLVD	WARWICK BLVD	JEFFERSON AVE	1.00	4		8,686	20,000	D	Moderate
A1210200	NN	917 BLAND BLVD	WARWICK BLVD	JEFFERSON AVE	1.19	4		DNE	20,000	A-C	Low to mod
A1210210	NN	917 BLAND BLVD	JEFFERSON AVE	JEFFERSON AVE	0.54	4		38,874	31,000	D	Moderate
A1210220	NN	930 BRIANFIELD RD	JEFFERSON AVE	MCDONNELL BLVD	0.40	4		35,874	31,000	D	Moderate
A1210230	NN	930 BUNTON AVE	HAUGHTON CL	HAUGHTON CL	1.17	2		15,717	20,000	A-C	Low to mod
A1210240	NN	940 CENTER AVE	WARWICK BLVD	25TH ST	0.52	2		15,913	15,000	D	Moderate
A1210250	NN	945 CHESTNUT AVE	39TH ST	JEFFERSON AVE	0.35	2		4,810	16,000	F	Severe
A1210260	NN	945 CHESTNUT AVE	14TH ST	BRIANFIELD RD	0.70	4		8,338	11,000	D	Moderate
A1210270	NN	945 CHESTNUT AVE	BRIANFIELD RD	HAUGHTON CL	0.90	2		8,338	10,000	D	Moderate
A1210280	NN	945 CHESTNUT AVE	LUCAS CREEK RD	HAUGHTON CL	1.00	4		7,962	20,000	A-C	Low to mod
A1210290	NN	173 DENBIGH BLVD	WARWICK BLVD	JEFFERSON AVE	0.51	4		22,113	24,000	D	Moderate
A1210300	NN	173 DENBIGH BLVD	WARWICK BLVD	JEFFERSON AVE	1.15	4		29,512	39,000	D	Moderate
A1210310	NN	173 DENBIGH BLVD	JEFFERSON AVE	YORK CL	1.32	4		28,323	20,000	F	Severe
A1210320	NN	957 OLLIGANCE DR	THIMBLE SHOALS BLVD	J CLYDE MORRIS BLVD	0.45	4		23,514	28,000	D	Moderate
A1210330	NN	105 FORT EUSTIS BLVD	WARWICK BLVD	164	0.82	4		41,660	56,000	D	Moderate
A1210340	NN	105 FORT EUSTIS BLVD	JEFFERSON AVE	JEFFERSON AVE	0.16	4		25,244	20,000	F	Severe
A1210350	NN	105 FORT EUSTIS BLVD	54 MILES EAST OF RTE 143	YORK CL	0.54	4		16,939	29,000	A-C	Low to mod
A1210360	NN	105 FORT EUSTIS BLVD	54 MILES EAST OF RTE 143	HAUGHTON CL	0.74	4		16,939	20,000	A-C	Low to mod
A1210370	NN	960 HSC PARKWAY	HARPERVILLE RD	HAUGHTON CL	0.63	4		23,842	40,000	F	Severe
A1210380	NN	965 HARPERVILLE RD	J CLYDE MORRIS BLVD	SAUNDERS RD	0.54	2		13,547	22,000	F	Severe
A1210390	NN	965 HARPERVILLE RD	SAUNDERS RD	HIC PARKWAY	2.33	2		11,590	17,000	F	Severe
A1210400	NN	965 HARPERVILLE RD	HIC PARKWAY	JEFFERSON AVE	0.44	6		25,742	45,000	A-C	Low to mod
A1210410	NN	306 HARPERVILLE RD	WARWICK BLVD	WARWICK BLVD	0.89	2		14,944	21,000	F	Severe
A1210420	NN	60 HUNTINGTON AVE	21ST ST	39TH ST	1.78	3		11,360	20,000	A-C	Low to mod
A1210430	NN	60 HUNTINGTON AVE	39TH ST	26TH ST	0.65	3		7,140	16,000	F	Severe

A-11

YEAR 2034 HRPDC

-2.6% to annual growth.

CMP ID	JURIS NAME	ROUTE #	ROUTE NAME	SEGMENT FROM	SEGMENT TO	SEGMENT LENGTH (MILES)	2034 LANES	TOLL?	MOIST RECENT WEEKDAY COUNT	COUNT YEAR	2034 FORECAST VOLUME	2034 LEVEL OF SERVICE	2034 CONGESTION
A0400270	WV/SMT	10	CHURCH ST S	BATTERY PARK RD	CYPRESS CREEK BRIDGE	1.00	2		14,240	2008	23000	F	Severe
A0400280	WV/SMT	10	CHURCH ST S	CYPRESS CREEK BRIDGE	MAIN ST	0.58	2		14,310	2008	23000	F	Severe
A0400290	WV/SMT	10	CHURCH ST N	MAIN ST	SMITHFIELD CL	1.28	2		8,375	2008	20000	F	Severe
A0400300	WV/SMT	610	COURT ST	SEL WINDSOR/BUCKHORN DR	ROUTE 460	0.61	2		876	2008	2000	A-C	Low to mod
A0400310	WV/SMT	258	MAIN ST	ROUTE 10 BYPASS	CHURCH ST	0.64	2		4,972	2008	17000	F	Severe
A0400320	WV/SMT	609	NIKE PARK RD	BATTERY PARK RD	TITUS CREEK DR	1.55	2		9,492	2008	18000	F	Severe
A0400330	WV/SMT	704	RESCUE RD	NEWPORT ST (RTE 1002)	SMITH'S NECK RD	1.30	2		966	2008	13000	F	Severe
A0400340	WV/SMT	10	ROUTE 10 (OLD STAGE HWY)	ROUTE 10 BYPASS	WINDSOR DR	4.20	2		7,244	2008	15000	F	Severe
A0400350	WV/SMT	10	ROUTE 10 BYPASS	CHURCH ST S	FAIRWAY DR	1.55	2		17,861	2008	24000	E	Severe
A0400360	WV/SMT	10	ROUTE 10 BYPASS	FAIRWAY DR	MAIN ST	0.75	2		17,861	2008	20000	E	Severe
A0400370	WV/SMT	10	ROUTE 10 BYPASS	SMITHFIELD	NCL SMITHFIELD	0.78	2		10,707	2008	16000	A-C	Low to mod
A0400380	WV/SMT	258	ROUTE 258	NCL SMITHFIELD	BUSS RITE 10	2.96	2		7,152	2008	15000	E	Severe
A0400390	WV/SMT	258	ROUTE 258	UNION CAMP DR (RTE 656)	UNION CAMP DR (RTE 656)	1.54	2		3,748	2008	8000	D	Moderate
A0400400	WV/SMT	258	ROUTE 258	CARRSVILLE HWY (BUS RTE 58)	BUDETTE RD (W RTE 619)	1.31	2		1,047	2008	5000	A-C	Low to mod
A0400410	WV/SMT	258	ROUTE 258	BUDETTE RD (W RTE 619)	RIVER RUN TRAIL (W RTE 614)	5.60	2		3,935	2008	12000	D	Moderate
A0400420	WV/SMT	258	ROUTE 258	RIVER RUN TRAIL (W RTE 614)	BLACKWATER RD (RTE 603)	1.25	2		5,460	2008	12000	E	Severe
A0400430	WV/SMT	258	ROUTE 258	BLACKWATER RD (RTE 603)	WCL WINDSOR	0.08	2		5,359	2008	12000	E	Severe
A0400440	WV/SMT	258	ROUTE 258	WCL WINDSOR	ROUTE 460	0.15	2		5,359	2008	12000	E	Severe
A0400450	WV/SMT	258	ROUTE 258	ROUTE 460	ECL WINDSOR	0.25	2		5,960	2008	24000	F	Severe
A0400460	WV/SMT	258	ROUTE 258	ECL WINDSOR	COURT ST NORTH (RTE 610)	0.59	2		5,960	2008	27000	E	Severe
A0400470	WV/SMT	258	ROUTE 258	COURT ST NORTH (RTE 610)	IRON MINE SPRINGS RD (RTE 605)	4.27	2		4,844	2008	22000	F	Severe
A0400480	WV/SMT	258	ROUTE 258	IRON MINE SPRINGS RD (RTE 605)	CENTRAL HILL RD (W RTE 637)	2.28	2		4,844	2008	22000	F	Severe
A0400490	WV/SMT	258	ROUTE 258	CENTRAL HILL RD (W RTE 637)	SCOTT'S FACTORY RD (RTE 620)	5.20	2		5,472	2008	26000	F	Severe
A0400500	WV/SMT	258	ROUTE 258	SCOTT'S FACTORY RD (RTE 620)	WCL SMITHFIELD	1.04	2		5,472	2008	25000	F	Severe
A0400510	WV/SMT	258	ROUTE 258	WCL SMITHFIELD	ROUTE 10 BYPASS	0.76	2		13,737	2008	25000	F	Severe
A0400520	WV/SMT	460	ROUTE 460	FIRETOWER RD (RTE 644)	WCL WINDSOR	0.54	4		9,697	2008	30000	A-C	Low to mod
A0400530	WV/SMT	460	ROUTE 460	WCL WINDSOR	ROUTE 258	0.08	4		9,697	2008	30000	A-C	Low to mod
A0400540	WV/SMT	460	ROUTE 460	COURT ST (RTE 610)	ECL WINDSOR	0.46	4		13,942	2008	30000	D	Moderate
A0400550	WV/SMT	460	ROUTE 460	WCL WINDSOR	SCOTT'S FACTORY RD (RTE 620)	0.75	4		13,236	2008	30000	D	Moderate
A0400560	WV/SMT	460	ROUTE 460	SCOTT'S FACTORY RD (RTE 620)	REYNOLDS DR	2.35	4		11,894	2008	35000	F	Severe
A0400570	WV/SMT	460	ROUTE 460	REYNOLDS DR	TITUS CREEK DR	0.72	2		8,797	2008	34000	F	Severe
A0400580	WV/SMT	460	ROUTE 460	TITUS CREEK DR	RESCUE RD	2.03	2		1,688	2008	14000	E	Severe
A0400590	WV/SMT	460	ROUTE 460	RESCUE RD	MIKE PARK RD	0.92	2		6,941	2008	21000	F	Severe
A0400600	WV/SMT	460	ROUTE 460	MIKE PARK RD	NEWPORT ST (RTE 1002)	0.57	2		1,117	2008	15000	F	Severe
A0400610	WV/SMT	460	ROUTE 460	NEWPORT ST (RTE 1002)	ROUTE 60	1.71	4		9,423	2010	25000	A-C	Low to mod
A0400620	WV/SMT	460	ROUTE 460	ROUTE 60	MONTECELLO AVE	0.50	2		3,462	2007	8000	A-C	Low to mod
A0400630	WV/SMT	460	ROUTE 460	MONTECELLO AVE	NEWS RD	1.62	2		4,248	2010	6000	A-C	Low to mod
A0400640	WV/SMT	460	ROUTE 460	NEWS RD	LONGHILL RD	2.85	2		7,414	2010	17000	A-C	Low to mod
A0400650	WV/SMT	460	ROUTE 460	LONGHILL RD	WILLIAMSBURG CL (RTE 199)	3.11	2		9,695	2010	17000	A-C	Low to mod
A0400660	WV/SMT	460	ROUTE 460	WILLIAMSBURG CL (RTE 199)	MAXTON LN (RTE 760)	0.73	2		2,318	2007	7000	D	Moderate
A0400670	WV/SMT	460	ROUTE 460	MAXTON LN (RTE 760)	FENTON MILL RD	0.45	4		8,286	2010	16000	E	Severe
A0400680	WV/SMT	460	ROUTE 460	FENTON MILL RD	RIVERVIEW RD	0.41	4		6,494	2010	18000	A-C	Low to mod
A0400690	WV/SMT	460	ROUTE 460	RIVERVIEW RD	MONTECELLO AVE	0.73	2		3,352	2010	15000	E	Severe
A0400700	WV/SMT	460	ROUTE 460	MONTECELLO AVE	WILLIAMSBURG CL	0.13	4		9,382	2010	13000	A-C	Low to mod
A0400710	WV/SMT	460	ROUTE 460	WILLIAMSBURG CL	MONTECELLO AVE	0.76	4		11,023	2010	12000	A-C	Low to mod
A0400720	WV/SMT	460	ROUTE 460	MONTECELLO AVE	JOHN TYLER HWY	1.36	2		9,675	2010	18000	D	Moderate
A0400730	WV/SMT	460	ROUTE 460	JOHN TYLER HWY	COLONIAL PARKWAY (RTE 359)	0.98	2		6,703	2007	10000	D	Moderate
A0400740	WV/SMT	460	ROUTE 460	COLONIAL PARKWAY (RTE 359)	SANDY BAY RD (RTE 681)	1.46	2		8,235	2007	17000	F	Severe
A0400750	WV/SMT	460	ROUTE 460	SANDY BAY RD (RTE 681)	NECK O' LAND RD	0.88	2		9,567	2010	10000	A-C	Low to mod
A0400760	WV/SMT	460	ROUTE 460	NECK O' LAND RD	WILLIAMSBURG CL	1.46	2		9,567	2010	10000	A-C	Low to mod
A0400770	WV/SMT	460	ROUTE 460	WILLIAMSBURG CL	CHARLES CITY CL	1.50	2		2,893	2010	6000	A-C	Low to mod
A0400780	WV/SMT	460	ROUTE 460	CHARLES CITY CL	MONTECELLO AVE	2.70	2		4,800	2007	8000	A-C	Low to mod
A0400790	WV/SMT	460	ROUTE 460	MONTECELLO AVE	CENTERVILLE RD (RTE 614)	2.10	2		8,033	2010	10000	A-C	Low to mod
A0400800	WV/SMT	460	ROUTE 460	CENTERVILLE RD (RTE 614)	IRONBOUND RD (RTE 615)	1.56	2		10,663	2010	15000	A-C	Low to mod
A0400810	WV/SMT	460	ROUTE 460	IRONBOUND RD (RTE 615)	STANLEY DR (RTE 712)	0.23	4		17,546	2010	20000	A-C	Low to mod
A0400820	WV/SMT	460	ROUTE 460	STANLEY DR (RTE 712)	ROUTE 199	0.85	2		9,664	2010	18000	F	Severe
A0400830	WV/SMT	460	ROUTE 460	ROUTE 199	IRONBOUND RD	2.39	2		6,577	2010	12000	A-C	Low to mod
A0400840	WV/SMT	460	ROUTE 460	IRONBOUND RD	CLIDE TOWNE RD (RTE 618)	2.39	2						

CMP ID	JURIS NAME	ROUTE #	FACILITY NAME	SEGMENT FROM	SEGMENT TO	SEGMENT LENGTH (MILES)	2034 LANES	TOLL?	MOST RECENT WEEKDAY COUNT	COUNT YEAR	2034 FORECAST VOLUME	2034 LEVEL OF SERVICE	2034 CONGESTION
A1370450	WMB	60	TEEBURN DR	MONTICELLO AVE	IRONBOUND RD	0.73	2		3,000	2008	8000	D	Moderate
A1370460	WMB	60	YORK ST	PAGE ST	JAMES CITY CL	0.60	2		13,385	2010	10000	D	Moderate
A0990100	YC	1020	BALLARD ST	COASTAL PKWY	COOK RD	0.11	2		5,899	2010	14000	F	Severe
A0990395	YC	238	BALLARD ST	COOK RD	COAST GUARD TRAINING CENTER	1.32	2		2,410	2010	10000	F	Severe
A0990110	YC	600	BIG BETHEL RD	HAMPTON CL	HAMPTON HWY (RTE 134)	0.96	2		9,444	2010	18000	F	Severe
A0990120	YC	600	BIG BETHEL RD	HAMPTON HWY (RTE 134)	VICTORY BLVD (RTE 171)	1.09	2		4,971	2010	11000	A-C	Low to mod
A0990130	YC	60	BYPASS RD	WALLER MILL RD	WALLER MILL RD	0.19	4		26,802	2010	43000	A-C	Low to mod
A0990140	YC	60	BYPASS RD	WALLER MILL RD	WALLER MILL RD	0.88	4		26,802	2010	43000	A-C	Low to mod
A0990150	YC	950	COLONIAL NATL HIST PKWY	WILLIAMSBURG CL	WILLIAMSBURG CL	11.21	2		6,218	2007	16000	F	Severe
A0990155	YC	704	COOK RD	GEORGE WASHINGTON HWY	BALLARD ST	2.69	2		6,368	2010	18000	F	Severe
A0990160	YC	238	COOK RD	GOOSLEY RD	BALLARD ST	0.25	2		NA	NA	19000	F	Severe
A0990170	YC	173	DENBIGH BLVD	NEWPORT NEWS CL	ROUTE 17	2.18	2		16,203	2010	18000	E	Severe
A0990180	YC	782	EAST YORKTOWN RD	VICTORY BLVD	POQUOSON CL	0.29	2		5,585	2010	11000	D	Moderate
A0990190	YC	105	FORT ELUSTIS BLVD	NEWPORT NEWS CL	ROUTE 17	2.36	4		18,168	2007	37000	A-C	Low to mod
A0990200	YC	1050	FORT ELUSTIS BLVD EXT	ROUTE 17	OLD YORK - HAMPTON HWY	0.38	4		5,000	2008	20000	A-C	Low to mod
A0990210	YC	17	GEORGE WASHINGTON HWY	NEWPORT NEWS CL	VICTORY BLVD (RTE 171)	1.20	4		38,983	2010	49000	E	Severe
A0990220	YC	17	GEORGE WASHINGTON HWY	VICTORY BLVD (RTE 171)	HAMPTON HWY (RTE 134)	0.64	4		42,347	2010	52000	F	Severe
A0990230	YC	17	GEORGE WASHINGTON HWY	HAMPTON HWY (RTE 134)	DARE RD	2.37	6		54,914	2010	87000	F	Severe
A0990235	YC	17	GEORGE WASHINGTON HWY	DARE RD	DENBIGH BLVD (RTE 173)	1.08	6		39,235	2010	71000	D	Moderate
A0990240	YC	17	GEORGE WASHINGTON HWY	DENBIGH BLVD (RTE 173)	FORT ELUSTIS BLVD (RTE 105)	1.38	4		39,111	2010	55000	F	Severe
A0990250	YC	17	GEORGE WASHINGTON HWY	FORT ELUSTIS BLVD (RTE 105)	COOK RD	0.39	4		38,983	2010	61000	F	Severe
A0990255	YC	17	GEORGE WASHINGTON HWY	COOK RD	GOOSLEY RD (RTE 238)	2.32	4		29,304	2010	61000	F	Severe
A0990260	YC	17	GEORGE WASHINGTON HWY	GOOSLEY RD (RTE 238)	GOOSLEY RD (COLEMAN BRIDGE)	1.06	4		34,117	2010	59000	F	Severe
A0990270	YC	173	GOODWIN NECK RD	ROUTE 17	WOLF TRAP RD	1.05	2		9,318	2010	15000	A-C	Low to mod
A0990280	YC	238	GOOSLEY RD	OLD WILLIAMSBURG RD	CRAWFORD RD	0.89	2		6,878	2010	8000	D	Moderate
A0990290	YC	238	GOOSLEY RD	CRAWFORD RD	ROUTE 17	0.30	2		6,878	2010	12000	F	Severe
A0990300	YC	238	GOOSLEY RD	ROUTE 17	COOK RD	0.32	2		1,690	2010	7000	A-C	Low to mod
A0990310	YC	134	HAMPTON HWY	ROUTE 17	VICTORY BLVD (RTE 171)	0.72	4		21,178	2010	43000	A-C	Low to mod
A0990320	YC	134	HAMPTON HWY	VICTORY BLVD (RTE 171)	BIG BETHEL RD (RTE 600)	1.54	4		29,041	2010	42000	F	Severe
A0990330	YC	134	HAMPTON HWY	BIG BETHEL RD (RTE 600)	NCL HAMPTON	1.77	4		27,101	2010	36000	F	Severe
A0990340	YC	143	MERRIMAC TRAIL	JAMES CITY CL	BUSCH GARDENS INTERCHANGE	0.66	4		10,021	2010	30000	F	Severe
A0990350	YC	143	MERRIMAC TRAIL	BUSCH GARDENS INTERCHANGE	ROUTE 199/JAMES CITY CL	1.75	4		14,675	2010	39000	F	Severe
A0990360	YC	143	MERRIMAC TRAIL	PENNINGMAN RD/JAMES CITY CL	SECOND ST	0.50	4		16,543	2007	23000	A-C	Low to mod
A0990370	YC	143	MERRIMAC TRAIL	SECOND ST	SEL WILLIAMSBURG	0.26	2		7,936	2010	13000	A-C	Low to mod
A0990380	YC	143	MERRIMAC TRAIL	NCL WILLIAMSBURG	ROUTE 132	0.22	4		9,226	2010	15000	A-C	Low to mod
A0990390	YC	143	MERRIMAC TRAIL	WALLER MILL RD	AIRPORT RD	1.96	2		6,269	2010	12000	A-C	Low to mod
A0990400	YC	603	MOORETOWN RD	AIRPORT RD	OLD MOORETOWN RD	1.48	2		9,283	2010	15000	D	Moderate
A0990410	YC	603	MOORETOWN RD	MOORETOWN RD	ROUTE 199	0.95	4		20,000	2009	25000	A-C	Low to mod
A0990420	YC	646	NEWMAN RD	ROUTE 199	PENNINGMAN RD	0.46	2		2,859	2010	14000	E	Severe
A0990430	YC	238	OLD WILLIAMSBURG RD	NCL NEWPORT NEWS	BAPTIST RD/MAIN RD	1.35	2		11,158	2010	15000	F	Severe
A0990440	YC	238	OLD WILLIAMSBURG RD	BAPTIST RD/MAIN RD	GOOSLEY RD	0.91	2		9,833	2010	14000	F	Severe
A0990450	YC	238	OLD WILLIAMSBURG RD	ROUTE 199	COLONIAL PKWY	1.19	2		5,479	2010	11000	D	Moderate
A0990460	YC	641	PENNINGMAN RD (RTE 641)	ICC LINE @ RTE 199	KINGSMILL RD	0.66	4		8,600	2008	43000	F	Severe
A0990470	YC	60	POCAHONTAS TRAIL	POCAHONTAS TRAIL	BUSCH GARDENS INTERCHANGE	1.16	4		11,980	2004	43000	F	Severe
A0990480	YC	60	POCAHONTAS TRAIL	BUSCH GARDENS INTERCHANGE	JAMES CITY CL	0.71	2		11,459	2010	27000	F	Severe
A0990490	YC	636	RICHNECK RD	BYPASS RD/WILLIAMSBURG CL	FORT ELUSTIS BLVD	0.50	2		1,553	2010	12000	E	Severe
A0990500	YC	132	ROUTE 132	ROUTE 132	ROUTE 143	1.16	2		11,135	2010	13000	D	Moderate
A0990510	YC	143	ROUTE 143	ROUTE 143	ROUTE 164	0.60	4		19,138	2010	27000	A-C	Low to mod
A0990520	YC	199	ROUTE 199	ROUTE 199	ROUTE 60/RTE 143/ACC LINE	1.00	4		30,753	2010	60000	F	Severe
A0990530	YC	199	ROUTE 199	ROUTE 199	ROUTE 60/RTE 143/ACC LINE	0.48	4		20,017	2010	31000	A-C	Low to mod
A0990540	YC	199	ROUTE 199	ROUTE 199	MARQUIS PKWY	0.42	4		9,598	2010	23000	A-C	Low to mod
A0990550	YC	162	SECOND ST	WILLIAMSBURG CL	MERRIMAC TRAIL	0.17	4		15,123	2010	24000	D	Moderate
A0990560	YC	171	VICTORY BLVD	NEWPORT NEWS CL	ROUTE 17	0.85	6		52,988	2010	65000	F	Severe
A0990570	YC	171	VICTORY BLVD	ROUTE 17	HAMPTON HWY (RTE 134)	0.35	4		33,648	2010	41000	F	Severe
A0990580	YC	171	VICTORY BLVD	HAMPTON HWY (RTE 134)	BIG BETHEL RD (RTE 600)	1.02	2		20,304	2010	26000	F	Severe
A0990590	YC	171	VICTORY BLVD	BIG BETHEL RD (RTE 600)	CARYS CHAPEL RD (RTE 782)	1.25	2		21,568	2010	27000	F	Severe
A0990600	YC	171	VICTORY BLVD	CARYS CHAPEL RD (RTE 782)	POQUOSON CL	0.23	2		13,315	2010	14000	A-C	Low to mod
A0990610	YC	713	WALLER MILL RD	ROUTE 60	MOORETOWN RD	0.18	4		4,634	2010	18000	A-C	Low to mod

2.8% Annual Growth to I-64 1.8% to Rte 5

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

TABLE 1 - 2010 PEAK HOUR TRAFFIC COUNTS AND TRIP GENERATION

Detached Homes	431 units									
Attached Homes	192 units									
TOTAL:	623 units			54	92	146	122	122	244	
Trip Rate Per Unit:				0.087	0.148	0.234	0.196	0.196	0.392	

TABLE 2 - TG8 SENIOR HOUSING VALUES FOR EXISTING DEVELOPMENT

eq.-adj. st.	Sr. Adult Detached	251	431 units	36	67	103	82	52	134	1875
eq.-adj. st.	Sr. Adult Attached	252	192 occ.unit	8	15	23	18	12	30	668
	TOTAL:		623 units	44	82	126	100	64	164	2543
2010 COUNT PERCENT OF TG8 VALUES:				123%	112%	116%	122%	191%	149%	

TABLE 3 - PEAK HOUR TRIP GENERATION FOR 2,000 UNITS BUILD OUT BASED ON 2010 TRIP RATES

2,000 units	173	295	469	392	392	783
-------------	-----	-----	-----	-----	-----	-----

2000 DU - 781 occupied Du = 1,219 units 105 180 286 239 239 478 1015
Daily 10,153

TABLE 4 - SITE TRIP DISTRIBUTION - COLONIAL HERITAGE RESIDENTIAL

Direction	173 295 469 392 392 783									
	AM Peak Hour					PM Peak Hour				
	Entering Traffic		Exiting Traffic			Entering Traffic		Exiting Traffic		
	% Dist.	Trips	% Dist.	Trips		% Dist.	Trips	% Dist.	Trips	
East Rt. 60	28%	29	30%	89	54	32%	76	28%	67	110
West Rt. 60	20%	21	17%	50	30	10%	24	27%	65	106
North Centerville Road	34%	36	37%	109	66	39%	93	33%	79	129
South Centerville Road	18%	19	16%	47	29	19%	45	12%	29	47
	100%	105	100%	295	180	100%	236	100%	239	392

$$\frac{1,219}{2,000} = 60.95\%$$

For 1,219 Du

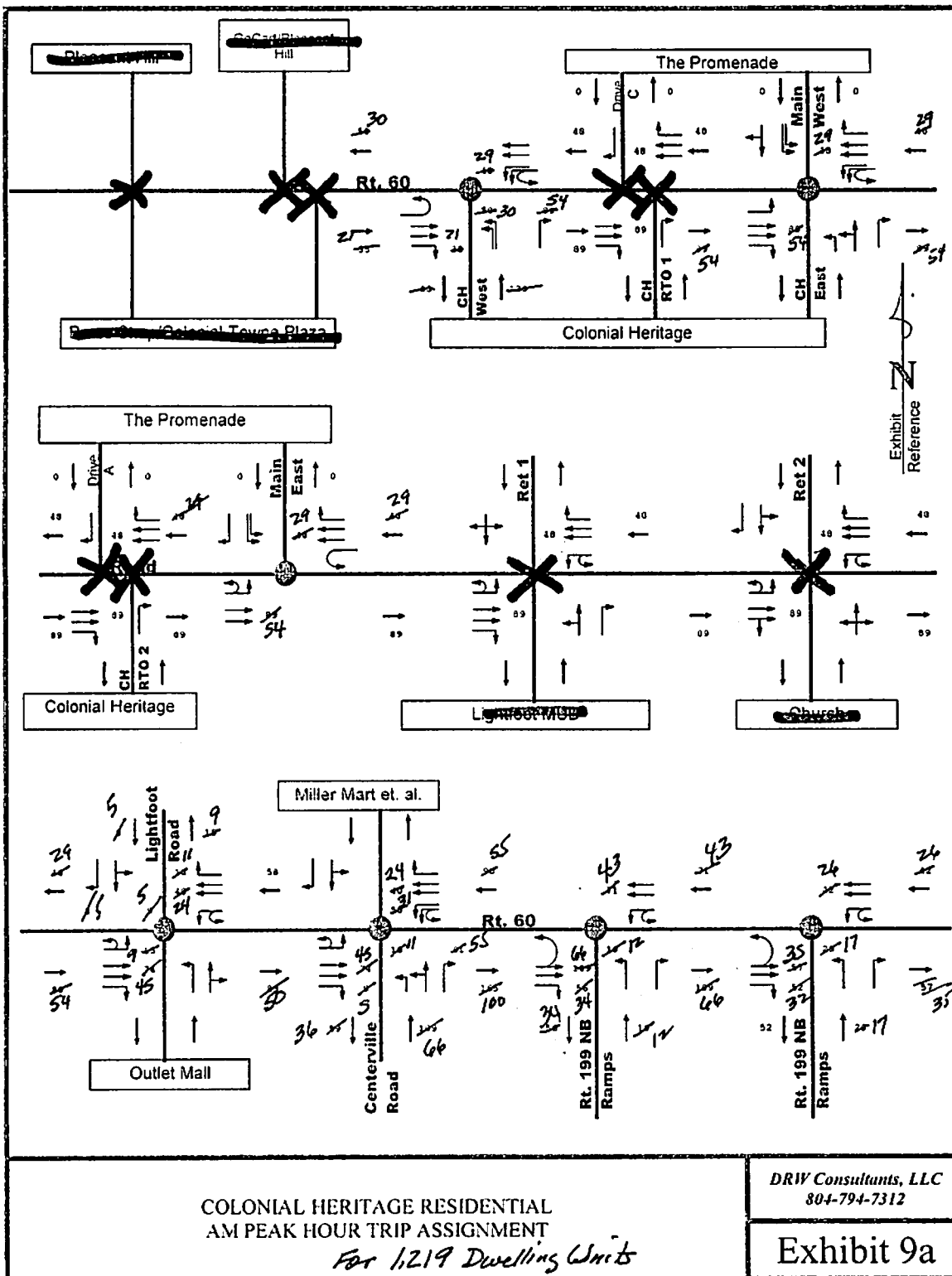
Ms Ellen Cook with James City County indicated that the County has received 781 residential certificates of occupancy for this projects. This leaves 1,219 du to still be built.

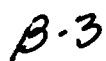
Trip generation rates from Trip Generation, 8th Edition (TG8) by the Institute of Transportation Engineers (ITE)

COLONIAL HERITAGE RESIDENTIAL
TRIP GENERATION AND DISTRIBUTION

DRW Consultants, LLC
804-794-7312

Exhibit 9





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

TABLE 1 - VARIOUS TRIP GENERATION VALUES

eq.-adj. st.	Shopping Center	820	370,000 sq. ft.	203	130	333	749	780	1529	15895
rate-adj. st.	Shopping Center	820	370,000 sq. ft.	226	144	370	676	704	1380	15888

TABLE 2 - SELECTED TRIP GENERATION

eq.-adj. st.	Shopping Center	820	370,000 sq. ft.	203	130	333	749	780	1529	15895
	PRIMARY TRIPS:	75%		171	98	269	562	593	1155	11922
	PASS BY TRIPS:	25%		32	32	64	187	187	374	3973

TABLE 3 - PRIMARY TRIP DISTRIBUTION

		171				98		269		562		593		1155	
Direction	AM Peak Hour						PM Peak Hour								
	Entering Traffic		Exiting Traffic		Entering Traffic		Exiting Traffic								
	% Dist.	Trips	% Dist.	Trips	% Dist.		Trips	% Dist.	Trips						
East Rt. 60	65%	111	65%	64		65%	365	65%	385						
The Promenade	5%	9	5%	5		5%	28	5%	30						
West Rt. 60	30%	51	30%	29		30%	169	30%	178						
	100%	171	100%	98		100%	562	100%	593						

TABLE 4 - PASS BY TRIP DISTRIBUTION

Direction	AM Peak Hour				PM Peak Hour			
	Entering Traffic		Exiting Traffic		Entering Traffic		Exiting Traffic	
	Trips		Trips		Trips		Trips	
	Trips	Trips	Trips	Trips	Trips	Trips	Trips	Trips
Richmond Road East	590	13	907	19	1217	95	1182	92
Richmond Road West	907	19	590	13	1182	92	1217	95
	1497	32	1497	32	2399	187	2399	187

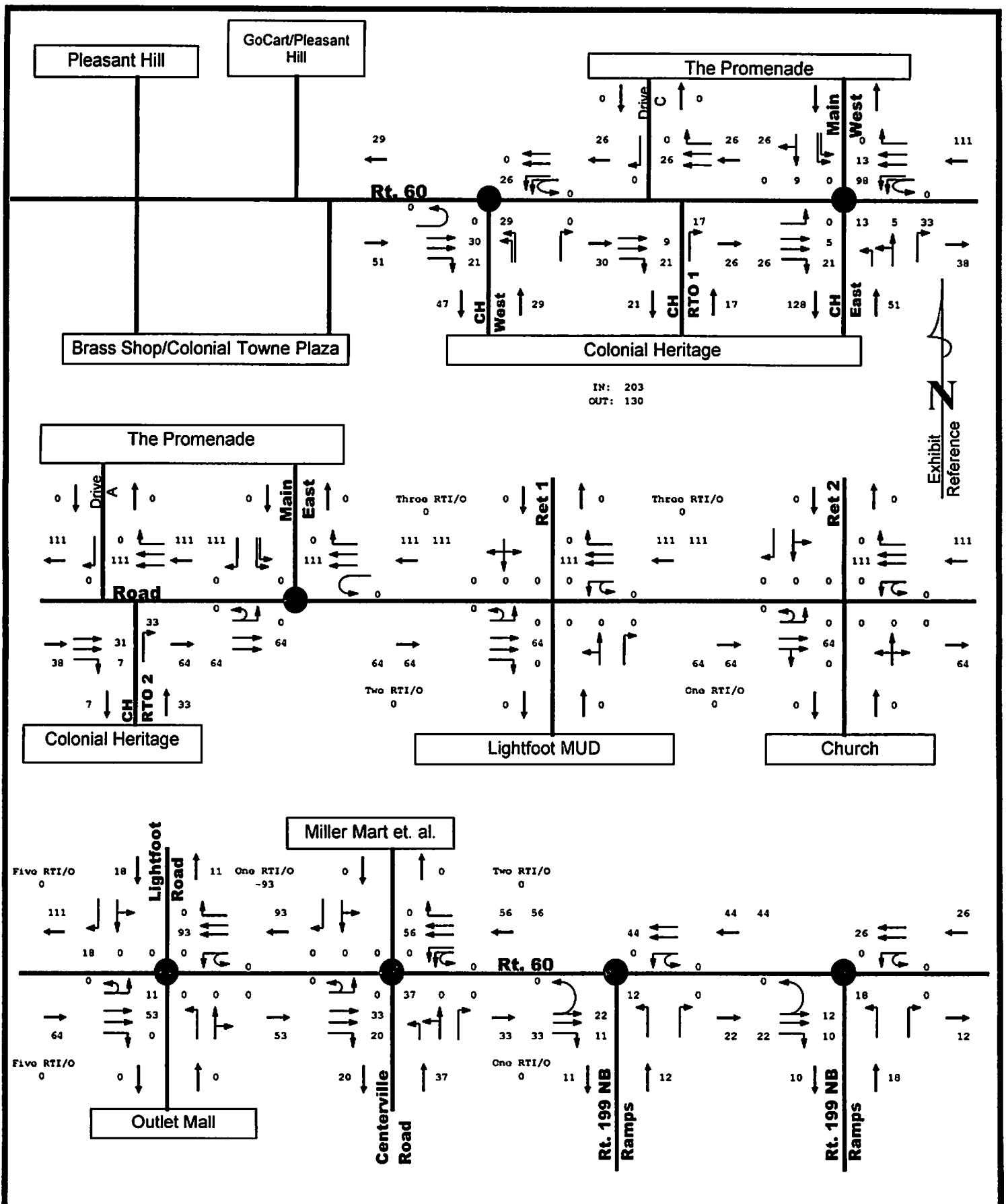
Trip generation rates from Trip Generation, 8th Edition (TG8) by the Institute of Transportation Engineers (ITE)

COLONIAL HERITAGE RETAIL
TRIP GENERATION AND DISTRIBUTION

DRW Consultants, LLC
804-794-7312

Exhibit 10

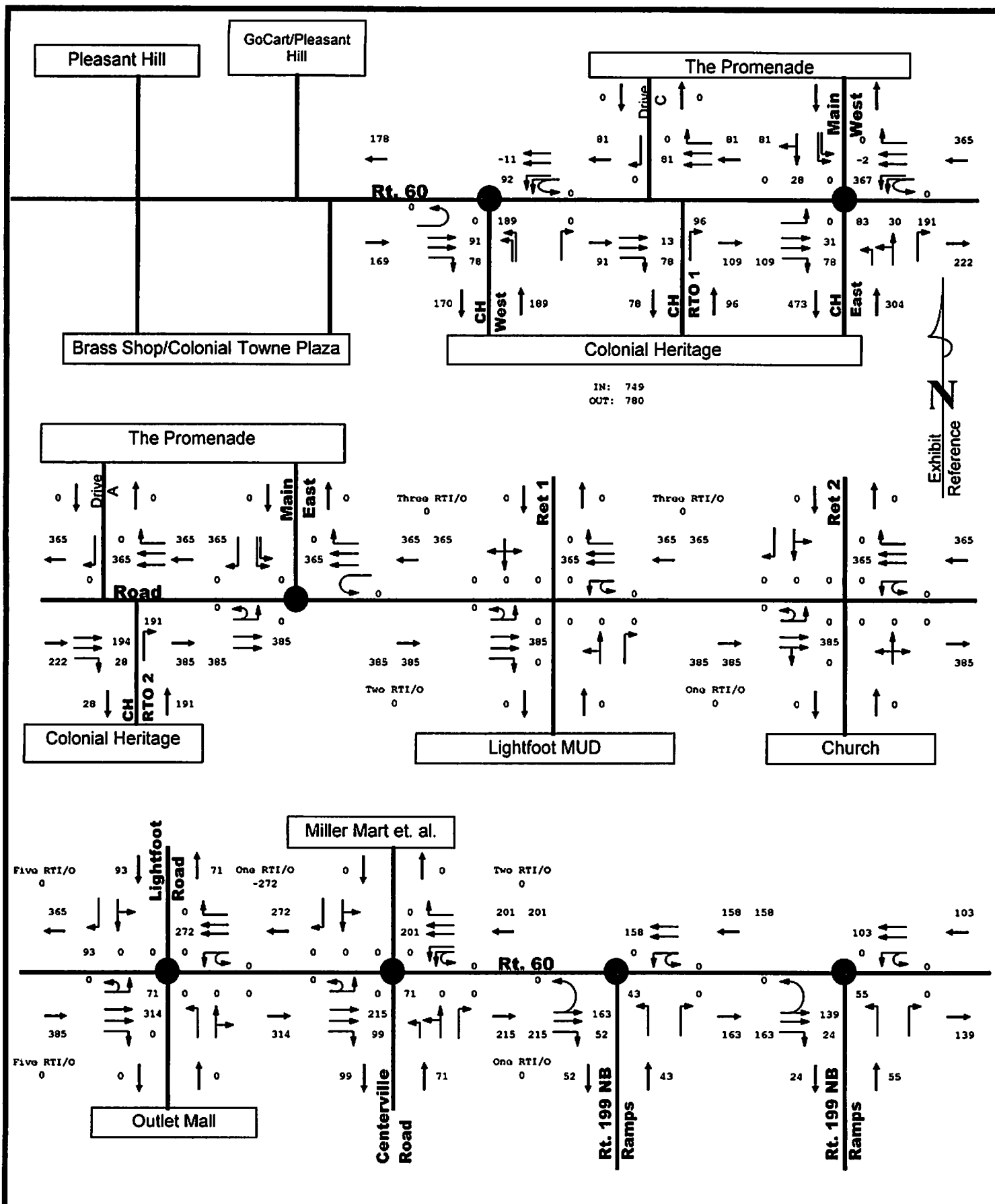
B-4



COLONIAL HERITAGE RETAIL
AM PEAK HOUR TRIP ASSIGNMENT

DRW Consultants, LLC
804-794-7312

Exhibit 10a



**COLONIAL HERITAGE RETAIL
PM PEAK HOUR TRIP ASSIGNMENT**

DRW Consultants, LLC
804-794-7312

Exhibit 10b

Road Improvements: The following road improvements are currently under construction as part of the PPEA site improvements in order to minimize congestion and provide for adequate access for the proposed high school, community college, sports stadium, and future commercial development on the Warhill site:

1. Centerville Road will be widened to a 4-lane, median divided roadway from the Route 60 intersection to the proposed entrance road before transitioning back to a 2-lane roadway.
2. The existing entrance to the Williamsburg Outlet Mall on Centerville Road will be relocated approximately 700 feet to the south to align with the entrance road to the third high school. The existing outlet mall entrance will be converted to provide right-in/right-out access only.
3. The Centerville Road/Third High School entrance road intersection will be signalized and dual southbound left turn lanes and an exclusive northbound right turn lane will be provided.
4. The northbound Centerville Road approach to Route 60 will be reconstructed to accommodate a left, combination left-through, and a right turn movement, with approximately 300 feet of left turn storage capacity.
5. Dual left turn lanes on westbound Route 60 will be constructed and the left turn storage length will be increased to approximately 300 feet.

VDOT Comments: VDOT has reviewed the traffic impact analysis prepared by the Timmons Group in December 2004 and concurs with the findings. VDOT has been an active partner in the PPEA process and all road improvement listed above have received final site plan approval.

Staff Comments: It was anticipated that by 2007 the site will include the 1,450 student high school and 120,000 square feet of community college. By 2017, the community college is expected to expand by an additional 230,000 square feet to 350,000 square feet.

Land Use	Size	ADT	A.M. Peak Hour		Mid Day Peak		P.M. Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
High School	1,450 students	2,480	464	203	133	306	87	131
T.N.C.C (2007)	120,000 s.f.	2,203	156	38	n/a	n/a	121	91
T.N.C.C (2017)	350,000 s.f.	6,426	455	112	n/a	n/a	354	266

Remaining → *230,000* *4,223* *299* *74* — — *233* *175*
Capacity analyses were performed as part of the traffic impact study to determine the traffic impacts of the proposed site development on the surrounding roadways. Estimated level-of-service (LOS) were calculated for the AM, mid-day, and PM peak hour traffic levels.

Background									
Route 60/199 NB Ramps	B	B	B	B	B	B	C	C	C
Route 60/199 SB Ramps	A	A	A	A	A	A	A	A	B
Route 60/Centerville Rd.	B	C	C	B	B	C	B	C	D
Route 60/Lightfoot Rd.	C	D	D	C	D	C	D	D	D
Total Traffic									
Route 60/199 NB Ramps	-	-	-	B	B	B	B	B	B
Route 60/199 SB Ramps	-	-	-	A	A	A	A	A	B
Route 60/Centerville Rd.	-	-	-	B	B	C	C	C	C
Route 60/Lightfoot Rd.	-	-	-	B	B	C	E	E	E
H.S. Entrance Rd./Centerville Rd.	-	-	-	B	B	B	C	B	B

The traffic impact analysis also analyzed the 3,000 seat community sports stadium to be constructed at the Warhill Sports Complex adjacent to the WJCC/TNCC site. The traffic study concludes that although a stadium-generated event would create additional delay, the traffic improvements currently under

Table (B-1)

Calculation of Passby Traffic Volumes

Year 2016 No Build Peak Hour Traffic Volumes

[illegible]

Note: Only the significant traffic volumes were included for the passby traffic calculations.

Table IIIa

Trip Generation for Liberty Ridge & Westport Subdivisions Approved Traffic Volumes

ITE Trip Generation Manual, 8th Edition was used.

Average Weekday Driveway Volumes

Description	ITE Code	Amount	Unit	Weekday 24 Hr. vol	a.m. peak hour		p.m. peak hour	
					Enter	Exit	Enter	Exit
					vol	vol	vol	vol
Approved Developments								
Liberty Ridge Subdivision	210	139	d.u.	1,330	26	78	88	52
Westport Subdivision	210	102	d.u.	976	19	57	65	38
Total				2,306	45	136	153	90
Distribution								
East on Route 612		40%						
South on Route 614		30%						
North on Route 614		30%		692	14	41	46	27
TNCC/High School		5%		115	2	7	8	5
West on Route 60		5%		115	2	7	8	5
East on Rte 60 to north 199 to I-64		20%		461	10	27	30	17

Programmed EPAC Data

6/13/201

11:40:44AM

Intersection Name: 03 RT 60 AT RT 646

Intersection Alias: LIGHTFOOT R

Access Code: 9999 Channel: Address: Revision: 3.32f

Access Data

:1200 Baud

:9600 Baud

Phase Data

Vehical Basic Timings							Vehical Density Timings		Time B4	Cars	Time To	
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce	Min_Gap
1	5	3.0	20	0	3.5	3.0	0.0	0	0	0	0	0.0
2	15	5.0	55	0	4.5	1.5	2.0	25	15	0	10	3.5
3	7	3.0	20	0	3.0	3.0	0.0	0	0	0	0	0.0
4	7	3.0	24	0	4.5	3.0	0.0	0	0	0	0	0.0
5	5	3.0	28	0	3.5	3.0	0.0	0	0	0	0	0.0
6	15	5.0	45	0	4.5	1.5	2.0	25	15	0	10	3.5

Pedestrian Timing						General Control					Miscellaneous				
Phase	Walk	Ped Clear	Flashing Walk	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
1	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
2	0	0	No	0	No	Yellow	None	Min	None	0	No	No	Yes	No	No
3	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
4	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
5	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
6	0	0	No	0	No	Yellow	None	Min	None	0	No	No	Yes	No	No

Special Sequence Default Data						Vehical Detector Phase Assignment					
						Assigned Phase	Mode	Switched Phase	Extend	Delay	
						Default Data					

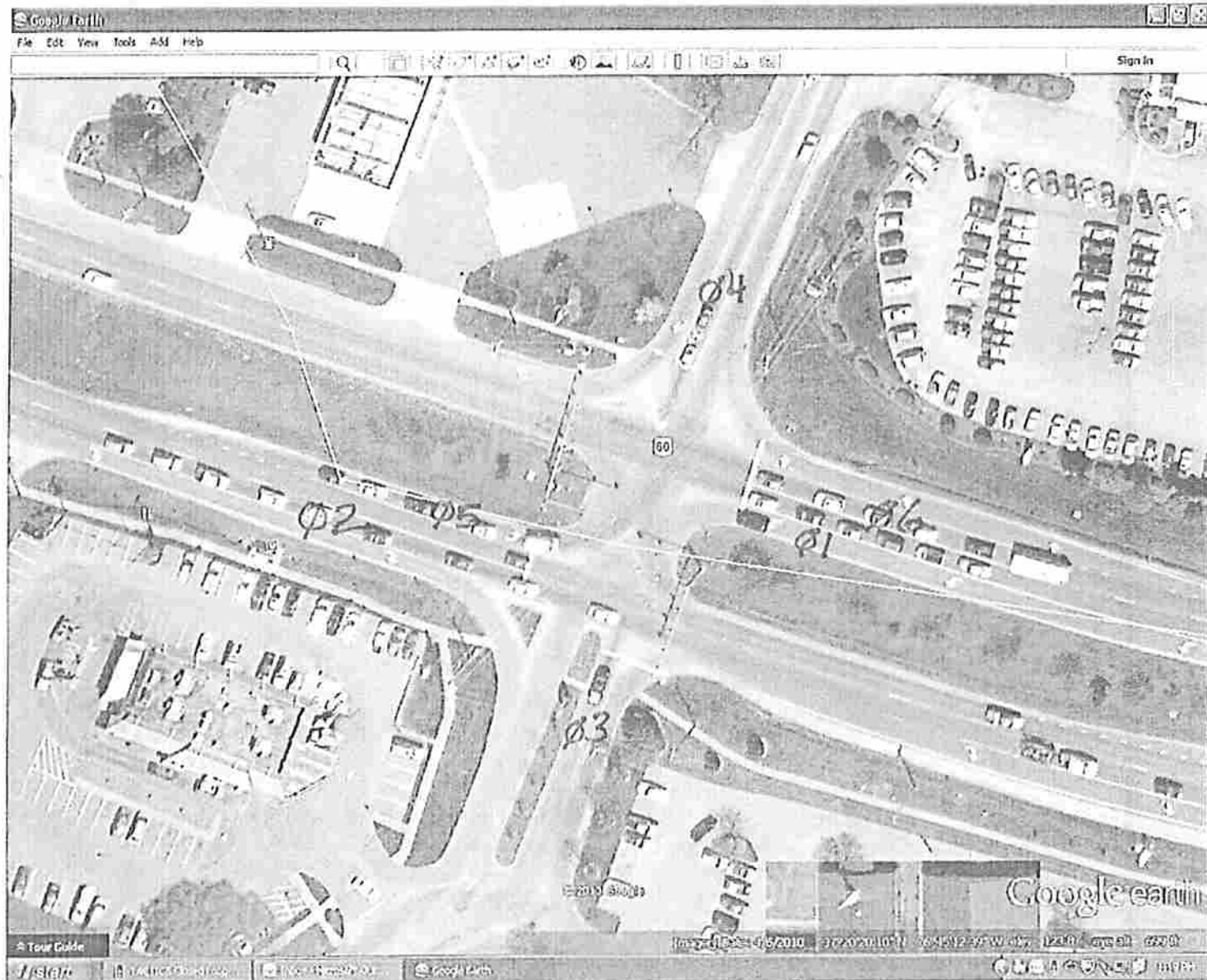
Pedestrian Detector Default Data						Special Detector Phase Assignment					
						Assign Phase	Mode	Switched Phase	Extend	Delay	
						Default Data					

Unit Data

General Control						Remote Flash					
Startup Time: 5sec			Startup State: Flash			Test A = Flash No			Flash Channel		
Auto Ped Clear: No			Stop Time Reset: No						Flash Color		
ABC connector Input Modes: 0			Red Revert: 2.0sec						Flash Alternat		
ABC connector Output Modes: 0			Alternate Sequence: 0						Default Data - No Flash		
D connector Input Modes: 0						Flash Entry					
D connector Output Modes: 0						Flash Exit					
						Phase Phase					
						2 No Yes					
						4 Yes No					
						6 No Yes					

Overlaps																
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

60 & 646



Programmed EPAC Data

6/13/201
11:33:56AM

Intersection Name: 01 RT 60 & 614

Intersection Alias: 60/614

Access Code: 9999 Channel: Address: Revision: 3.32

Access Data :1200 Baud
:9600 Baud

Phase Data

Vehical Basic Timings							Vehical Density Timings			Time B4	Cars	Time To
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce	Min_Gap
1	5	2.5	20	0	3.5	3.0	0.0	0	0	0	0	0.0
2	15	5.0	55	0	4.5	2.0	2.0	25	15	0	10	3.5
3	6	3.0	20	0	3.0	3.0	0.0	0	0	0	0	0.0
4	6	3.0	24	0	4.5	3.0	0.0	0	0	0	0	0.0
5	5	2.5	20	0	3.5	3.0	0.0	0	0	0	0	0.0
6	15	5.0	55	0	4.5	2.0	2.0	25	15	0	10	3.5

Pedestrian Timing			Extended Actuated		General Control					Miscellaneous					No
	Ped	Flashing	Ped	Rest		Non-Act	Veh	Ped	Recall		Non	Dual	Last Car	Conditional	Simultaneous
Phase	Walk	Clear	Walk	Clear	in Walk	Initialize	Response	Recall	Recall	Delay	Lock	Entry	Passage	Service	Gap Out
1	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
2	0	0	No	0	No	Yellow	None	Min	None	0	No	No	Yes	No	No
3	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
4	0	0	No	0	No	Inactive	None	None	None	0	No	No	No	No	No
5	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
6	0	0	No	0	No	Yellow	None	Min	None	0	No	No	Yes	No	No

Special Sequence	Vehical Detector Phase Assignment				
Default Data	Assigned Phase	Mode	Switched Phase	Extend	Delay
	Default Data				

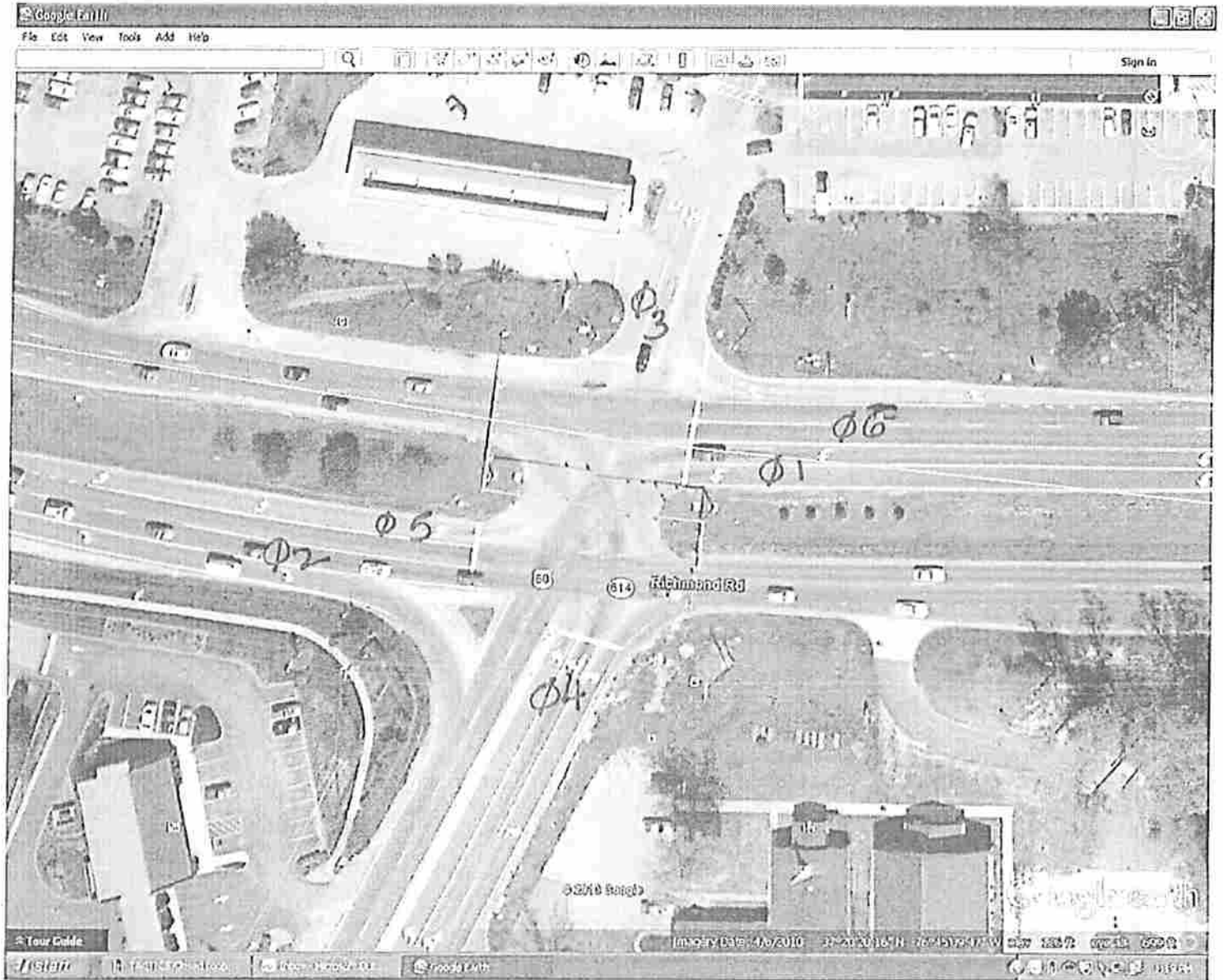
Pedestrian Detector	Special Detector Phase Assignment				
Default Data	Assign Phase	Switched Phase	Extend	Delay	
	Default Data				

Unit Data

General Control				Remote Flash			
Startup Time: 5sec	Startup State: Flash	Red Revert: 2.0sec		Test A = Flash	No	Flash Channel	Flash Alternat
Auto Ped Clear: No	Stop Time Reset: No	Alternate Sequence: 0					
ABC connector Input Modes: 0		Input Output		Flash Entry	Flash Exit	Default Data - No Flash	
ABC connector Output Modes: 0		Ring Response Selection		Phase Phase	Phase		
D connector Input Modes: 0		1 Ring 1	Ring 1	2 No	Yes		
D connector Output Modes: 0		2 Ring 2	Ring 2	4 Yes	No		
		3 None	None	6 No	Yes		
		4 None	None				

Overlaps		Overlaps															
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow		3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

60 & 614



Programmed EPAC Data

6/13/201
11:45:24AM

Intersection Name: 30 RT 60 AT RT 199 W OF 199

Intersection Alias: W OF 199

Access Code: 9999 Channel: Address: Revision: 3.12i

Access Data :1200 Baud

Phase Data

Vehical Basic Timings							Vehical Density Timings		Time B4	Cars	Time To
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce Min_Gap
1	5	3.0	20	0	3.5	3.0	0.0	0	0	0	0.0
2	15	5.0	40	0	4.5	1.5	2.0	20	17	0	15 3.5
4	7	3.5	20	0	3.0	3.0	0.0	0	0	0	0.0
6	15	5.0	40	0	4.5	1.5	2.0	20	17	0	15 3.5

Pedestrian Timing						General Control					Miscellaneous				
Phase	Walk	Ped Clear	Flashing Walk	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
1	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
2	0	0	No	0	No	Yellow	None	Min	None	0	No	No	Yes	No	No
4	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
6	0	0	No	0	No	Yellow	None	Min	None	0	No	No	Yes	No	No

Special Sequence Default Data		Vehical Detector Phase Assignment				
		Assigned Phase	Mode	Switched Phase	Extend	Delay
		Default Data				

Pedestrian Detector Default Data		Special Detector Phase Assignment				
		Assign Phase	Mode	Switched Phase	Extend	Delay
		Default Data				

Unit Data

General Control				Remote Flash			
Startup Time: 5sec	Startup State: Flash	Red Revert: 2.0sec		Test A = Flash No	Flash Channel	Flash Color	Flash Alternat
Auto Ped Clear: No	Stop Time Reset: No	Alternate Sequence: 0			Default Data - No Flash		
ABC connector Input Modes: 0				Flash Entry Phase			
ABC connector Output Modes: 0				Flash Exit Phase			
D connector Input Modes: 0				Phase 2 No Yes			
D connector Output Modes: 0				Phase 4 Yes No			
				Phase 6 No Yes			

Overlaps																
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

RAMPS 60 + 199



Programmed EPAC Data

6/13/201
11:43:03AM

Intersection Name: 29 RT 60 AT RT 199 E OF 199
Access Code: 9999 Channel: Address: Revision: 3.12i

Intersection Alias: E OF 199

Access Data :1200 Baud

Phase Data

Vehical Basic Timings							Vehical Density Timings		Time B4	Cars	Time To
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce Min_Gap
1	5	3.0	20	0	3.5	3.0	0.0	0	0	0	0.0
2	15	5.0	40	0	4.5	1.5	2.0	20	17	0	15 3.5
4	7	3.0	20	0	3.0	3.0	0.0	0	0	0	0.0
6	15	5.0	40	0	4.5	1.5	2.0	20	17	0	15 3.5

Pedestrian Timing			Extended Actuated		General Control					Miscellaneous				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
1	0	0	No	0	No	Inactive	None	None	0	Yes	No	No	No	No
2	0	0	No	0	No	Yellow	None	Min	0	No	No	Yes	No	No
4	0	0	No	0	No	Inactive	None	None	0	Yes	No	No	No	No
6	0	0	No	0	No	Yellow	None	Min	0	No	No	Yes	No	No

Special Sequence Default Data		Vehical Detector Phase Assignment				
		Assigned Phase	Mode	Switched Phase	Extend	Delay
		Default Data				

Pedestrian Detector Default Data		Special Detector Phase Assignment				
		Assign Phase	Switched Mode	Phase	Extend	Delay
		Default Data				

Unit Data

General Control				Remote Flash			
Startup Time: 5sec	Startup State: Flash	Red Revert: 2.0sec		Test A = Flash No	Flash Channel	Flash Color	Flash Alternat
Auto Ped Clear: No	Stop Time Reset: No	Alternate Sequence: 0					
ABC connector Input Modes: 0		Input Output					
ABC connector Output Modes: 0		Ring Response Selection					
D connector Input Modes: 0		1 Ring 1 Ring 1					
D connector Output Modes: 0		2 Ring 2 Ring 2					
		3 None None					
		4 None None					

Overlaps																
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3.0	0.0	3.0	3.0	3.0	3.0	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Programmed EPAC Data

6/13/201
11:38:14AM

Intersection Name: 02 RT 614 AT WARHILL

Intersection Alias: CENTER 2

Access Code: 9999 Channel: Address: Revision: 3.13h

Access Data :1200 Baud
:9600 Baud

Phase Data

Vehical Basic Timings							Vehical Density Timings		Time B4	Cars	Time To
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce Min_Gap
1	5	2.0	15	0	4.5	2.5	0.0	0	0	0	0.0
2	15	5.0	35	0	4.5	2.5	2.0	20	20	0	15 3.5
3	7	3.0	20	0	3.0	3.0	0.0	0	0	0	0.0
4	7	3.0	30	0	3.5	2.5	0.0	0	0	0	0.0
5	5	2.0	30	0	4.5	2.5	0.0	0	0	0	0.0
6	15	5.0	35	0	4.5	2.5	2.0	20	20	0	15 3.5

Pedestrian Timing			Extended Actuated		General Control					Miscellaneous				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
1	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No
2	5	21	No	0	No	Yellow	None	Min	None	0	No	No	Yes	No
3	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No
4	5	28	No	0	No	Inactive	None	None	None	0	Yes	No	No	No
5	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No
6	0	0	No	0	No	Yellow	None	Min	None	0	No	No	Yes	No

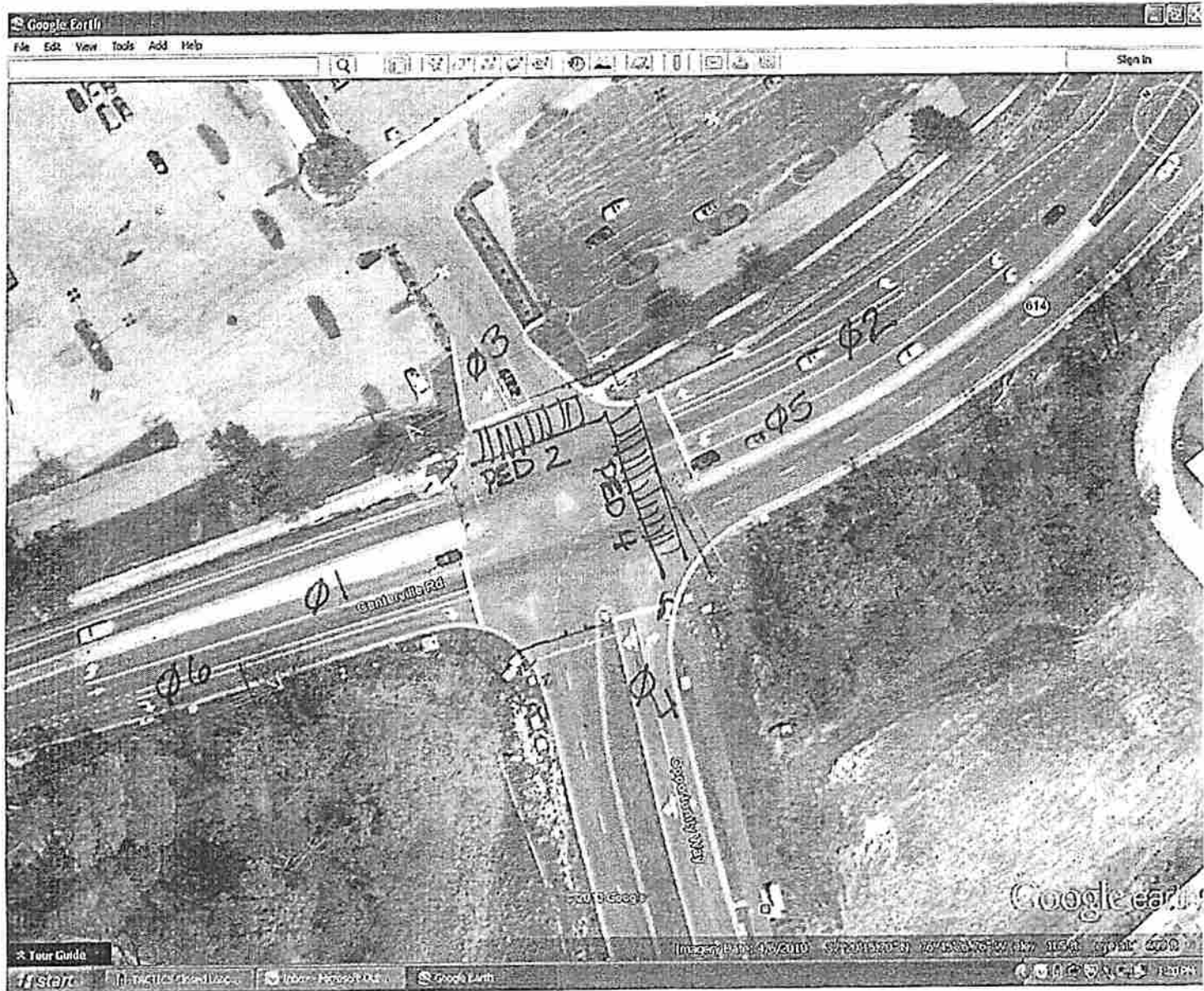
Special Sequence	Vehical Detector Phase Assignment				
Default Data	Assigned Phase	Mode	Switched Phase	Extend	Delay
	Default Data				

Pedestrian Detector	Special Detector Phase Assignment				
Default Data	Assign Phase	Mode	Switched Phase	Extend	Delay
	Default Data				

Unit Data

General Control				Remote Flash			
Startup Time: 5sec	Startup State: Flash	Red Revert: 2.0sec		Test A = Flash No	Flash Channel	Flash Color	Flash Alternat
Auto Ped Clear: No	Stop Time Reset: No	Alternate Sequence: 0					
ABC connector Input Modes: 0		Input Output					
ABC connector Output Modes: 0		Ring Response Selection					
D connector Input Modes: 0		1 Ring 1 Ring 1					
D connector Output Modes: 0		2 Ring 2 Ring 2					
		3 None None					
		4 None None					

Overlaps	Overlaps															
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



PROPERTY DESCRIPTION - PARCEL 4 - ALL OF TAX PARCEL (24-3) (1-38)

ALL THOSE CERTAIN LOTS, PIECES OR PARCELS OF LAND, WITH THE BUILDINGS AND IMPROVEMENTS THEREON, SITUATE, LYING AND BEING IN THE POWHATAN DISTRICT OF THE COUNTY OF JAMES CITY, VIRGINIA, AND AS SHOWN HEREON BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON ROD FOUND ON THE NORTHERLY R/W LINE OF S.R. 614, CENTERVILLE ROAD, SAID ROD FOUND BEING 270'± WESTERLY OF THE INTERSECTION OF U.S. ROUTE 60, RICHMOND ROAD; THENCE ALONG SAID R/W LINE OF S.R. 614, CENTERVILLE ROAD S71°46'33"W, A DISTANCE OF 200.39' TO AN IRON ROD FOUND; THENCE S69°00'32"W, A DISTANCE OF 191.75' TO AN IRON ROD FOUND; THENCE S78°40'39"W, A DISTANCE OF 46.50' TO AN IRON ROD FOUND; THENCE S67°31'32"W, A DISTANCE OF 37.30' TO AN IRON ROD FOUND; THENCE S80°04'03"W, A DISTANCE OF 75.00' TO AN IRON ROD FOUND; THENCE S68°21'17"W, A DISTANCE OF 33.45' TO AN IRON ROD FOUND AT THE BEGINNING OF A NON TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 718.94', A DELTA ANGLE OF 27°15'16", A LENGTH OF 341.98', A CHORD DISTANCE OF 338.77' AND A CHORD BEARING OF N80°20'50"W TO A PK NAIL SET; THENCE N66°43'12"W, A DISTANCE OF 181.61' TO AN IRON ROD FOUND; THENCE N69°34'57"W, A DISTANCE OF 100.12' TO AN IRON ROD FOUND; THENCE N66°43'12"W, A DISTANCE OF 243.24' TO AN IRON ROD SET BEING A CORNER TO THIS PARCEL AND LANDS NOW OR FORMERLY STANDING IN THE NAME OF CHRISTOPHER TURNER; THENCE LEAVING THE R/W LINE OF S.R. 614, CENTERVILLE ROAD N43°18'04"E, A DISTANCE OF 449.16' TO AN IRON ROD SET BEING A CORNER TO THIS PARCEL, CHRISTOPHER TURNER AND LYING ON THE LINE OF LANDS NOW OR FORMERLY STANDING IN THE NAME OF LIBERTY CROSSING TOWNHOUSE ASSOCIATION; THENCE LEAVING THE LINE OF CHRISTOPHER TURNER AND ALONG THE LINE OF LIBERTY CROSSING TOWNHOUSE ASSOCIATION N82°32'41"E, A DISTANCE OF 255.22' TO AN IRON ROD FOUND; THENCE S82°49'40"E, A DISTANCE OF 94.02' TO AN IRON PIPE FOUND; THENCE N01°31'53"E, A DISTANCE OF 302.40' TO AN IRON ROD FOUND BEING A CORNER TO THIS PARCEL AND LANDS NOW OR FORMERLY STANDING IN THE NAME OF ORSUNG ENTERPRISE, L.L.C. LYING ON THE LINE OF LIBERTY CROSSING TOWNHOUSE ASSOCIATION; THENCE LEAVING THE LINE OF LIBERTY CROSSING TOWNHOUSE ASSOCIATION AND ALONG THE LINE OF ORSUNG ENTERPRISE, L.L.C. N66°42'53"E, A DISTANCE OF 245.29' TO A PUNCH HOLE FOUND BEING A CORNER TO THIS PARCEL, ORSUNG ENTERPRISE, L.L.C. AND LANDS NOW OR FORMERLY STANDING IN THE NAME OF MCDONALD'S CORPORATION; THENCE LEAVING ORSUNG ENTERPRISE, L.L.C. AND ALONG THE LINE OF MCDONALD'S CORPORATION S26°25'58"E, A DISTANCE OF 247.20' TO AN IRON ROD FOUND; THENCE S83°52'17"E, A DISTANCE OF 135.79' TO AN IRON ROD FOUND; THENCE N60°06'53"E, A DISTANCE OF 122.30' TO A BENT IRON PIPE FOUND BEING A CORNER TO THIS PARCEL, MCDONALD'S CORPORATION AND LYING ON THE WESTERLY R/W OF U.S. ROUTE 60 (RICHMOND ROAD); THENCE LEAVING MCDONALD'S CORPORATION AND ALONG THE R/W LINE OF U.S. ROUTE 60 (RICHMOND ROAD) S15°18'40"E, A DISTANCE OF 17.56' TO A PK NAIL SET; THENCE S29°53'07"E, A DISTANCE OF 100.00' TO A PUNCH HOLE FOUND; THENCE S44°49'00"E, A DISTANCE OF 15.53' TO AN IRON PIPE FOUND; THENCE S29°53'07"E, A DISTANCE OF 73.30' TO AN IRON ROD FOUND AT THE BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 2,044.86', A DELTA ANGLE OF 07°56'08", A LENGTH OF 283.23', A CHORD DISTANCE OF 283.00' AND A CHORD BEARING OF S33°51'11"E TO A BENT IRON PIPE FOUND BEING A CORNER TO THIS PARCEL AND LANDS NOW OR FORMERLY STANDING IN THE NAME OF INLAND AMERICAN ST. PORTFOLIO LLC (SUNTRUST BANK) LYING ON THE WESTERLY R/W LINE OF U.S. ROUTE 60 (RICHMOND ROAD); THENCE LEAVING THE R/W OF U.S. ROUTE 60 (RICHMOND ROAD) AND ALONG THE LINE OF INLAND AMERICAN ST. PORTFOLIO LLC (SUNTRUST BANK) S63°34'02"W, A DISTANCE OF 198.00' TO A BENT IRON PIPE FOUND; THENCE S18°34'02"W, A DISTANCE OF 30.00' TO AN IRON PIPE FOUND; THENCE S26°25'58"E, A DISTANCE OF 136.69' TO AN IRON ROD FOUND BEING THE POINT OF BEGINNING CONTAINING 825,979 SQUARE FEET OR 18.962 ACRES, MORE OR LESS.

THE NORTHERLY 25' OF THE 50' EASEMENT (P.B. 37, PG. 68) WAS OUTLINED BY THE OWNER'S OF PARCELS 2 AND 4 TO THE OWNER'S OF PARCEL 1 BY D.B. 259, PG. 850, IN ADDITION THIS AGREEMENT ESTABLISHED A JOINT PARKING LOT BETWEEN THE OWNER'S OF PARCEL 1 AND PARCELS 2 AND 4

N/F
ORSUNG ENTERPRISE, L.L.C.
T.M.P. (24-3) (1-62)
DOC. #050024746
ZONED M1

NOTE: CURB ISLANDS CROSS PROPERTY LINE

NOTE: CURB ISLAND ACROSS PROPERTY LINE

EXISTING SURFACE DRAINAGE EASEMENT (HATCHED AREA)
D.B. 244, PG. 501
D.B. 244, PG. 520
D.B. 429, PG. 178

N/F
LIBERTY CROSSING TOWNHOUSE ASSOCIATION COMMON AREA P-1
TAX MAP PARCEL# (24-3) (8-1A)
ZONED MU

TAX MAP PARCEL# (24-3) (8-1E)
ZONED MU

GENERAL NOTES:

- THIS PLAT IS BASED ON AN ACTUAL FIELD SURVEY. THE PROPERTY BOUNDARY AS SHOWN IS BASED ON CORNER MONUMENTS FOUND AT THE TIME OF THE SURVEY. DEEDS AND PLATS OF RECORD, THE PROPERTY SHOWN HEREON WAS CONVEYED BY R. R. WILLIAMSBURG, INC., A DELAWARE CORPORATION TO 6401 RICHMOND ROAD, L.L.P. A VIRGINIA LIMITED LIABILITY PARTNERSHIP BY DEED DATED AUGUST 19, 2003 AND RECORDED AS INSTRUMENT NO. 030024765.
- PROPERTY IS CURRENTLY ZONED "M1" - LIMITED BUSINESS/ INDUSTRIAL DISTRICT.
FRONT SETBACK: 75' FROM STREET R/W
SIDE SETBACK: 25' MIN., 75' IF SIDE YARD ADJOINS RESIDENTIAL DISTRICT OR AN AGRICULTURAL DISTRICT
REAR SETBACK: 25' MIN., 75' IF SIDE YARD ADJOINS RESIDENTIAL DISTRICT OR AN AGRICULTURAL DISTRICT
HEIGHT RESTRICTION: 60' (FROM GRADE TO TOP OF STRUCTURE)
- PROPERTY SHOWN HEREON IS ALL OF TAX MAP PARCEL NO. (24-3) (1-38)
- PROPERTY ADDRESS: #6401 RICHMOND ROAD.
- HORIZONTAL DATUM VIRGINIA STATE PLANE COORDINATES SOUTH ZONE (NAD 1983)
- VERTICAL DATUM: NGVD 1929
- THIS PROPERTY LIES IN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER F.I.R.M. 5109SC0110C, DATED SEPTEMBER 28, 2007.
- PARKING TABULATION: STRIPING PAINT HAS FADED AND WILL NEED TO BE REMARKED.

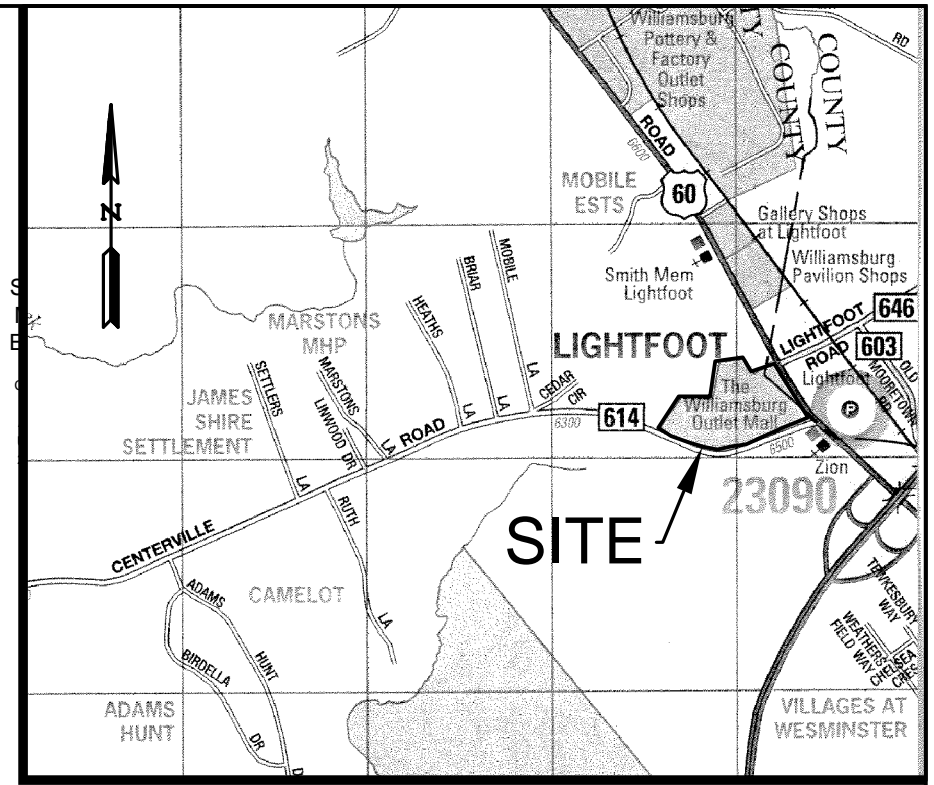
778 REGULAR SPACES 40 HANDICAP SPACES 8 BUS SPACES

EASEMENT NOTES:

- EXISTING VARIABLE WIDTH PERMANENT VDOT EASEMENT FOR DRAINAGE AND SIGNAL LOOP. (DOC. #060006313)
- EXISTING VARIABLE WIDTH PERMANENT VDOT SIGHT EASEMENT (DOC. #060006313)

BRIDGETRUST TITLE GROUP, FORMERLY PIONEER TITLE
TITLE COMMITMENT FILE NO. 091038699
COMMITMENT DATE OF POLICY: MARCH 13, 2012
ISSUE DATE: MARCH 16, 2012
SCHEDULE B, SECTION II, EXCEPTIONS:

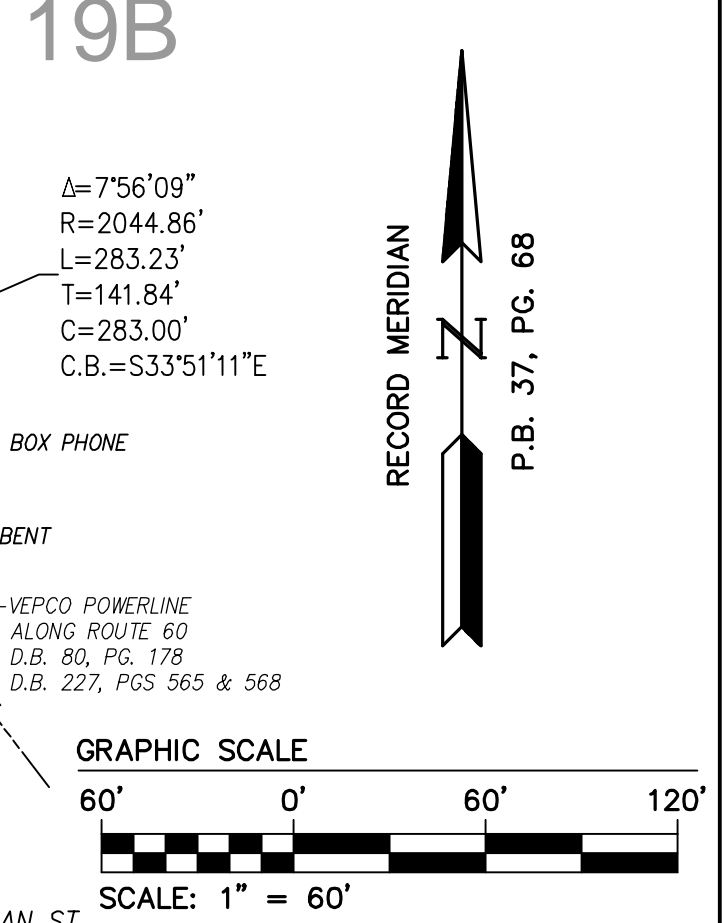
DECLARATION OF RESTRICTIVE COVENANT, D.B. 244, PG. 527, (AFFECTS PROPERTY BUT IS NOT PLOTTABLE)
VIRGINIA ELECTRIC AND POWER EASEMENT, D.B. 49, PG. 534, (APPEARS TO AFFECT PROPERTY BUT IS NOT PLOTTABLE)
VIRGINIA ELECTRIC AND POWER EASEMENT D.B. 464, PG. 773 (EASEMENT AS PLOTTED REFLECTS OUTCLAIM)
CHESAPEAKE TELEPHONE AND TELEGRAPH EASEMENT, D.B. 7, PGS. 463-464 (APPEARS TO AFFECT THE PROPERTY BUT IS NOT PLOTTABLE DUE TO THE AGE OF THE DEED)
EASEMENT AGREEMENT, D.B. 244, PG. 501, (AFFECTS THE PROPERTY - PLOTTED ONLY TO THE EXTENT POSSIBLE ON THE SURVEY)
MODIFICATION OF EASEMENT AGREEMENT, D.B. 429, PG. 716 (AFFECTS THE PROPERTY - PLOTTED ONLY TO THE EXTENT POSSIBLE ON THE SURVEY)
MEMORANDUM OF LEASE, D.B. 549, PG. 363, (AFFECTS THE PROPERTY BUT IS NOT PLOTTABLE)



MAP COPYRIGHT KAPPA MAP GROUP LLC
PERMITTED USE NUMBER 21004223

VICINITY MAP
SCALE: 1" = 2000'±

- LEGEND
- WM= WATER METER
 - W.V.=WATER VALVE
 - SAN MH=SANITARY MANHOLE
 - CO=SANITARY CLEANOUT
 - DI=DROP INLET
 - FH=FIRE HYDRANT
 - PIV=POST INDICATOR VALVE
 - SIAM CONN=FIREFIGHTER DEPARTMENT CONNECTION
 - IPF= IRON PIPE FOUND
 - IRS= IRON ROD SET
 - NS=NAIL SET
 - PKNS= NAIL SET
 - PHF=PUNCH HOLE FOUND
 - R.C.P.=REINFORCED CONCRETE PIPE
 - CMP=CORRUGATED METAL PIPE
 - TREE
 - C.M.= CREPE MYRTLE
 - TELECOMM=TELECOMMUNICATIONS
 - TELECOMMUNICATIONS PEDESTAL
 - TRANS.=ELECTRIC TRANSFORMER
 - LP.=LIGHT POLE
 - G.L.=GROUND LIGHTING
 - OHE= OVERHEAD ELECTRIC
 - P.P.=POWER POLE
 - FP=FLAGPOLE
 - HANDICAP PARKING SPACE
 - HVAC=AIR CONDITIONING UNIT
 - POB=POINT OF BEGINNING
 - CONCRETE
 - SIGN
 - T.C.=TIMBER CURB
 - C.C.=CONCRETE CURB
 - VEPCO=VIRGINIA ELECTRIC AND POWER CO
 - C & P=CHESAPEAKE AND POTOMAC



EXISTING WILLIAMSBURG OUTLET MALL
ONE STORY BLOCK AND CONCRETE WALLS
BUILDING AREA MEASURED TO EXTERIOR BUILDING LINE = 230,422 S.F.±

PARCEL 4
825,979 S.F.
18.96 AC.
(P.B. 49, PG. 70)

SOILS

SYMBOL	SOIL DESCRIPTION
10B	CRAVEN FINE SANDY LOAM, 2 TO 6 PERCENT SLOPES
10C	CRAVEN FINE SANDY LOAM, 6 TO 10 PERCENT SLOPES
11C	CRAVEN-UCHEE COMPLEX, 6 TO 10 PERCENT SLOPES
14B	EMPORIA FINE SANDY LOAM, 2 TO 6 PERCENT SLOPES
19B	KEMPSVILLE-EMPORIA FINE SANDY LOAMS, 2 TO 6 PERCENT SLOPES
29A	SLAGLE FINE SANDY LOAM, 0 TO 2 PERCENT SLOPES
29B	SLAGLE FINE SANDY LOAM, 2 TO 6 PERCENT SLOPES

NOTE: SOILS INFORMATION PROVIDED FROM THE SOIL SURVEY OF JAMES CITY AND YORK COUNTIES AND THE CITY OF WILLIAMSBURG, VIRGINIA (USDA 1985). THIS INFORMATION IS "BEST-FIT" ONTO THE JAMES CITY COUNTY GIS MAPPING AND MAY NOT BE ENTIRELY ACCURATE.

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AES
CONSULTING ENGINEERS


Hampton Roads | Central Virginia | Middle Peninsula

LIGHTFOOT MARKETPLACE

SPECIAL USE PERMIT

Project Contacts: GAM/JSP
Project Number: W10234-01
Scale: 1"=60'
Date: 6/21/13
Sheet Title: EXISTING CONDITIONS AND ENVIRONMENTAL INVENTORY
Sheet Number: 2

LEGEND

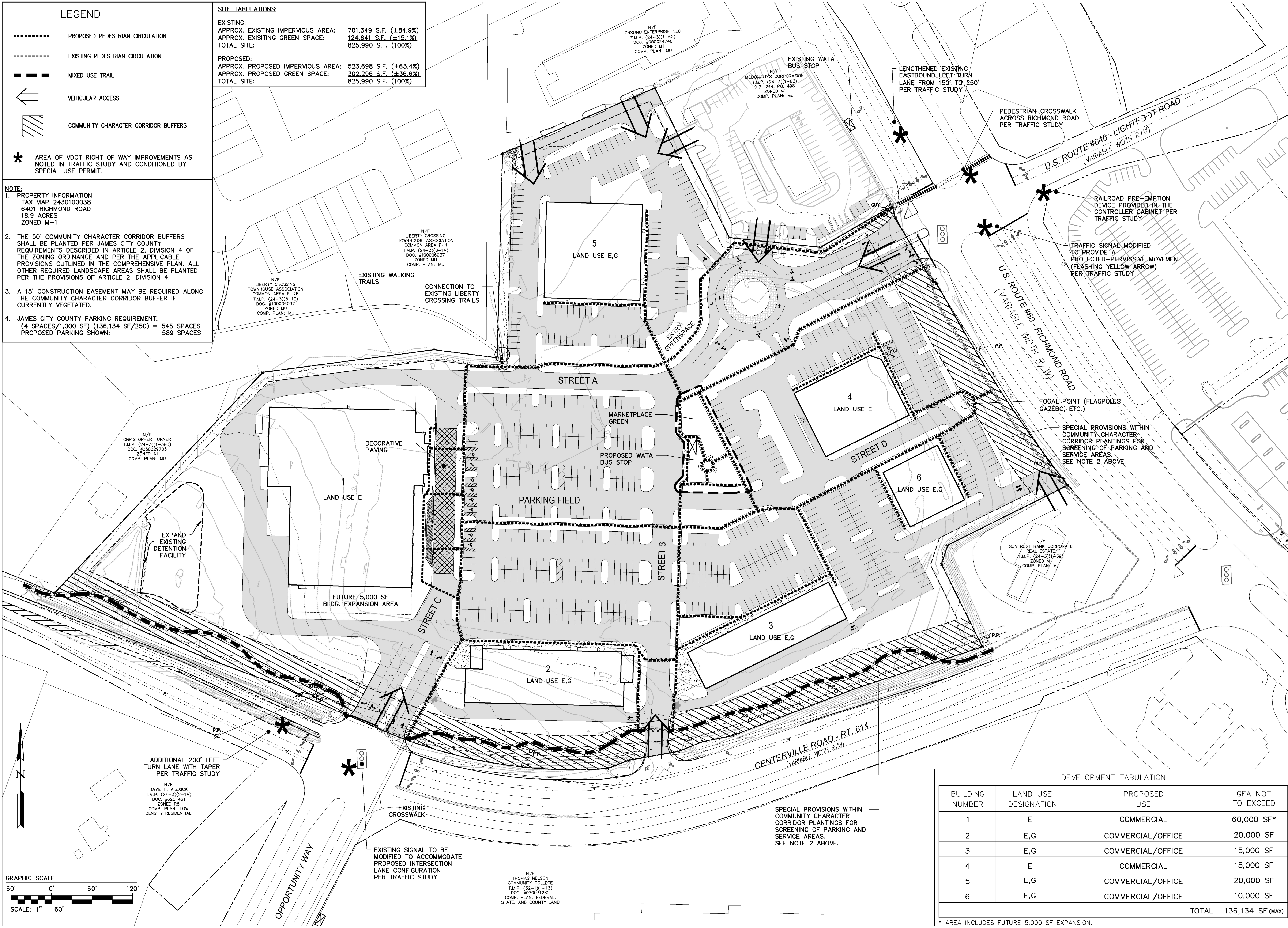
.....	PROPOSED PEDESTRIAN CIRCULATION
- - - - -	EXISTING PEDESTRIAN CIRCULATION
— — —	MIXED USE TRAIL
← ← ←	VEHICULAR ACCESS
	COMMUNITY CHARACTER CORRIDOR BUFFERS

***** AREA OF VDOT RIGHT OF WAY IMPROVEMENTS AS NOTED IN TRAFFIC STUDY AND CONDITIONED BY SPECIAL USE PERMIT.

NOTE:

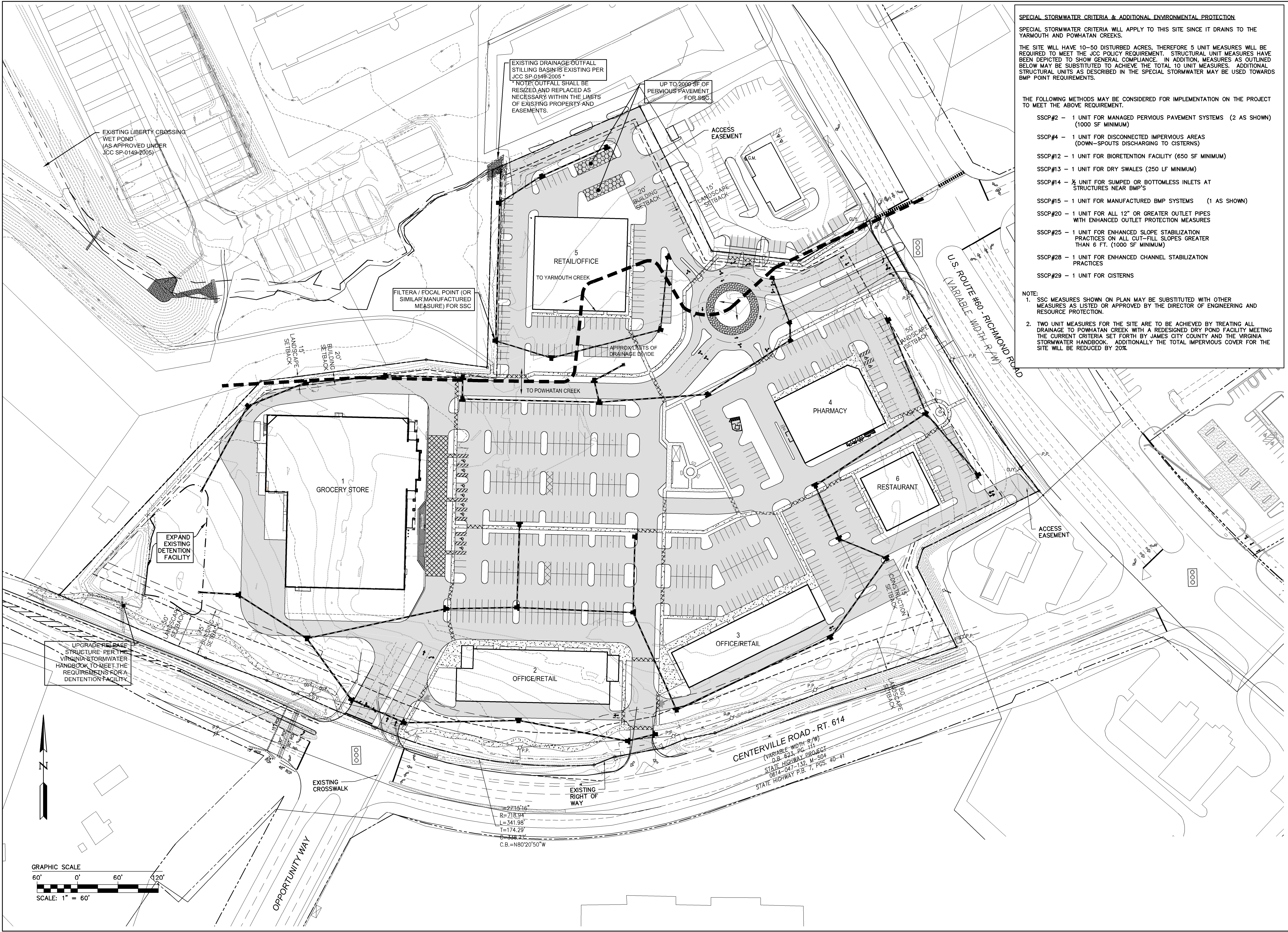
1. PROPERTY INFORMATION:
TAX MAP 2430100038
6401 RICHMOND ROAD
18.9 ACRES
ZONED M-1
2. THE 50' COMMUNITY CHARACTER CORRIDOR BUFFERS SHALL BE PLANTED PER JAMES CITY COUNTY REQUIREMENTS DESCRIBED IN ARTICLE 2, DIVISION 4 OF THE ZONING ORDINANCE AND PER THE APPLICABLE PROVISIONS OUTLINED IN THE COMPREHENSIVE PLAN. ALL OTHER REQUIRED LANDSCAPE AREAS SHALL BE PLANTED PER THE PROVISIONS OF ARTICLE 2, DIVISION 4.
3. A 15' CONSTRUCTION EASEMENT MAY BE REQUIRED ALONG THE COMMUNITY CHARACTER CORRIDOR BUFFER IF CURRENTLY VEGETATED.
4. JAMES CITY COUNTY PARKING REQUIREMENT:
(4 SPACES/1,000 SF) (136,134 SF/250) = 545 SPACES
PROPOSED PARKING SHOWN: 589 SPACES

<u>SITE TABULATIONS:</u>		
EXISTING:		
APPROX. EXISTING IMPERVIOUS AREA:	701,349	S.F. (±84.9%)
APPROX. EXISTING GREEN SPACE:	124,641	S.F. (±15.1%)
TOTAL SITE:	825,990	S.F. (100%)
PROPOSED:		
APPROX. PROPOSED IMPERVIOUS AREA:	523,698	S.F. (±63.4%)
APPROX. PROPOSED GREEN SPACE:	302,296	S.F. (±36.6%)
TOTAL SITE:	825,990	S.F. (100%)



DEVELOPMENT TABULATION			
BUILDING NUMBER	LAND USE DESIGNATION	PROPOSED USE	GFA NOT TO EXCEED
1	E	COMMERCIAL	60,000 SF*
2	E,G	COMMERCIAL/OFFICE	20,000 SF
3	E,G	COMMERCIAL/OFFICE	15,000 SF
4	E	COMMERCIAL	15,000 SF
5	E,G	COMMERCIAL/OFFICE	20,000 SF
6	E,G	COMMERCIAL/OFFICE	10,000 SF
TOTAL			136,134 SF (MAX)

* AREA INCLUDES FUTURE 5,000 SF EXPANSION



SPECIAL STORMWATER CRITERIA & ADDITIONAL ENVIRONMENTAL PROTECTION

SPECIAL STORMWATER CRITERIA WILL APPLY TO THIS SITE SINCE IT DRAINS TO THE YARMOUTH AND POWHATAN CREEKS.

THE SITE WILL HAVE 10-50 DISTURBED ACRES, THEREFORE 5 UNIT MEASURES WILL BE REQUIRED TO MEET THE JCC POLICY REQUIREMENT. STRUCTURAL UNIT MEASURES HAVE BEEN DEPICTED TO SHOW GENERAL COMPLIANCE. IN ADDITION, MEASURES AS OUTLINED BELOW MAY BE SUBSTITUTED TO ACHIEVE THE TOTAL 10 UNIT MEASURES. ADDITIONAL STRUCTURAL UNITS AS DESCRIBED IN THE SPECIAL STORMWATER MAY BE USED TOWARDS BMP POINT REQUIREMENTS.

THE FOLLOWING METHODS MAY BE CONSIDERED FOR IMPLEMENTATION ON THE PROJECT TO MEET THE ABOVE REQUIREMENT.

SSCP#2 - 1 UNIT FOR MANAGED PERVIOUS PAVEMENT SYSTEMS (2 AS SHOWN) (1000 SF MINIMUM)

SSCP#4 - 1 UNIT FOR DISCONNECTED IMPERVIOUS AREAS (DOWN-SPOUTS DISCHARGING TO CISTERNS)

SSCP#12 - 1 UNIT FOR BIORETENTION FACILITY (650 SF MINIMUM)

SSCP#13 - 1 UNIT FOR DRY SWALES (250 LF MINIMUM)

SSCP#14 - 1/2 UNIT FOR SUMPED OR BOTTOMLESS INLETS AT STRUCTURES NEAR BMP'S

SSCP#15 - 1 UNIT FOR MANUFACTURED BMP SYSTEMS (1 AS SHOWN)

SSCP#20 - 1 UNIT FOR ALL 12" OR GREATER OUTLET PIPES WITH ENHANCED OUTLET PROTECTION MEASURES

SSCP#25 - 1 UNIT FOR ENHANCED SLOPE STABILIZATION PRACTICES ON ALL CUT-FILL SLOPES GREATER THAN 6 FT. (1000 SF MINIMUM)

SSCP#28 - 1 UNIT FOR ENHANCED CHANNEL STABILIZATION PRACTICES

SSCP#29 - 1 UNIT FOR CISTERNS

NOTE:

1. SSC MEASURES SHOWN ON PLAN MAY BE SUBSTITUTED WITH OTHER MEASURES AS LISTED OR APPROVED BY THE DIRECTOR OF ENGINEERING AND RESOURCE PROTECTION.

2. TWO UNIT MEASURES FOR THE SITE ARE TO BE ACHIEVED BY TREATING ALL DRAINAGE TO POWHATAN CREEK WITH A REDESIGNED DRY POND FACILITY MEETING THE CURRENT CRITERIA SET FORTH BY JAMES CITY COUNTY AND THE VIRGINIA STORMWATER HANDBOOK. ADDITIONALLY THE TOTAL IMPERVIOUS COVER FOR THE SITE WILL BE REDUCED BY 20%.

Rev.	Date	Description	Revised By

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Hampton Roads | Central Virginia | Middle Peninsula

LIGHTFOOT MARKETPLACE

SPECIAL USE PERMIT

STONEHOUSE DISTRICT | JAMES CITY COUNTY | VIRGINIA

Project Contacts: GAM/JSP

Project Number: W10234-01

Scale: 1"=60'

Date: 6/21/13

Sheet Title: CONCEPTUAL STORMWATER MASTER PLAN

Sheet Number: 4

MEMORANDUM

DATE: January 8, 2014

TO: Planning Commission

FROM: Luke Vinciguerra, Planner
Jose Ribeiro, Senior Planner II

SUBJECT: FY2015-FY2019 Capital Improvements Program (CIP)

The Policy Committee (Committee) annually ranks Capital Improvements Program (CIP) requests submitted by various County agencies. The purpose of this task is to provide guidance to the Board of Supervisors regarding priority projects during the budget process. After a series of meetings to discuss and rank CIP requests, the Committee, in conjunction with staff, is forwarding its recommendations to the Planning Commission for consideration.

As described in the Virginia State Code, the CIP is one of the methods of implementing the Comprehensive Plan, of equal importance to methods like the zoning and subdivision ordinances, official maps, and transportation plans. The Committee uses a standardized set of ranking criteria to prioritize projects. Committee members evaluated each request for funding and produced a numerical score between 10 and 100. The scores generated by individual Committee members were then averaged to produce the Committee's final score and priority. The Committee's ranking criteria is attached for reference (see Attachment 1).

The CIP project requests are grouped into the following general funding categories:

- *Group I:* New Projects with FY15 funds requested (projects not adopted for funding in previous CIP cycles),and
- *Group II:* Amendments to previously funded applications.

The projects are listed from highest to lowest within their prospective category; however, the priority numbers and scores are reflective of all the projects in both groupings (i.e., overall priority one is in group two).

Attachment 2 groups the CIP requests and contains a summary of the CIP projects, scores, and rankings. This is the document that is forwarded to the Board showing the Commission's priorities.

In order to get a more complete overview of the capital budget, the Committee requested that the Virginia Department of Transportation's Secondary System Construction Program be included in this packet. This information can be found in Attachment 3.

RECOMMENDATION:

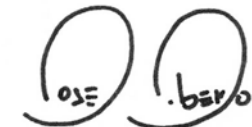
At its December 5, 2013 meeting, the Committee unanimously recommended forwarding the following FY15 Capital Improvements Program priorities to serve as a recommendation to the Board of Supervisors. The top 14 projects selected in terms of ranking are:

1. Stormwater Neighborhood Drainage Improvements & Water Quality Improvements
2. Local match account for transportation system improvement grants
3. Automatic Vehicle Locator (AVL)*
3. Shelter Generator- James River Community Center/James River Elementary*
3. Chickahominy Riverfront Park Shoreline Stabilization*
6. New Middle School
7. James City County Fiber Optic Ring, Phase II
8. Greenways/Trails
9. Mid County Park-Phase 2*
9. James City Recreation Center Park -Outdoor Restroom/Concession Building*
9. General Services Administration and Operations Building*
12. Parks and Recreation Administrative Offices
13. Content Management System
14. 311

**These projects received equal rankings from the Policy Committee, so therefore share the number priority.*

Staff recommends that the Planning Commission forward these priorities to the Board of Supervisors for consideration during the budget process.


Luke Vinciguerra, Planner


José Ribeiro, Senior Planner II

Attachments:

- 1.) Policy Committee ranking criteria
- 2.) Policy Committee Capital Improvement Program Rankings
- 3.) Secondary System Construction Program
- 4.) Unapproved Policy Committee minutes from December 2, 2013
- 5.) Unapproved Policy Committee minutes from December 3, 2013
- 6.) Unapproved Policy Committee minutes from December 5, 2013

CAPITAL IMPROVEMENT PROGRAM RANKING CRITERIA

James City County Planning Commission

SUMMARY

The Capital Improvement Program ("CIP") is the process for evaluating, planning, scheduling, and implementing capital projects. The CIP supports the objectives of the Comprehensive Plan through the sizing, timing, and location of public facilities such as buildings, roads, schools, park and recreation facilities, water, and sewer facilities. While each capital project may meet a specific need identified in the Comprehensive Plan or other department or agency plan, all capital plans must compete with other projects for limited resources, receive funding in accordance with a priority rating system and be formally adopted as an integral part of the bi-annual budget. Set forth below are the steps related to the evaluation, ranking, and prioritization of capital projects.

A. DEFINITION

The CIP is a multi-year flexible plan outlining the goals and objectives regarding public capital improvements for James City County ("JCC" or the "County"). This plan includes the development, modernization, or replacement of physical infrastructure facilities, including those related to new technology. Generally a capital project such as roads, utilities, technology improvements, and county facilities is nonrecurring (though it may be paid for or implemented in stages over a period of years), provides long term benefit and is an addition to the County's fixed assets. Only those capital projects with a total project cost of \$50,000 or more will be ranked. Capital maintenance and repair projects will be evaluated by departments and will not be ranked by the Policy Committee.

B. PURPOSE

The purpose of the CIP ranking system is to establish priorities for the 5-year CIP plan ("CIP plan"), which outlines the projected capital project needs. This CIP plan will include a summary of the projects, estimated costs, schedule and recommended source of funding for each project where appropriate. The CIP plan will prioritize the ranked projects in each year of the CIP plan. However, because the County's goals and resources are constantly changing, this CIP plan is designed to be re-assessed in full bi-annually, with only new projects evaluated in exception years, and to reprioritize the CIP plan annually.

C. RANKINGS

Capital projects, as defined in paragraph A, will be evaluated according to the CIP Ranking Criteria. A project's overall score will be determined by calculating its score against each criterion. The scores of all projects will then be compared in order to provide recommendations to the Board of Supervisors. The components of the criteria and scoring scale will be included with the recommendation.

D. FUNDING LIMITS

On an annual basis, funds for capital projects will be limited based on the County's financial resources including tax and other revenues, grants and debt limitations, and other principles set forth in the Board of Supervisors' Statement of Fiscal Goals:

- general obligation debt and lease revenue debt may not exceed 3% of the assessed valuation of property,

- debt service costs are not to exceed 10-12% of total operation revenues, including school revenue, and
- debt per capita income is not to exceed \$2,000 and debt as a percentage of income is not to exceed 7.5%.

Such limits are subject to restatement by the Board of Supervisors at their discretion. Projects identified in the CIP plan will be evaluated for the source or sources of funding available, and to protect the County's credit rating to minimize the cost of borrowing.

E. SCHEDULING OF PROJECTS

The CIP plan schedules will be developed based on the available funding and project ranking and will determine where each project fits in the 5 year plan.

CIP RANKING CRITERIA

Project Ranking By Areas of Emphasis

1. Quality of Life (20%) - Quality of life is a characteristic that makes the County a desirable place to live and work. For example, public parks, water amenities, multi-use trails, open space, and preservation of community character enhance the quality of life for citizens. A County maintenance building is an example of a project that may not directly affect the citizen's quality of life. The score will be based on the considerations, such as:

- A. Is the project in conformance with and supportive of the goals, strategies and actions set forth in the Comprehensive Plan?
- B. Does the project support objectives addressed in a County sponsored service plans, master plans, or studies?
- C. Does the project relate to the results of the citizen survey, Board of Supervisors policy, or appointed committee or board?
- D. Does the project increase or enhance educational opportunities?
- E. Does the project increase or enhance recreational opportunities and/or green space?
- F. Will the project mitigate blight?
- G. Does the project target the quality of life of all citizens or does it target one demographic? Is one population affected positively and another negatively?
- H. Does the project preserve or improve the historical, archeological and/or natural heritage of the County? Is it consistent with established Community Character?
- I. Does the project affect traffic positively or negatively?
- J. Does the project improve, mitigate, and / or prevent degradation of environmental quality (e.g. water quality, protect endangered species, improve or reduce pollution including noise and/or light pollution)?

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
The project does not affect or has a negative affect on the quality of life in JCC.				The project will have some positive impact on quality of life.					The project will have a large positive impact on the quality of life in JCC.

2. Infrastructure (20%) – This element relates to infrastructure needs such as schools, waterlines, sewer lines, waste water or storm water treatment, street and other transportation facilities, and County service facilities. High speed, broadband or wireless communication capabilities would also be included in this element. Constructing a facility in excess of facility or service standards would score low in this category. The score will be based on considerations such as:

- A. Is the project in conformance with and supportive of the goals, strategies and actions set forth in the Comprehensive Plan?
- B. Does the project support objectives addressed in a County sponsored service plan, master plan, or study?
- C. Does the project relate to the results of a citizen survey, Board of Supervisors policy, or appointed committee or board?
- D. Is there a facility being replaced that has exceeded its useful life and to what extent?
- E. Do resources spent on maintenance of an existing facility justify replacement?
- F. Does this replace an outdated system?

- G. Does the facility/system represent new technology that will provide enhance service?
- H. Does the project extend service for desired economic growth?

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
The level of need is low				There is a moderate level of need					The level of need is high, existing facility is no longer functional, or there is no facility to serve the need

3. Economic Development (15%) – Economic development considerations relate to projects that foster the development, re-development, or expansion of a diversified business/industrial base that will provide quality jobs and generate a positive financial contribution to the County. Providing the needed infrastructure to encourage redevelopment of a shopping center would score high in this category. Reconstructing a storm drain line through a residential neighborhood would likely score low in the economic development category. The score will be based on considerations such as:

- A. Is the project in conformance with and supportive of the goals, strategies and actions set forth in the Comprehensive Plan?
- B. Does the project support objectives addressed in a County sponsored service plan, master plan, or study?
- C. Does the project relate to the results of a citizen survey, Board of Supervisors policy, or appointed committee or board?
- D. Does the project have the potential to promote economic development in areas where growth is desired?
- E. Will the project continue to promote economic development in an already developed area?
- F. Is the net impact of the project positive? (total projected tax revenues of economic development less costs of providing services)
- G. Will the project produce desirable jobs in the County?
- H. Will the project rejuvenate an area that needs assistance?

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
Project will not aid economic development				Neutral or will have some aid to economic development					Project will have a positive impact on economic development

4. Health/Public Safety (15%) - Health/public safety includes fire service, police service, safe roads, safe drinking water, fire flow demand, sanitary sewer systems and flood control. A health clinic, fire station or police station would directly impact the health and safety of citizens, scoring high in this category. Adding concession stands to an existing facility would score low in this category. The score will be based on considerations such as:

- A. Is the project in conformance with and supportive of the goals, strategies and actions set forth in the Comprehensive Plan?
- B. Does the project support objectives addressed in a County sponsored service plan, master plan, or study?

- C. Does the project relate to the results of a citizen survey, Board of Supervisors policy, or appointed committee or board?
- D. Does the project directly reduce risks to people or property (i.e. flood control)?
- E. Does the project directly promote improved health or safety?
- F. Does the project mitigate an immediate risk?

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
Project has no or minimal impact on health/safety				Project has some positive impact on health/safety					Project has a significant positive impact on health/safety

5. Impact on Operational Budget (10%) – Some projects may affect the operating budget for the next few years or for the life of the facility. A fire station must be staffed and supplied; therefore it has an impact on the operational budget for the life of the facility. Replacing a waterline will not require any additional resources from the operational budget. The score will be based on considerations such as:

- A. Is the project in conformance with and supportive of the goals, strategies and actions set forth in the Comprehensive Plan?
- B. Does the project support objectives addressed in a County sponsored service plan, master plan, or study?
- C. Does the project relate to the results of a citizen survey, Board of Supervisors policy, or appointed committee or board?
- D. Will the new facility require additional personnel to operate?
- E. Will the project lead to a reduction in personnel or maintenance costs or increased productivity?
- F. Will the new facility require significant annual maintenance?
- G. Will the new facility require additional equipment not included in the project budget?
- H. Will the new facility reduce time and resources of city staff maintaining current outdated systems? This would free up staff and resources, having a positive effect on the operational budget.
- I. Will the efficiency of the project save money?
- J. Is there a revenue generating opportunity (e.g. user fees)?
- K. Does the project minimize life-cycle costs?

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
Project will have a negative impact on budget				Project will have neutral impact on budget					Project will have positive impact on budget or life-cycle costs minimized

6. Regulatory Compliance (10%) – This criterion includes regulatory mandates such as sewer line capacity, fire flow/pressure demands, storm water/creek flooding problems, schools or prisons. The score will be based on considerations such as:

- A. Does the project addresses a legislative, regulatory or court-ordered mandate? (0- 5 years)
- B. Will the future project impact foreseeable regulatory issues? (5-10years)

- C. Does the project promote long-term regulatory compliance (>10 years)
- D. Will there be a serious negative impact on the county if compliance is not achieved?
- E. Are there other ways to mitigate the regulatory concern?

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
Project serves no regulatory need				Project serves some regulatory need or serves a long-term need					Project serves an immediate regulatory need

7. Timing/Location (10%) - Timing and location are important aspects of a project. If the project is not needed for many years it would score low in this category. If the project is close in proximity to many other projects and/or if a project may need to be completed before another one can be started it would score high in this category. The score will should be based on considerations such as:

- A. Is the project in conformance with and supportive of the goals, strategies and actions set forth in the Comprehensive Plan?
- B. Does the project support objectives addressed in a County sponsored service plan, master plan, or study?
- C. Does the project relate to the results of a citizen survey, Board of Supervisors policy, or appointed committee or board?
- D. When is the project needed?
- E. Do other projects require this one to be completed first?
- F. Does this project require others to be completed first? If so, what is magnitude of potential delays (acquisition of land, funding, and regulatory approvals)?
- G. Can this project be done in conjunction with other projects? (E.g. waterline/sanitary sewer/paving improvements all within one street)
- H. Will it be more economical to build multiple projects together (reduced construction costs)?
- I. Will it help in reducing repeated neighborhood disruptions?
- J. Will there be a negative impact of the construction and if so, can this be mitigated?
- K. Will any populations be positively/negatively impacted, either by construction or the location (e.g. placement of garbage dump, jail)?
- L. Are there inter-jurisdictional considerations?
- M. Does the project conform to Primary Service Area policies?
- N. Does the project use an existing County-owned or controlled site or facility?
- O. Does the project preserve the only potentially available/most appropriate, non-County owned site or facility for project's future use?
- P. Does the project use external funding or is a partnership where funds will be lost if not constructed.

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
No critical timing or location issues				Project timing OR location is important					Both project timing AND location are important

8. Special Consideration (*no weighting- if one of the below categories applies, project should be given special funding priority*) – Some projects will have features that may require that the County undertake the project immediately or in the very near future. Special considerations may include the following (check all applicable statement(s)):

A.	Is there an immediate legislative, regulatory, or judicial mandate which, if unmet, will result in serious detriment to the County, and there is no alternative to the project?	
B.	Is the project required to protect against an immediate health, safety, or general welfare hazard/threat to the County?	
C.	Is there a significant external source of funding that can only be used for this project and/or which will be lost if not used immediately (examples are developer funding, grants through various federal or state initiatives, and private donations)?	

Attachment 2		Policy Committee Capital Improvement Program Rankings													
REVISED 12/16/13		Non-maintenance items													
ID	Applying Agency	Project Name:	Project Description	FY15 Requested \$	FY16 Requested \$	FY17 Requested \$	FY18 Requested \$	FY19 Requested \$	Total Requested \$	Agency Ranking	FY 15 PC Score:	Special Considerations	Priority		
Group I: New Projects with FY15 Funds Requested (projects not adopted for funding in FY15 budget).															
AI	Planning	Local match account for transportation system improvement grants	Funding for transportation projects.		750,000	750,000	750,000	750,00	3,000	1 of 1	60		2		
A	Fire	Shelter Generator - James River Community Center/James River Elementary	Installation of a generator at the Abram Frink Community Center to provide emergency power.	277,000					277,000	1 of 1	54		3		
B	Police	Automatic Vehicle Locator (AVL)	GPS-based system that is integrated with existing Mobile Data Terminals (MDT) used by public safety personnel. AVL allows for police officers, fire fighters, EMS personnel and Sheriff's deputies to use the GPS coordinates of their vehicles and the electronic map on their MDT to help find their way to incident locations.	155,000					155,000	1 of 1	54		3		
G	P&R	Chickahominy Riverfront Park Shoreline Stabilization	Implementation of the Shaping our Shores Master Plan. Shoreline stabilization along the Chickahominy River which has continued to erode and is becoming a safety issue for park visitors.			450,000			450,000	9 of 31	54		3		
L	P&R	Greenways/Trails	Planning, development and improvement of trails and greenways consistent with the Greenways Master Plan.	50,000	50,000	50,000	50,000	50,000	250,000	6 of 31	48		8		
N	P&R	James City Recreation Center Park- Outdoor Restroom/Concession Building	Facility will meet the increasing needs of participants and families utilizing the athletic fields and accessible playground. Current use of portable toilets does not meet ADA needs of playground users and volume of athletic field use.			350,000			350,000	13 of 31	47		9		
V	P&R	Mid County Park-Phase2	Continued implementation of the approved Master Plan for Mid County Park. Phase 2 consists of the installation of a splash pad, eastern parking lot addition, bus parking addition and sidewalk connections.		400,000				400,000	4 of 31	47		9		
AG	FMS	311	The purpose of 3-1-1 access is to divert non-emergency inquiries away from the 9-1-1 emergency service as well to provide a valuable community service to residents. Common inquiries made to 3-1-1 call centers may include the reporting of debris on a roadway, notifying city officials of broken street lights or asking questions regarding trash pick-up, bus schedules or other municipal services.	63,000	15,000	15,000	16,000	17,000	126,000		42	This application scored a '33' in FY 14	14		
W	P&R	Olde Towne Trail	This 10 foot paved multi use trail would provide connectivity between New Town, James City County Recreation Center, Warhill Sports Complex, Warhill and Lafayette High Schools and end at Freedom Park. A portion of construction of the trail was included as a requirement for Olde Towne Timeshares.			250,000	2,250,000		2,500,000	17 of 31	41	This project scored a '43' by the Committee in FY 14			

ID	Applying Agency	Project Name:	Project Description	FY15 Requested \$	FY16 Requested \$	FY17 Requested \$	FY18 Requested \$	FY19 Requested \$	Total Requested \$	Agency Ranking	FY 15 PC Score:	Special Considerations	Priority	
M	P&R	Hornsby/Blayton Restroom/Concession	Construction and installation of a restroom/concession facility to serve this 7 field athletic complex by community groups, schools and tournament use. Would replace use of portable toilets currently being used.				200,000		200,000	15 of 31	40			
AH	FMS	Content Management System (CMS)	Software allowing citizens and staff to report and track problems, concerns or questions via the web or email.	145,000	20,000	20,000	20,000	20,000	225,000		40		13	
D	P&R	Abram Frink Jr. Athletic Fields Enhancements	Funds requested would provide lighting to existing baseball and multi use athletic fields. Lighted fields are needed at this end of the county to reduce number of athletic teams utilizing existing lighted fields and reduce travel time for residents of the Roberts District. Additional lighted fields will also support increased sports tourism efforts.				175,000		175,000	26 of 31	39			
E	P&R	Abram Frink Jr. Community Center Outdoor Enhancments	This request proposes to eliminate the existing tennis courts which are under utilized and in need of maintenance and replace with a 1500 sf splash pad/playground, and and a covered picnic shelter to host programs and rentals.	300,000					300,000	2 of 31	39			
Q	P&R	Jamestown Beach Park-Shaping Our Shores Planning	Predesign planning activities associated with implementing the Shaping Our Shores (SOS) Master Plan at Jamestown Beach Park. These activities are boundary/topographic survey, SUP preparations, intensive (Phase II and III) archeological investigations and traffic impact analysis.		290,000				290,000	5 of 31	39			
F	P&R	Chickahominy Riverfront Park-Shaping Our Shores Planning	Funds requested for predesign planning necessary for implementation of the approved Shaping our Shores Master Plan including Survey, Traffic Analysis, and archeology studies.				95,000		95,000	10 of 31	38			
T	P&R	Mid County Park-Phase 3	Implementation of the approved Master Plan for Mid County Park. Phase 3 consists of the installation of an additional large shelter, western parking addition, gator shed and dumpster pad, bioretention facility, sidewalk connections and relocation of the existing volleyball courts.			400,000			400,000	8 of 31	38			
J	P&R	Freedom Park Phase 4-Active Recreation and Support Facilities	Active recreation facilities with support facilities: basketball/tennis courts, water playground/pool, parking, storage, shelters, restrooms as per approved Master Plan.				5,000,000	4,500,000	9,500,000	30 of 31	37			

ID	Applying Agency	Project Name:	Project Description	FY15 Requested \$	FY16 Requested \$	FY17 Requested \$	FY18 Requested \$	FY19 Requested \$	Total Requested \$	Agency Ranking	FY 15 PC Score:	Special Considerations	Priority	
AD	P&R	Warhill Sports Complex Tournament Enhancements	Funds requested for enhancements to the Warhill Sports Complex to encourage the continued and expanded growth in the Sports Tourism initiative. This requests includes the addition of fencing to provide access to stadium restroom facilities during tournaments, installation of pavers in common areas where grass has not been successful due to heavy pedestrian traffic, 4 additional mini shelters, and 6 additional concession shade structures.			500,000			500,000	3 of 31	36			
O	P&R	James City Recreation Center Park- Parking Expansion	Additional parking is essential for public use of the facilities on the Recreation Center park property. Building and field use are restricted numerous times of the year due to a lack of parking. Increased use of Skate Park and the addition of the MY Place playground substantiates the need for an increased and improved parking area.			600,000			600,000	14 of 31	35			
Z	P&R	Warhill Sports Complex-Community Gym	Funds requested represented continued implementation of the approved Master Plan for Warhill Sports Complex. This request is for construction and installation of a Community Gymnasium to serve the indoor needs of community athletic organizations, schools and general public use.		5,300,000				5,300,000	11 of 31	35			
K	P&R	Freedom Park Phase 5- Water based facilities	Implementation of Phase 5 Freedom Park Master Plan to include water based and support facilities, sand beach, fishing pier, playground, lakehouse/meeting room, parking and boat rental facility.					3,000,000	3,000,000	31 of 31	34			
AA	P&R	Warhill Sports Complex Multi-use Field Complex	This request is for construction and installation of a lighted multi-use field complex to accommodate 8 soccer/football size fields, restroom/concession facility, parking and roadways.				780,000	7,020,000	7,800,000	20 of 31	33			
R	P&R	Jamestown Beach Park-Vermillion House and Event Area	Funds requested for the implementation of the Shaping our Shores Master Plan including the restoration of the Vermillion House/Gardens, parking and event tents.			2,700,000			2,700,000	7 of 31	32			
C	Communications	Building D conference room video broadcast package w/ integrated portable location package	This package offers the County 2 broadcast solutions requested by citizens and BOS to provide more opportunities to see local government at work. 1) Includes a streamlined portable equipment package designed to efficiently tape meetings on location in the County and 2) allows the County to broadcast live from the larger Building D conference room. The total package would be bought and installed over two fiscal years. This request does not address sound isolation problems in the building D conference room.	234,114					234,114	1 of 1	30	This application scored a '42' in FY 14		

ID	Applying Agency	Project Name:	Project Description	FY15 Requested \$	FY16 Requested \$	FY17 Requested \$	FY18 Requested \$	FY19 Requested \$	Total Requested \$	Agency Ranking	FY 15 PC Score:	Special Considerations	Priority	
AC	P&R	Warhill Sports Complex Softball	Funds requested for continued implementation of the approved Master Plan for Warhill Sports Complex. This request is for construction and installation of a 4 field Softball Complex, restrooms and infrastructure.				410,000	3,690,000	4,100,000	21 of 31	30			
U	P&R	Mid County Park-Phase 4	Continued implementation of the approved Master Plan for Mid County Park. An approved site plan allows for a phased in approach to complete the Master Plan. Phase 4 consists of providing lighting to the Multi Use Trail which encircles the park property.				150,000		150,000	16 of 31	29			
AB	P&R	Warhill Sports Complex Multi-use Paths	This request is for construction and installation of multi use walking paths to provide connectivity between park amenities. Surface will allow for safe access between facilities for walkers, runners, strollers and increase safety of park users during evening activities through spill over field lighting.				140,000	1,260,000	1,400,000	23 of 31	29			
AE	P&R	Warhill Sports Complex-Baseball Field #6	Continued implementation of the approved Master Plan for Warhill Sports Complex. This request is for construction and installation of Baseball Field #6, two picnic areas with restrooms and parking.				170,000	1,530,000	1,700,000	12 of 31	29			
H	P&R	Freedom Park Environmental Education Center	Implementation of approved Master Plan amenities. Center would be designed to meet public and school needs for environmental education.					2,700,000	2,700,000	29 of 31	28			
I	P&R	Freedom Park Phase 3- Passive Recreation and Support Facilities	Implement Phase 3 of Freedom Park Master Plan to include development of passive recreation facilities, amphitheater, picnic areas, parking, loop road and trails				2,800,000	2,800,000	5,600,000	28 of 31	28			
S	P&R	Little Creek Reservoir Master Plan Implementation	Funds requested represent implementation of an approved Master Plan which is scheduled to be completed in FY 14					350,000	350,000	25 of 31	28			
AF	P&R	Warhill Sports Complex-Field Hockey&Lacrosse Complex	Funds requested represented continued implementation of the approved Master Plan for Warhill Sports Complex. This request is for construction and installation of a Field Hockey/Lacrosse complex to include parking and restroom facilities.				260,000	2,340,000	2,600,000	22 of 31	28			
P	P&R	James City Recreation Center Park-Tower Site Improvements	Funds requested for the implementation of an approved Master Plan.				500,000	500,000	1,000,000	18 of 31	26			
X	P&R	Upper County Park Master Plan Implementation	Funds requested for the implementation of an approved Master Plan					500,000	500,000	24 of 31	26			
Y	P&R	Warhill Sports Complex Baseball Enhancements Shade Structures	Funds requested represent the installation of 16 shade structures to provide protection for spectators at the baseball fields of Warhill Sports Complex. Increased emphasis on Sports Tourism and expansion of partner baseball organizations has increased the number of citizens/visitors using the fields and staying for longer periods of time.					240,000	240,000	27 of 31	25			

[illegible]

Secondary Construction Program

District: Hampton Roads
 County: James City County
 Board Approval Date:

2014-15 through 2018-19

Route	Road Name	Estimated Cost		Traffic Count
PPMS ID	Project #			Scope of Work
Accomplishment	Description			FHWA #
Type of Funds	FROM			Comments
Type of Project	TO			
Priority #	Length	Ad Date		
0615	IRONBOUND ROAD	PE	\$1,853,830	17511
50057	0615047169	RW	\$4,153,499	Reconstruction w/o Added Capacity
RAAP CONTRACT	RTE 615 - RECONSTRUCT TO 4 LANES	CN	\$8,071,583	4H004
STP	0.067 MILE SOUTH OF INTERSECTION ROUTE 616	Total	\$14,078,912	State funds - AC for future federal conversion. Revised schedule required.
SECONDARY - ONE HEARING DESIGN	0.005 MILES SOUTH OF ROUTE 747			
0001.00	1.1		5/25/2010	
0614	Centerville Road	PE	\$17,359	
90435	0614047S81	RW	\$0	Safety
NON VDOT	CENTERVILLE RD/LONGHILL RD INTERSECT IMPROV (FREEDOM PARK)	CN	\$803,865	1H021
FH/S	.26 Mi South of Centerville - Longhill Road Intersection	Total	\$821,224	
Single Hearing	.16 North of Centerville - Longhill RTE 612 Intersection		9/15/2010	
0002.00	0.4			
0612	LONGHILL ROAD	PE	\$800,000	
100921	0612047631	RW	\$2,000,000	Reconstruction w/ Added Capacity
RAAP CONTRACT	WIDEN LONGHILL RD FRM RTE 199 - TO OLD TOWN RD RT 658	CN	\$9,000,000	23003
	RTE 199 OVERPASS	Total	\$11,800,000	
0003.00	OLDE TOWN ROAD		4/16/2014	
	0.8			
0607	CROAKER ROAD	PE	\$600,000	
100920	0607047630	RW	\$350,000	Reconstruction w/ Added Capacity
RAAP CONTRACT	FOUR LANE WIDENING FRM LIBRARY TO RT 60	CN	\$11,000,000	24003
	RTE 60	Total	\$11,950,000	
0004.00	LIBRARY		10/10/2017	
	1.0			
0622	RACEFIELD ROAD	PE	\$30,296	90
67134	0622047P76	RW	\$0	Reconstruction w/o Added Capacity
STATE FORCES/HIRED EQUIPMENT	RTE 622 - RURAL RUSTIC ROAD (SURFACE TREAT NON-HARDSURFACE)	CN	\$150,808	16004
S	0.56 MILE WEST ROUTE 1040	Total	\$181,104	Accruing for CN. Use Rural Rustic Standards. BOS agrees with the Rural Rustic Concept.
NO PLAN,SECONDARY	1.00 MILE WEST ROUTE 1040			
0005.00	0.4			
0658	OLDE TOWNE RD	PE	\$700,000	
60512	0658047101	RW	\$350,000	Safety
RAAP CONTRACT	RTE 658 - IMPROVE CURVE	CN	\$1,605,801	4I021
S	0.5 MILE WEST ROUTE 199 overpass bridge	Total	\$2,655,801	
Single Hearing	At ROUTE 199 - overpass bridge		10/16/2014	
0006.00	0.5			

District: Hampton Roads
County: James City County

Board Approval Date:

2014-15 through 2018-19

Route PPMS ID Accomplishment Type of Funds Type of Project Priority #	Road Name Project # Description FROM TO Length	Estimated Cost Ad Date	Traffic Count Scope of Work FHWA # Comments
8888 -2912	FUTURE BUDGET ITEMS & PLANT MIX VARIOUS LOCATIONS IN COUNTY	PE \$0 RW \$0 CN \$0 Total \$0	0 _____ FUNDS PLANNED FOR INCIDENTAL CONSTRUCTION WORK IN YR3-YR6.
9999.99			
4002 -2903	1204002 COUNTYWIDE PIPE & ENTRANCE VARIOUS LOCATIONS IN COUNTY	PE \$0 RW \$0 CN \$0 Total \$0	0 _____ INSTALLATION CHARGE FOR PIPES AT PRIVATE ENTRANCES AND OTHER MINOR DRAINAGE IMPROVEMENTS.
9999.99			
17633 RAAP CONTRACT STP Minimum Plan 9999.99	Richmond Road and Croaker Road BW00047103 CLASS I BIKEWAY/PEDESTRIAN ROUTE 60 & CROAKER ROAD Croaker Rd: Norge Library to Richmond Rd Richmond Rd: Croaker Rd to Old Church Rd 1.5	PE \$515,414 RW \$150,000 CN \$2,009,841 Total \$2,675,255 4/14/2015	Facilities for Pedestrians and Bicycles 3H028 MPO Project. Revised schedule required.
0612 71617 RAAP CONTRACT CM MIN PLAN, FED- AID, SECONDARY 9999.99	0612047180 RTE 612 - PAVED SHOULDER ALONG LONGHILL ROAD ROUTE 614 (CENTERVILLE ROAD) ROUTE 199 2.8	PE \$15,584 RW \$0 CN \$0 Total \$15,584 7/1/2015	Safety 15021 Project cancelled. Revised schedule required.
0321 82961 RAAP CONTRACT CM, CMAQ PRIMARY - ONE HEARING DESIGN 9999.99	MONTICELLO AVENUE 0321047106 ADD L&R TURN LANES ON MONTICELLO AVE IRONBOUND RD NEWS ROAD OLD NEWS ROAD 0.5	PE \$520,000 RW \$1,035,742 CN \$1,649,600 Total \$3,205,342 3/11/2014	Reconstruction w/o Added Capacity 3H004 MPO Project. Revised schedule required.
0060 97214 NON VDOT SRTS Minimum Plan 9999.99	SRTS047614 James City - SRTS - James River ES - Crossing Improvement 0.17m feet west of inter of Rt 60 & Plantation Rd 0.17mi feet east of inter of Rt 60 & Plantation Rd 0.3	PE \$53,000 RW \$0 CN \$115,382 Total \$168,382 12/8/2012	Safety 4E121
0601 98823 RAAP CONTRACT BROS Minimum Plan 9999.99	0601047622 Bridge Replacement Rte 601 over Diascund Creek, Fed ID 10516 0.87 Mi to Int Rte. 603 0.87 Mi to Rte. 603	PE \$175,000 RW \$150,000 CN \$1,029,080 Total \$1,354,080 7/5/2018	643 Bridge Replacement w/o Added Capacity _6011 Revised schedule required.

District: Hampton Roads
 County: James City County

Board Approval Date:

2014-15 through 2018-19

Route	Road Name	Estimated Cost	Traffic Count
PPMS ID	Project #		Scope of Work
Accomplishment	Description		FHWA #
Type of Funds	FROM		Comments
Type of Project	TO		
Priority #	Length	Ad Date	
9999	VARIOUS COUNTY WIDE	PE \$0	
98870	9999047623	RW \$0	Resurfacing
NON VDOT	ARRA-C Countywide - Pavement Overlay Various	CN \$93,982	12005
RSTP	Roads	Total \$93,982	ARRA UPC 95044, ARRA-C UPC 98870.
No Plan	Various		
9999.99	Various	6/24/2010	
10.0			
4007		PE \$0	0
99768	1204007	RW \$0	Safety
	COUNTYWIDE TRAFFIC SERVICES	CN \$250,000	16021
S	VARIOUS LOCATIONS IN COUNTY	Total \$250,000	TRAFFIC SERVICES INCLUDE SECONDARY
	VARIOUS LOCATIONS IN COUNTY	3/1/2011	SPEED ZONES, SPEED STUDIES, OTHER
9999.99			NEW SECONDARY SIGNS
4005		PE \$0	0
99980	1204005	RW \$0	Preliminary Engineering
	COUNTYWIDE ENGINEERING & SURVEY	CN \$250,000	16015
S	VARIOUS LOCATIONS IN COUNTY	Total \$250,000	MINOR SURVEY & PRELIMINARY
	VARIOUS LOCATIONS IN COUNTY	3/1/2011	ENGINEERING FOR BUDGET ITEMS AND
9999.99			INCIDENTAL TYPE WORK.
4009		PE \$0	0
100042	1204009	RW \$0	Safety
	COUNTYWIDE TRAFFIC CALMING	CN \$250,000	16021
S	VARIOUS LOCATIONS IN COUNTY	Total \$250,000	TRAFFIC CALMING MEASURES AS
	VARIOUS LOCATIONS IN COUNTY	3/1/2011	DETERMINED BY RESIDENCY AND
9999.99			DISTRICT TRAFFIC ENGINEER
4006		PE \$0	0
100246	1204006	RW \$0	Preliminary Engineering
	COUNTYWIDE FERTILIZATION & SEEDING	CN \$250,000	16015
S	VARIOUS LOCATIONS IN COUNTY	Total \$250,000	FERTILIZATION AND SEEDING TO IMPROVE
	VARIOUS LOCATIONS IN COUNTY	3/1/2011	SLOPE STABILIZATION ON SECONDARY
9999.99			SYSTEM
4008		PE \$0	0
100291	1204008	RW \$0	Right of Way
	COUNTYWIDE RIGHT OF WAY ENGR.	CN \$250,000	16016
S	VARIOUS LOCATIONS IN COUNTY	Total \$250,000	USE WHEN IMPARTIAL TO OPEN A
	VARIOUS LOCATIONS IN COUNTY	1/30/2011	PROJECT: ATTORNEY FEES and
9999.99			ACQUISITION COST.

POLICY COMMITTEE MEETING

December 2, 2013

3:00 p.m.

County Government Center, Building A

1.) Roll Call

Present

Ms. Robin Bledsoe

Mr. Tim O'Connor

Staff Present

Mr. Paul Holt

Ms. Tammy Rosario

Ms. Sue Mellen

Ms. Beth Klapper

Guests Present

Mr. John Carnifax

Ms. Brittany Voll

2.) Minutes

Mr. Tim O'Connor moved to approve the November 14, 2013 minutes.

3.) Old Business

There was no Old Business to discuss.

4.) New Business

a. FY15 Capital Improvements Program (CIP) Requests

Mr. Luke Vinciguerra stated that the recommended agenda would be a discussion of the Parks and Recreation CIP requests. Mr. Vinciguerra noted that Mr. John Carnifax, Director of Parks and Recreation, was on hand to answer questions about the division's CIP requests. Mr. Vinciguerra further noted that Ms. Sue Mellen, Assistant Director of FMS, was available to answer any budget questions.

Mr. Vinciguerra stated that the agenda for the meeting on December 3, 2013 would include a presentation from the Williamsburg-James City County Schools. Mr. Vinciguerra noted that a representative from Stormwater would be available as well as representatives from any other divisions who might be needed to answer questions about their CIP applications.

Mr. O'Connor requested that Mr. Carnifax provide a broad overview of the anticipated needs for recreational facilities.

Mr. Carnifax stated that each year the Parks and Recreation Five Year Plan for recreational facilities and programs is updated based on population growth, citizen input, individual park master plans and recommendations in the adopted Comprehensive Plan, the Parks and Recreation Master Plan and the Virginia Outdoor Plan. CIP requests are based on priorities identified in the Five year Plan.

Mr. Carnifax stated the cost would be \$58 million to build out the facilities designated in all current master plans. Mr. Carnifax noted that three parks, Upper County Park, the Recreation Center Water Tower Site and Little Creek Reservoir, do not yet have a master plan. Mr. Carnifax noted that the process of developing master plans for those parks would begin in 2014.

Mr. Carnifax noted that, going forward, in addition to addressing needed facilities it would be necessary to factor in the cost of maintaining existing and future facilities.

Mr. Carnifax stated that the eastern and western ends of the County have been identified as needing additional facilities.

Mr. Carnifax noted that there has been a focus on improving school athletic facilities to accommodate local clubs on the weekends as a result of the desire to attract revenue generating sports tournaments to the Warhill Sports Complex.

Mr. Carnifax noted that at the direction of County Administration, a feasibility study is in progress for an aquatics center and a gymnasium. Mr. Carnifax further noted that approximately five years ago a community gymnasium had been proposed for the Warhill complex. Design work has been completed; however, there is currently no funding for construction.

Mr. Carnifax stated that ultimately it will be guidance from citizens, the Planning Commission and the Board of Supervisors that will shape plans for future recreational facilities and programs.

Ms. Bledsoe inquired where the Abram Frink, Jr. athletic fields were located.

Mr. Carnifax responded that those fields are located at the James River Elementary School. Mr. Carnifax noted that one of the fields is used regularly by one of the local football organizations. Mr. Carnifax further noted that when the property was originally developed there was a stipulation that the County could not light the fields as long as Carter's Grove was open to the public. Mr. Carnifax noted that there is a need to revisit that stipulation so that the fields can be lighted and put to additional use.

Mr. Carnifax further noted that there is need for a larger passive park or water based facility in that community. A potential project has been identified to convert a portion of the property behind James River Elementary School into a sprayground. Mr. Carnifax further noted that a program was being developed to teach water safety in the lower income communities. Mr. Carnifax noted that the health and life safety programs should be a priority.

Ms. Bledsoe inquired whether the Freedom Park Environmental Education Center was similar to those in other parks that focus on the area and natural habitats.

Mr. Carnifax confirmed and stated that this facility is shown on the park master plan and would be located near Colby Swamp. Mr. Carnifax further stated that this facility would be funded and operated in cooperation with the WJCC School System. Mr. Carnifax noted that the facility would be very similar to the one at Sandy Bottom Park in Hampton.

Ms. Bledsoe requested additional information regarding the emergency generator for the shelter the Abram Frink, Jr. Community Center.

Mr. Carnifax stated that the generator would allow the Community Center to be used as an emergency shelter.

Ms. Bledsoe inquired whether there was a priority order for the Parks and Recreation requests.

Mr. Carnifax stated that the priority would be maintaining and upgrading or improving existing facilities. Mr. Carnifax further stated that reviewing the master plans for the various parks and determining the best location and distribution for the recommended facilities would be a priority as the County's population increases.

Ms. Bledsoe inquired how many revenue generating events have been held at the Warhill Sports Complex.

Mr. Carnifax stated that he did not have that exact number but noted that the number of users and the revenue generated has increased every year.

Mr. Carnifax noted that, to date, the existing facilities at Warhill, supplemented by the school athletic facilities, have been adequate to accommodate both revenue generating tournaments and local sports groups; however, it will be important to upgrade additional existing school athletic facilities to meet future demand.

Ms. Bledsoe stated that she had concerns about the condition of the Vermillion house and inquired what the timeframe was for restoring the property.

Mr. Carnifax stated that there has been discussion regarding the property and several options are being considered; however, it will require further input and guidance from the Planning Commission and Board of Supervisors.

Mr. O'Connor inquired about the square footage of the proposed Parks and Recreation administrative offices.

Mr. Carnifax noted that staff is currently located in separate buildings which will eventually revert to rental space. This facility would provide permanent office space for administrative staff and program support in a central location. Mr. Carnifax noted that the build out would be done in phases with the administrative offices being first due to an urgent need to vacate the current space.

Ms. Bledsoe inquired when the administrative staff needed to move.

Mr. Carnifax stated that they were supposed to be out last August. Mr. Carnifax stated that he was not certain of the actual deadline.

Mr. O'Connor inquired how passive and active recreation facilities were defined.

Mr. Carnifax stated that generally athletic fields, gymnasiums, and swimming pools were defined as active facilities. Mr. Carnifax further noted that playgrounds and trails could be in both active and passive facilities.

Mr. O'Connor inquired whether project phases were interdependent. For example would the phases for Freedom Park need to be completed in a particular order.

Mr. Carnifax stated that most of the phases were independent and could be completed in any order. Mr. Carnifax further noted that a phase could be moved forward based on emerging need and community support.

Ms. Bledsoe noted that potential changes to the Longhill corridor with additional sidewalks could improve neighborhood connectivity for Freedom Park.

Mr. O'Connor inquired whether the Olde Towne Trail is being reviewed as part of the Longhill Road Corridor Study.

Mr. Carnifax stated that the project is not part of the Corridor Study. Mr. Carnifax noted that Olde Towne Timeshares (now the Colonies at Williamsburg), as a proffer condition, must build part of the Olde Towne Trail which will connect the James City County Recreation Center to the Warhill Sports Complex along the utility corridor and across Route 199. Mr. Carnifax noted that plans were under development for that portion of the trail which would account for approximately 25% of the project.

Ms. Bledsoe noted that the multi-use trail was the most popular topic in citizen input for the Longhill Road Corridor Study.

Mr. Carnifax noted that paved trails are always popular in public surveys. Mr. Carnifax noted that paved trails are more expensive to construct but require less maintenance; while cinder trails are less expensive to construct but have higher maintenance costs. Mr. Carnifax further noted that cinder trails were more popular with runners and walkers.

Mr. O'Connor inquired whether any sports leagues paid a fee to use concession facilities.

Mr. Carnifax stated that local nonprofit partners only pay a security deposit and that the revenue from those facilities is generated by the larger private tournaments. Mr. Carnifax further stated that in the previous year the concession facilities at the Warhill Complex generated over \$130,000 in direct revenue.

Mr. O'Connor noted that he had concerns that potential future changes to the Longhill Road corridor could affect work done on the Olde Towne Trail.

Mr. Carnifax concluded his presentation by providing the Committee with a copy of the Parks and Recreation Annual Report.

Ms. Bledsoe inquired whether applications for funding for design work should be scored only that or on the end result of the entire project.

Mr. Vinciguerra noted that it would make more sense to look at the big picture and consider the end result.

Mr. O'Connor noted that he had some questions related to applications that will be discussed at the next meeting and suggested that the questions could be handled by email or representatives could attend the meeting to discuss their projects.

Mr. O'Connor inquired about the square footage for the General Services administration building and whether replacement of fixture and equipment could be phased rather than done all at once.

Mr. O'Connor inquired if a list could be provided of the individual projects encompassed by the Stormwater Neighborhood Drainage Improvements and Water Quality Improvements application.

Ms. Bledsoe inquired whether the sinkholes in the Fernbrook Subdivision would be addressed by the project.

Mr. O'Connor noted that the application for the fiber optic ring mentioned only the School Board and inquired whether the fiber optic ring will be expanded to the schools.

Mr. Vinciguerra responded that the fiber optic ring would connect the schools, the community centers and the library.

Mr. O'Connor inquired whether the 311 System and the Content Management System (CMS) are integrated.

Mr. Vinciguerra noted that the requests were submitted as separate applications this year, whereas, they were on a combined application previously.

Mr. O'Connor inquired whether the potential need to acquire additional property to construct the General Services Administrative Building is factored in the estimated cost. Mr. O'Connor also inquired why the additional property might be required.

Ms. Bledsoe noted that the Committee members should complete reviewing the applications and the project rankings.

Mr. Vinciguerra requested that the Committee members provide the rankings in advance so they could be compiled for review at the final meeting.

Mr. O'Connor requested clarification on ownership of the James Blair site - whether "CW" is Colonial Williamsburg or the City of Williamsburg.

5.) Adjournment

There being no further discussion, the meeting was adjourned at 3:49 p.m.

Robin Bledsoe, Chair of the Policy Committee

POLICY COMMITTEE MEETING

December 3, 2013

3:00 p.m.

County Government Center, Building A

1.) Roll Call

Present

Ms. Robin Bledsoe
Mr. Tim O'Connor
Mr. Rich Krapf
Mr. Al Woods

Staff Present

Mr. Paul Holt
Ms. Tammy Rosario
Mr. Luke Vinciguerra
Mr. John Horne
Mr. Shawn Gordon
Ms. Fran Geissler
Ms. Marie Hopkins
Mr. John McDonald
Mr. Alan Robertson
Mr. Marcellus Snipes

Guests Present

Ms. Brittany Voll

Ms. Robin Bledsoe called the meeting to order at 3:00 p.m.

3.) Old Business – FY15 Capital Improvements Program (CIP) Requests

Mr. Luke Vinciguerra stated that at this time the Policy Committee members should ask the directors any questions they have regarding their department's applications.

Ms. Bledsoe stated that the discussion will begin with applications from the General Services Department.

Mr. Tim O'Connor asked why it is necessary to acquire new land for the General Services Administration and Operations Building.

Mr. John Horne stated that land must be purchased from the James City Service Authority for the project. Mr. Horne stated that the purchase of an adjacent piece of private property is also being considered.

Mr. O'Connor asked what the building square footage would be.

Mr. Horne stated that it would approximately 19,000 square feet. Mr. Horne stated that that number is based on research that is three to four years old, and the number could be lower today based on current staffing predictions.

Ms. Bledsoe asked how many staff members are anticipated for the building.

Mr. Horne stated that the department has 83 employees but many of those work in the field. Mr. Horne stated that there would be approximately 50 people working in the office.

Ms. Bledsoe asked where their office is currently located.

Mr. Horne stated that the General Services office is located on Tewning Road and the Stormwater office is located on Palmer Lane, but the new office housing both would be located further down Tewning Road. Mr. Horne noted that the Parks and Recreation Division would move into the old office space on Palmer Lane.

Mr. O'Connor asked if the building on Palmer Lane is the Incubator building.

Ms. Fran Geissler stated that they are located next to the Incubator building.

Ms. Bledsoe asked if Parks and Recreation would still be in the Incubator building if they moved into the old Stormwater office.

Ms. Geissler stated that Parks and Recreation has outgrown their office space.

Mr. O'Connor stated that Parks and Recreation discussed this at the December 2nd policy committee meeting, requesting a new Administration building as well as an Operations building at Warhill Sports Complex because they must move out of the Incubator building.

Mr. Rich Krapf asked what impacts it would have on the Department to not receive the funding for a new building.

Mr. John Horne stated that they will continue to exist, but their office is very outdated and energy inefficient.

Mr. Krapf asked if property must be purchased before any actions could be implemented using the money from this capital request.

Mr. Horne stated that they already have design money set aside now. Mr. Horne stated that one of the first actions they will take using the new funding will be to evaluate the costs and benefits of purchasing the additional private parcel of land.

Mr. O'Connor asked if the request for \$5.9 million includes design costs or is only for construction.

Mr. Shawn Gordon stated that it does not include design costs, but does include site improvements such as employee parking, stormwater management, and improvements to the Tewning Road Convenience Center. Mr. Gordon noted that this makes the construction costs per square foot seem much higher than it actually is.

Mr. O'Connor asked if they have any usable furniture, fixtures, and equipment.

Mr. Horne stated that they have some but most of it is old, surplus items. Mr. Horne stated that it would be a great value to allow schematic design, as the Board has approved front-end design money, in order for the department to fine-tune its cost estimates.

Ms. Bledsoe stated that if there are no further questions, the committee will move on to discuss the Stormwater Division's application.

Ms. Bledsoe asked Ms. Geissler if Stormwater had specific projects in mind for the funds they were requesting.

Ms. Geissler confirmed and distributed a list of projects that need funding. Ms. Geissler noted that the neighborhood drainage improvements section includes neighborhoods that have undersized, aging, or nonexistent stormwater management systems.

Ms. Bledsoe asked if Brookhaven was the neighborhood experiencing sinkhole issues.

Ms. Geissler stated that the sinkholes are in the Fernbrook subdivision and are already being addressed with current funds.

Mr. Horne stated that that would be an example of the type of project these funds would be used for.

Mr. O'Connor stated that he is concerned that the County may be paying for things that should be taken care of by homeowners' associations.

Ms. Geissler stated that she understands his concern but the only homeowners' association on the list is Scott's Pond, where the work is driven by the need for water quality improvements. Ms. Geissler noted that the neighborhood has also provided the County with free easements in the past.

Mr. Al Woods asked if the Chesapeake Bay statutes influence the neighborhood stormwater projects, and if they are required to remediate the areas.

Ms. Geissler stated that many of the projects are to mitigate stormwater impacts, and that the stream restoration work will also count towards the County's Chesapeake Bay requirements. Ms. Geissler stated that since there is a time limit for the requirements, the money should be set aside now.

Mr. Woods asked if these actions are mandated.

Ms. Geissler stated that many are mandated, and the County tries to ensure that the funding spent to meet mandates are also meaningful at the local level.

Mr. Woods asked if Stormwater's projects are prioritized.

Ms. Geissler confirmed that the Stormwater Advisory Committee prioritizes the projects.

Mr. O'Connor asked what the consequences would be for not completing these projects.

Ms. Geissler stated the County's permit requires that their pollution load be reduced over three permit cycles; the first five year permit cycle requires a 5% pollution load reduction, followed by a 35% reduction in the second permit cycle and a 60% reduction in the third permit cycle. Ms. Geissler noted that the longer these activities are put off, the more difficult and expensive it will be to meet the requirements.

Mr. Krapf asked what actions take place during stream restorations.

Ms. Geissler stated that the goals are to recreate a self-sustaining system, to reconnect the stream to its floodplain, which decreases erosion, allows pollution to settle out, and reduces downstream flooding, and to have less sediment in the water. Ms. Geissler also noted that this leads to better wildlife conditions.

Mr. O'Connor asked what the penalty is for not meeting the requirements at the end of a cycle.

Ms. Geissler stated that the Environmental Protection Agency could fine localities thousands of dollars per day, but it is difficult to predict what the exact penalty would be.

Mr. Horne stated that it is very easy for the EPA to levy fines on local governments because they are permanent entities with a continuous revenue source.

Ms. Bledsoe stated that her experience on the Stormwater Advisory Committee has led to an understanding that if the County does not act now, the financial burden of meeting the requirements would be enormous.

Ms. Bledsoe state that the committee will begin discussion of the Financial and Management Services' applications.

Mr. O'Connor asked if the applications were integrated.

Ms. Marie Hopkins stated that although the two requests were combined last year, this year they are two separate applications, allowing the option of moving forward on one project without the other if need be. Ms. Hopkins stated that the Content Management System is a web-focused project, while 3-1-1 is telephone-focused. Ms. Hopkins noted that the two systems could be integrated together very well.

Mr. Woods asked if there was a reason for not having an agency priority ranking on the applications.

Mr. John McDonald stated that it was inadvertently omitted.

Mr. Krapf asked if 3-1-1 is the higher priority of the two applications.

Mr. McDonald stated that the Content Management System is of a higher priority, as it can exist without 3-1-1, but 3-1-1 cannot exist without the Content Management System.

Ms. Hopkins stated that the department would like to be able to track citizen requests.

Mr. McDonald stated that in addition to requests for service, the department also receives questions and comments. Mr. McDonald stated that there are many things that the County can do in response to these items through a web-based system.

Mr. Krapf asked if the department anticipates additional staff being needed to operate these systems.

Ms. Hopkins stated that they are looking to leverage current staff from various departments who already wish to participate.

Mr. Krapf asked how these new systems would be a benefit over the current practices.

Mr. Horne stated that some agencies receive thousands of calls each month, and there is currently no way to manage those telephone calls in order to monitor responsiveness and track potential trends.

Mr. O'Connor asked if 3-1-1 would handle text messages as well.

Ms. Hopkins stated that it would not.

Mr. O'Connor asked who would manage the system.

Ms. Hopkins stated that she would be responsible for managing the 3-1-1 system overall, working closely with a designated person within each department, and the County's web team would be responsible for managing the Content Management System.

Mr. McDonald stated that once the data is collected, it would be up to each department how they would like to use it.

Ms. Bledsoe asked how frequently data would be provided to the departments.

Mr. McDonald stated that it depends on the system specifications.

Ms. Hopkins stated that a system can be very flexible in how the data is extracted.

Ms. Bledsoe asked if the system could be used for a Comprehensive Plan update, allowing citizens to call in and leave a recorded response to question posed by the County.

Ms. Hopkins stated the County has had some experience with a dedicated telephone number for citizens' comments on the Comprehensive Plan. Ms. Hopkins stated that the 3-1-1 system would allow citizens to call a general number instead of having to know a number that is only advertised for the few months of the update.

Mr. McDonald asked if any of the Policy Committee members had questions regarding the Fiber Optic Ring.

Mr. O'Connor asked if this would be available to all of the schools.

Mr. Marcellus Snipes confirmed.

Mr. O'Connor stated that it was discussed last year to use the system for video classrooms.

Ms. Bledsoe stated that she believes one of the most important components of the system is that it is error free.

Mr. McDonald stated that it has advantages such as allowing staff at the Government Complex to fix a computer located in Toano. Mr. McDonald stated that currently some of the lines can face interruptions because they are overhead lines. Mr. McDonald stated that the development of new links would allow information to flow a different way if lines are down.

Ms. Woods asked if there is the option to continue the contract with Cox Communications.

Mr. McDonald stated that it is still an option.

Mr. Woods asked if there are additional benefits the County would receive with a new system that are currently not available through Cox.

Mr. McDonald stated that there is a limited number of strands within each pipe from Cox and the County is currently supplementing with additional strands to increase capacity. Mr. McDonald stated that changing out the electronics at both ends of the system would increase capacity dramatically.

Mr. Woods asked what the cost difference would be between Cox system and creating the County's own system.

Mr. McDonald stated that Cox is currently less expensive, but a new contract must be renegotiated every few years. Mr. McDonald stated that if Cox decides to make changes, the County could be at a loss.

Mr. Bledsoe asked if the purpose is to remove the dependency on Cox.

Mr. McDonald confirmed.

Mr. Woods asked what the cost difference would be between entering into an updated commercial contract with Cox for the system and specifications the County requires versus installing our own system.

Mr. McDonald stated that it would approximately \$25,000 per month for such a contract. Mr. McDonald stated that once a new system is installed by the County there would be no maintenance unless there is a cut. Mr. McDonald noted that any point in time, Cox could decide they would like their cables back to use for a different contract.

Ms. Bledsoe stated that it would be a benefit to the County for reasons of sustainability and security.

Mr. O'Connor asked if the County is sharing bandwidth with other Cox customers.

Ms. Hopkins stated that the County has dedicated streams.

Mr. Woods stated that some people believe it is cheaper to have long-term maintenance agreements with companies. Mr. Woods asked if it is cheaper in this instance to own the system and maintain it ourselves, as the County is already supplying their own strands.

Mr. McDonald stated that the County is building its infrastructure around the assumption that fibers will always be available, and the only way to guarantee that is to own them.

Mr. Woods stated that another option is to have a standard commercial contract.

Mr. McDonald stated that Cox is currently the only company to offer that service and the price is hefty.

Mr. Krapf stated that every contract has a renewal date, at which point conditions could change and become less favorable.

Mr. McDonald stated that his other concerns are in regards to capacity and the possibility of interruptions due to overhead lines.

Mr. Krapf asked if the CIP request includes the cost of moving cables from above ground to underground.

Mr. McDonald stated that it includes the cost of putting County cables underground to replace those that Cox currently leases to the County above ground.

Ms. Bledsoe stated that she compares the situation to leasing a house and paying for all of the upgrades, only to have the landlord decide to move back into the house themselves.

Ms. Bledsoe stated that the Committee will now discuss the CIP requests from Williamsburg-James City County Public Schools.

Mr. Krapf asked if the CIP request is for the total or the anticipated James City County contribution.

Mr. Alan Robertson stated that it was the total.

Mr. Krapf asked if it would then be apportioned among the other jurisdictions, causing an added challenge of getting the other jurisdictions to agree on the ranking of the projects.

Mr. Robertson confirmed and noted that the only other jurisdiction is the City of Williamsburg.

Mr. O'Connor asked if the County is responsible for 94% of the funding.

Mr. Robertson stated that the County is currently at 92% but it changes every year.

Mr. Robertson stated that since WJCC Schools' CIP projects have not yet been approved by the Williamsburg-James City County School Board, they are still a draft and the plans are in flux. Mr. Robertson stated that one of the changes to occur since the applications were put together is the removal of consideration for the new School Board and Central Office.

Ms. Bledsoe asked if this project is no longer a priority and should not be considered by the committee.

Mr. Robertson stated that that is correct, for now.

Mr. O'Connor stated that this creates a "chicken or the egg" problem because in order for the County to build a new middle school at James Blair, they must find a new home for the School Board. Mr. O'Connor also noted that if the building is torn down, the money previously spent on renovations would be lost.

Mr. Snipes stated that a feasibility study has been done to determine if it would be better to keep building in its current state and turn it back into a middle school, or demolish it and start over.

Mr. Robertson stated that those concerns were considered when putting together their requests. Mr. Robertson stated that for now the plan is for the current building to remain an office and the middle school to be a separate concept.

Mr. Snipes stated that it is difficult to predict what the priorities will be after consideration by the School Board.

Mr. O'Connor asked for the square footage of James Blair.

Mr. Robertson stated that it is 89,000 square feet, and approximately 60,000 square feet are being used as office space.

Mr. Snipes stated that a study determined that a new office would need to be approximately 40,000 square feet.

Ms. Bledsoe asked if the School Board remaining at James Blair means that WJCC Schools is looking for a new location for the middle school.

Mr. Snipes confirmed and stated that a study is being done to determine where the growth will be.

Ms. Bledsoe asked what has changed between the development of their CIP applications the present.

Mr. Robertson stated that the original plan was to renovate James Blair back into a modern middle school at a later date, but the study determined that it would not be the best use of funds. Mr. Robertson noted that building behind it could still be an option. Mr. Robertson also stated that once this determination was made, WJCC Schools began looking for where the school is most needed.

Mr. Vinciguerra asked if the School Board building should be pulled from the ranking options.

Mr. Robertson confirmed.

Mr. Robertson stated that a new middle school will be needed by 2017, which would accommodate approximately 950 students. Mr. Robertson stated that he believes this will be an adequate capacity for the foreseeable future.

Mr. Snipes stated that the County currently has 2,600 students, while ten years from now it is estimated there will be 3,100 students.

Ms. Bledsoe asked if there is a capacity cap of 950 students.

Mr. Snipes stated that after a study, the Middle School Committee stated they do not want more than 950 students in the school.

Mr. Robertson stated that there are currently 800 students who would need the new school, leaving room to grow. Mr. Robertson stated that WJCC Schools has been working with the Planning Division to determine where the growth will be, but the only land they already have dedicated is located in Stonehouse, which is not an optimal location. Mr. Robertson noted that he has heard questions regarding whether or not the school will be a Leadership in Energy and Environmental Design (LEED) certified school, and stated that there is no mandate to do so, but they have tried to incorporate as many aspects of the LEED requirements as possible.

Mr. O'Connor stated that he does not believe it is worth the money to have the school be LEED certified.

Mr. Robertson stated that he agreed. Mr. Robertson stated that this middle school is the only new school they see a need for at the present time.

Mr. Woods asked if the County has historically been accurate in projecting the need for building new schools.

Mr. Robertson stated that the track record has been alright. Mr. Robertson noted that the County was behind the curve before they opened Jamestown High School and had to have 25 trailers at Lafayette High School. Mr. Robertson stated that it is difficult to predict those needs because, although the County knows when developments are approved, they do not know how quickly they will fill in with residents.

Mr. Snipes stated that the County has 200 more students this year than had been projected.

Mr. Woods asked if the case at Lafayette High School was an exception to the norm.

Mr. Robertson confirmed and stated that, in general, they have been close to what was projected for the capacity of each new school.

Mr. Snipes stated that Hornsby Elementary School opened in 2010 with a capacity of 890 students, but currently has 911 students. Mr. Snipes stated that if this growth continues there will be overcrowding issues. Mr. Snipes also stated that expansions allow for additional classrooms but does not increase aspects such as cafeteria size.

Mr. Robertson stated that the rapid growth at Hornsby Middle School is what initiated the conversation regarding the need for a new school.

Mr. Snipes stated Toano Middle School is not yet at capacity but within a few years could be over capacity.

Mr. Woods stated that Hornsby was designed during a robust period of growth, yet has still become over-crowded despite the County facing a trough in growth.

Mr. Snipes stated that Hornsby was designed for 800 students, but the capacity can be expanded.

Mr. Robertson stated that it difficult to predict where growth will be.

Mr. Snipes stated that the small capacity of James Blair Middle School, the educational environment, plus the annual cost of \$2.1 million dollars were all factors in whether or not to close the school.

Mr. Krapf stated that 80% of WJCC Schools' CIP request was for fiscal year 2016, with only 20% in fiscal year 2015, and asked if the figure of \$8 million was for design only.

Mr. Robertson stated that the first year is exclusively for design and noted that all though the total request remains the same, the figure for the first year has changed to \$4,309,000.

Mr. Woods asked if the remaining amount of the requests shifted to fiscal year 2016.

Mr. Robertson confirmed.

Ms. Bledsoe asked if it is better to build schools proactively than reactively.

Mr. Robertson confirmed. Mr. Robertson stated that the experience at Lafayette High School is one the County does not want to go through again.

Mr. Snipes stated that is it very difficult to predict as far as ten years out.

Ms. Bledsoe asked how frequently the projections are made.

Mr. Snipes stated that they are done annually.

Ms. Bledsoe asked if a decision will have to be made within the next five years.

Ms. Robertson stated that the new middle school would have to be decided on very quickly because it will take 2 years to construct it. Mr. Robertson stated that another school may have to be considered within the next five years.

Ms. Bledsoe asked if they are planning for a second new school within the next ten years.

Mr. Robertson stated that it is possible but difficult to predict because trends can change quickly.

Mr. O'Connor stated that his major concern is getting the most out of the money that is spent. Mr. O'Connor stated that acquiring a site will require additional funds and asked why the location in Stonehouse is not ideal.

Mr. Snipes stated that it causes a transportation issue and children would be on a bus for too long.

Mr. O'Connor asked where the optimum location for a school would be.

Mr. Robertson stated that it has not yet been determined. Mr. Robertson stated that a major obstacle has been most of the County's growth occurring near the center of the County, resulting in many of the schools being close together.

Mr. Snipes stated that there are no schools in the Grove area, so if growth occurred in those areas it would make the decision very easy. Mr. Snipes stated that the buses must have enough time to make it to each tier of students. Mr. Snipes stated that many people try to look to York County's school bus system for comparison, but they function very differently due to having neighborhood schools.

Mr. Robertson stated that the County does own the design plans for Hornsby Middle School, which was not factored into the cost estimate.

Mr. Woods asked if this would allow for a "cookie cutter" school in order to save on design costs.

Mr. O'Connor stated that this would result in the plan only needing engineering for the chosen site.

Mr. Snipes stated that the latest educational model is to have flexible learning spaces outside of the school building, thus he does not recommend following the "cookie cutter" model.

Mr. Robertson stated that it must be considered whether or not a design will still function the way it was originally intended once it is replicated.

Ms. Bledsoe stated that she believes the infrastructure will change dramatically over the next ten to twenty years.

Mr. Snipes stated that the design of a school must change over time with technology. Mr. Snipes noted for example that giving all students their own device would result in a much smaller media room. Mr. Snipes stated that designs also change following changes in educational models.

Ms. Tammy Rosario asked if there is a designated cut off for the length of a bus ride.

Mr. Snipes stated that the average ride time is currently 23 minutes. Mr. Snipes noted that if students have a 45 minute ride they would be required to wake up too early and possibly get home after dark.

Mr. Robertson stated that there is no specific cut off regard the number of minutes a child can be on a bus.

Ms. Bledsoe asked if there is limit to the distance a bus can travel.

Mr. Snipes stated that there is not a specific policy.

Mr. Robertson stated that a previous rezoning determined that students should not be on a bus longer than 45 minutes.

Mr. Snipes stated that this is a very long time, especially for elementary school students.

Ms. Bledsoe agreed.

Mr. O'Connor asked how the cost per square foot for the new building was determined, as it is projected to be \$207, while the Department of Education listed last year's average to be only \$182 per square foot.

Mr. Woods asked what is included in this number.

Mr. O'Connor stated that it is only for the building itself, not including land, engineering, furniture, etc.

Mr. O'Connor stated that it is \$25 more per square foot than last year's average, totaling a difference of \$4 million dollars for the project.

Mr. Snipes stated that the projection must be conservative because it is for two years in the future.

Mr. Woods stated that there is not that much inflation.

Mr. Snipes stated that that is the architect's estimation, but it could end up being less.

Mr. Woods stated that there is not a history of coming in under the projection.

Mr. Robertson agreed and noted that that average is for the entire state, which has a wide range.

Mr. O'Connor stated that two-story open areas like those at Warhill High School must be heated, cooled and be spanned with metal, all of which drive up costs.

Mr. Robertson stated that WJCC Schools is responsive to what the community wants to build. Mr. Robertson stated that although people had those concerns about Warhill High School before it was built, students reported that what they liked most about the school was its openness. Mr. Robertson noted that schools can be built cheaper but it is up for the community to decide what type of school they want their students to be in.

Ms. Bledsoe asked which is more important, those feelings or the learning environment.

Mr. Snipes stated that it is difficult to determine if it is more important to listen to the education experts who determine what the best learning environment is or to listen to the parents who want to build smaller, less expensive schools.

Mr. Robertson noted that the Middle School Committee was made up of parents, educators, and business professionals, who determined this to be the type of school that should be built.

Mr. Snipes stated that there is wide range of school designs in the County, and what goes in inside the school is what is most important.

Ms. Bledsoe agreed and stated that she believes that is where funding dollars should be spent.

Mr. Snipes stated that the environment also matters, and the education experts have determined that this is the best environment for students.

Mr. Robertson stated that in an attempt to reduce the budget for Toano Middle School, the size of the hallways and other spaces were reduced. Mr. Robertson noted that although the students may not have cared how big the hallways looked, administration quickly realized that the school was too cramped.

Mr. O'Connor stated that the auditorium at Toano is also inadequate.

Ms. Bledsoe stated that if something will be a benefit to the students then it should be done, but she questions who a large atrium would really benefit.

Mr. Robertson stated that his goal is to determine what will be the best functioning environment.

Mr. Snipes stated that James City has the best looking schools in the area, and they are a source of pride for the community. Mr. Snipes noted that it is up to the community to decide what that pride is worth to them.

Mr. O'Connor stated that the schools are very well maintained and are an important part of making James City County an attractive place to live.

Mr. Snipes and Mr. Robertson thanked Mr. O'Connor.

Ms. Bledsoe asked if the Committee is at a point to begin making their choices.

Mr. Vinciguerra requested that the Committee members send their ranking spreadsheets to him by Thursday morning.

Mr. O'Connor suggested that in the future, the ranking spreadsheet contain the titles of the projects.

Mr. Vinciguerra stated that it will be changed for next year. Mr. Vinciguerra stated that the next meeting will consist of looking at scores collectively and discussing the top ten projects.

Mr. O'Connor stated that he will not be attending the next meeting but will add his comments to the spreadsheet.

4.) New Business

There was no new business to discuss.

5.) Adjournment

The meeting was continued at 4:35 p.m. to Thursday, December 5, 2013.

Robin Bledsoe, Chair of the Policy Committee

POLICY COMMITTEE MEETING

December 5, 2013

3:00 p.m.

County Government Center, Building A

1.) Roll Call

Present

Ms. Robin Bledsoe

Mr. Rich Krapf

Mr. Al Woods

Staff Present

Mr. Paul Holt

Ms. Tammy Rosario

Mr. Luke Vinciguerra

Ms. Beth Klapper

Guests Present

Ms. Brittany Voll

Absent

Mr. Tim O'Connor

Ms. Robin Bledsoe called the meeting to order at 3:00 p.m.

3.) Old Business – FY15 Capital Improvements Program (CIP) Requests

Mr. Luke Vinciguerra inquired whether the Committee had reviewed the minutes from the December 2, 2013 meeting.

The Committee noted that they had not had sufficient time to review the minutes and would prefer to hold approval of the minutes until the January 2014 meeting.

Mr. Krapf requested that the Committee discuss the process for ranking requests where the funding is not being requested for out years rather than the upcoming fiscal year.

Ms. Bledsoe suggested holding the discussion on processes at the conclusion of the meeting.

The Committee concurred.

Mr. Vinciguerra stated that he had compiled the Committee's individual scores in a spreadsheet and developed an average score for each project. Mr. Vinciguerra further stated that the projects were then ranked based on the average score and ranked accordingly to identify the top 10 projects.

Mr. Vinciguerra recommended that the Committee review those projects where there was a large discrepancy in the scores. Mr. Vinciguerra requested that the Committee also confirm the top 10 projects that the Planning Commission will recommend to the Board of Supervisors.

The Committee discussed its individual rankings and scores.

Ms. Bledsoe noted that Stormwater Neighborhood Drainage Improvements was ranked number one.

Mr. Woods noted that the project incorporates regulatory requirements, quality of life and safety.

Mr. Krapf noted that the project had significant positive implications for compliance with the Chesapeake Bay Act.

Ms. Bledsoe noted that Mr. O'Connor had voiced concern over whether the neighborhood home owners associations (HOA) were carrying their fair share of the responsibilities.

Mr. Krapf noted that those concerns had been addressed during the presentation. Mr. Krapf further noted that only one potential concern with an HOA had been identified.

Mr. Woods noted that HOA's varied greatly in the scope of their neighborhood oversight.

Ms. Bledsoe noted that many of the neighborhoods identified for the project are older and have drainage systems that are very different from newer developments.

Mr. Krapf stated that he would like to review the scores for the 3-1-1 system and the Content Management System (CMS).

The Committee discussed whether the two systems depended on each other. It was noted that the CMS can exist without 3-1-1, but 3-1-1 cannot exist without the CMS.

The Committee noted that there were individual scores lacking for several projects. Scores were provided and staff updated the rankings.

Mr. Krapf noted that the Rec. Center Outdoor Restrooms and Concession Stands application was included in the top 10 projects; however, the Hornsby/Blayton Restrooms and Concession Stands application was not. Mr. Krapf further noted that the two applications seemed identical and inquired what accounted for the difference.

Ms. Bledsoe noted that she had made a distinction between one venue being public and the other being WJCC School property. Ms. Bledsoe further noted that it appeared that the Rec. Center would have more use.

Mr. Krapf noted that although the Hornsby/Blayton athletic fields are located on school property, they fall under Parks and Recreation and are open to the public.

Ms. Bledsoe stated that if a choice had to be made between the two facilities, she felt that the Rec. Center would be more important geographically and for accessibility.

Mr. Krapf noted that many of the projects were related to promoting sports tourism.

Ms. Bledsoe noted that she believed those projects should be rated higher.

Ms. Rosario noted that providing additional facilities for the Hornsby/Blayton athletic fields would make it possible to shift the local leagues to those locations when the Warhill Sports complex was in use for large tournaments.

Ms. Bledsoe noted that she would still give priority to the Rec. Center Facilities.

Ms. Rosario stated that the objective was not for everyone to have the same score, but to be certain that no details were overlooked that might affect an individual score.

Mr. Krapf stated that he had concerns over American Disability Act (ADA) issues where porta johns are in use.

Mr. Woods stated that he was not aware that public facilities could be developed without making ADA accommodations.

Mr. McDonald stated that new construction must meet ADA standards.

Mr. Woods noted that Hornsby/Blayton facility is relatively new.

Mr. McDonald stated that ADA does not require a restroom; however, if one is installed it must be ADA compliant.

Mr. Woods noted that by installing porta johns, the County is acknowledging the need for a restroom.

Mr. Krapf inquired whether ADA compliant porta johns available.

Mr. McDonald noted that they exist but was not certain if they were being used at the Hornsby/Blayton location.

Mr. Woods and Mr. Krapf noted that they had scored the Hornby/Blayton project higher because of the need for regulatory compliance.

Mr. McDonald stated that, for comparison, there are seven athletic fields at the Hornsby/Blayton complex and four at the Rec. Center. Mr. McDonald stated that because of the Rec. Center operating hours, there is greater access to indoor restroom facilities. Mr. McDonald stated that the fields at the Hornsby/Blayton complex are primarily used by youth leagues where the Rec. Center athletic fields are used by both adult and youth leagues. Mr. McDonald further stated that Parks and Recreation would hold the need for concession stands equal for both facilities as youth leagues would be able to raise funds for their programs through the concession sales.

Following the discussion, Ms. Bledsoe provided staff with updated scores for the Hornsby/Blayton Restrooms and Concession Stands. Ms. Bledsoe also provided updated scores for the Mid County Park Phase 2 application.

Mr. Woods inquired if there were any projects that did not rank in the top 10 that the Committee might wish to review.

Mr. Krapf noted that he would like the Committee to discuss the Automatic Vehicle Locator application and the Building D Video Broadcast Package application.

Mr. Krapf stated that, in regard to the video broadcast package, it would be helpful to have the capability to do remote broadcasts. Mr. Krapf also noted the equipment would be available for use in an emergency.

Mr. McDonald noted that currently there is no broadcast capability in Building D and that the Broadcast Equipment Package was for new equipment rather than replacement of existing equipment.

Ms. Bledsoe requested that the Committee confirm the projects that should be in the top 10.

The Committee agreed that Stormwater Neighborhood Drainage, Local Transportation Match, Automatic Vehicle Locator, Shelter Generator, Chickahominy Riverfront Park Shore Stabilization, New Middle School, Mid County Park Phase 2 should be in the top 10.

The Committee then discussed several of the applications including the Parks and Recreation Administrative Offices, the General Services Building and the Hornsby/Blayton Restrooms and Concession Stands.

Mr. Woods inquired whether the need for the Parks and Recreation Administrative Offices and the General Services Building was because they are sharing the same space.

Mr. McDonald stated that these are two separate buildings.

Mr. Woods inquired whether the buildings are dilapidated.

Ms. Rosario stated that Parks and Recreation is currently occupying space in the Business and Technology Incubator and needs to move. Ms. Rosario noted that the Stormwater Division also has offices on Palmer Lane and that General Services has other facilities on Tewning Road. Ms. Rosario further noted that there are several ways the options could play out.

Mr. Woods inquired whether the facilities are adequate.

Ms. Rosario responded that the facilities on Tewning Road are outdated and inadequate.

Mr. McDonald noted that the application for the Parks and Recreation Administrative Offices was initially a proposal for an operations center at the Warhill Complex and which included the administrative offices.

Mr. Krapf stated that he believes if the Parks and Rec. Center Restrooms and Concession Stands application ranked in the top 10, then the Hornsby/Blayton Restrooms and Concession Stands should also be included.

After further discussion, it was determined that the Hornsby/Blayton Restrooms and Concession Stands were planned for FY18 and that the Parks and Rec. Center Restrooms and Concession Stands, the Parks and Recreation Administrative Offices and the General Services Building were planned to move forward more quickly. Mr. Krapf noted that this made a difference in the priority because there would be an opportunity for projects planned for out years to apply for funding again during the next CIP process.

Ms. Rosario noted that the Committee had also asked to discuss the 3-1-1 System application and the CMS application.

Mr. Woods inquired whether the Committee could submit more than 10 recommended projects.

Ms. Rosario stated that the Committee could submit recommendations for more projects if that would best reflect the needs of the community.

Mr. Krapf stated that he would consider moving the CMS to the top 10 because there are currently no metrics to track citizen calls. Mr. Krapf further stated that he believed the system would result in better customer service and would assist staff in determining work priorities.

Ms. Bledsoe inquired if the Committee wanted to move up the CMS separate from the 3-1-1 system.

Mr. Krapf stated that he would be in agreement.

Ms. Rosario suggested that CMS be ranked 13 and 3-1-1 ranked 14.

Mr. Woods requested that the Committee discuss the Olde Towne Trail application.

Mr. Vinciguerra noted that there was a Special Use Permit "SUP" condition that the Olde Towne Timeshares build the portion of the trail that went around its property.

Mr. Woods inquired if it was necessary for that condition to be fulfilled before proceeding with further development.

Mr. Vinciguerra stated that the SUP condition must be fulfilled when a certain number of units were built and that the development was close to reaching that milestone.

Mr. Woods inquired if the portion of trail to be built by the Olde Towne Timeshares would affect the priority of the remainder of the trail.

Ms. Bledsoe inquired where the potential improvements along Longhill Road would intersect with the Olde Towne Trail. Ms. Bledsoe further inquired if funding for a portion of the Olde Towne Trail might be incorporated in the Longhill Road project.

Ms. Rosario stated that it would be unlikely for road project funds to include the trail.

Mr. McDonald noted that one of the challenges is that the trail will need to cross Route 199.

Ms. Bledsoe inquired if the trail was intended as recreational or to connect the Rec. center to the Warhill Complex.

Mr. McDonald stated that the purpose was to create a connection to the Warhill Sports Complex primarily using the power line utility easement.

Mr. Krapf stated that he had given special consideration to the Olde Towne Trail application because of the obligation for the Olde Towne Timeshares to construct its portion but did not feel that the cost was not justified in light of the other priorities.

The Committee concurred that it was satisfied with the current ranking of the Olde Towne Trail application.

Mr. Krapf inquired if staff felt that the Committee had missed any projects that should be in the list of recommended projects.

Mr. McDonald noted that the future of many of the projects would depend on whether funding would be allocated in the budget process.

At Ms. Bledsoe's request, the Committee reviewed the project rankings.

Mr. Woods inquired whether the existing technology use by Police and Fire in vehicles could be used in place of the Automatic Vehicle Locator.

Mr. McDonald responded that the mobile data terminals (MDT) are tied to secure systems and that it might not be possible to incorporate other technology without compromising those systems. Mr. McDonald stated that the radio equipment and cell phones had locator technology; however, that might not be sufficient.

Mr. Woods stated that a note should be added to determine if existing technology could fill the need of the Automatic Vehicle Locator.

Ms. Bledsoe inquired if the Automatic Vehicle Locator allowed the dispatchers to determine where a vehicle was located in relation to an incoming call for assistance.

Mr. McDonald confirmed and stated that the current technology could only identify the nearest fire station.

Ms. Bledsoe inquired whether the system would allow identification of response vehicles from adjacent localities.

Mr. McDonald stated that the County often coordinated with York county and the City of Williamsburg.

Mr. McDonald also noted that the system identified trends and would allow prepositioning of vehicles based on those trends.

Mr. Krapf noted that there was also a feature that would reduce the amount of time a police officer spent filling out a traffic citation.

Mr. Woods determined that no note was needed.

After reviewing the top 13 projects, the Committee decided to recommend the following project applications: Stormwater Neighborhood Drainage, Local Transportation Match, Automatic Vehicle Locator, Shelter Generator at the Abram Frink, Jr. Community Center, Chickahominy Riverfront Park Shore Stabilization, New Middle School, Fiber Optic Ring Phase 2, Greenways/Trails, Mid County Park Phase 2, Rec Center Outdoor Restroom and Concession Stands, General Services Building, Parks & Recreation Administrative Offices and the Content Management System.

Ms. Bledsoe requested that the Committee discuss the CIP review process.

Ms. Bledsoe noted that the applications should be labeled to correspond with the designation on the list of applications.

Mr. Krapf noted it would be helpful to determine if there was a need to rank those applications that request funds three fiscal years in the future. Mr. Krapf inquired if there was a reason that agencies submit requests in advance of when the funds are needed and if it would create a problem to reduce the ranking pool to current and next year projects.

Mr. McDonald noted that the advantage to seeing the future year funding requests is that the Committee would be able to recommend advancing the schedule for projects that it believes should be implemented sooner.

Ms. Bledsoe inquired whether it would be helpful to know which projects from prior years actually received funding.

The Committee discussed the benefits of knowing whether the recommended projects received funding and determined that the role of the Committee is to review and rank projects on fulfilling Comprehensive Plan goals and on community need.

After further discussion, the Committee and staff determined that it would be helpful to review requests for future year funding; however, unless the committee identified a project should be accelerated, was not necessary to rank those projects.

Mr. Krapf noted that applications should include a statement outlining current situation, requested change, need for the change and benefit. Mr. Krapf further noted that this format should be a standardized part of the narrative.

Ms. Bledsoe clarified that the application for a project submitted to the ranking pool would not be considered complete without the narrative.

Ms. Bledsoe noted that it would be helpful for the Committee to see the compiled scores/rankings prior to the meeting so that the members could identify items for discussion in advance.

4.) New Business

There was no new business to discuss.

5.) Adjournment

The meeting was adjourned at 4:35 p.m.

Robin Bledsoe, Chair of the Policy Committee

MEMORANDUM

DATE: January 8, 2014

TO: Planning Commission

FROM: Tammy Mayer Rosario, Principal Planner

SUBJECT: 2009 Comprehensive Plan Review Process – Methodology and Timeline

Section 15.2-2230 of the Code of Virginia states, "at least once every five years the comprehensive plan shall be reviewed by the local planning commission to determine whether it is advisable to amend the plan." At the May 28, 2013 joint work session, the Planning Commission and Board of Supervisors discussed this upcoming task for the 2009 Comprehensive Plan and provided staff with direction regarding its associated work effort. The main conclusions were as follows:

- The summary document and transportation study, as products of the Historic Triangle coordinated Comprehensive Plan review, would be endorsed as part of the methodology and used as foundational documents for James City County's comprehensive plan review.
- As the general direction and major policies of the 2009 Comprehensive Plan are expected to remain intact, the focus of the 2009 Comprehensive Plan review should be limited in scope, with a focus on land use, transportation, and economic development.
- In keeping with past comprehensive plan review efforts, public outreach efforts should aim to involve all stakeholders and allow for a variety of input.

With this in mind, staff has prepared a streamlined review process which allows the County to draft the plan for Planning Commission consideration in approximately 15 months with minimal consultant resources. At the same time, it retains key components of past comprehensive plan reviews which have garnered broad support from the community as well as a number of awards, including the following for the 2009 Comprehensive Plan: American Planning Association Virginia Chapter (APA VA) Public Outreach and Engagement Award, National Association of Counties (NACo) Achievement Award for Civic Education and Public Information, APA VA Citizen Leadership Award (Rich Krapf), CPEAV/PlanVirginia award (Jack Fraley), NACo Best Rural Program Award, NACo Achievement Award for Planning category, APA VA Planning Innovation Award, and the Virginia Association of Counties (VACo) Achievement Award for Information Technology.

As reflected on the attached timeline, the review process can be broken down into two main components that span the review phases from kickoff to consideration and adoption.

Community Participation

Continuing with the tradition of the past four plan reviews, staff and a citizen-led Community Participation Team (CPT) will work together to reach out to the community and engage them in the comprehensive plan review process. Starting with the Policy Committee as the core of the CPT, the Planning Commission will identify seven community leaders representing a cross-section of the County to serve on this team. The team's main responsibilities will be implementing a communications plan and offering a wide range of public input opportunities to mobilize citizens and business leaders. Staff anticipates using television, print, social media, and speaking engagements to publicize the process. Public comment will be solicited throughout the entirety of the plan review through a scientifically-valid survey, the County's website, email, comment cards, group forums, a round of public meetings focused on topics and possible actions, and public hearings. Land use applications will be accepted during the kickoff phase and presented to the public for comment at the public meetings.

Plan Development

Working hand in hand with the community participation component of the process is the development of policies and the creation of the actual plan. As the CPT concludes its major initiatives to educate the community about the various topics in the comprehensive plan and to receive feedback about possible actions, the work will shift to the full Planning Commission to review each section of the comprehensive plan and its related goals, strategies, and actions (GSAs), as well as any changes to the Land Use Map. A member of the CPT will serve as a liaison to the Planning Commission, providing a connection to the public during the work session discussions. As the scope of the plan is limited, staff's focus will be on summarizing public comment, updating the text of the plan, revising associated GSAs, and evaluating land use applications rather than preparing extensive technical reports for each section. Key stakeholders will be invited to actively participate in the discussions for the economic development, transportation, and land use sections of the plan. Joint work sessions with the Board of Supervisors at milestone points in the plan's development will allow for valuable discussion between the groups prior to its final consideration and adoption.

Staff recommends the Planning Commission recommend approval of the Comprehensive Plan methodology and timeline to the Board of Supervisors. At its November 14, 2013 meeting, the Policy Committee unanimously endorsed the methodology and timeline.



Attachment:

1. Timeline for Review of the 2009 Comprehensive Plan
2. Approved minutes of the November 14, 2013 Policy Committee meeting

TIMELINE FOR REVIEW OF THE 2009 COMPREHENSIVE PLAN

Planning Commission - January 8, 2014

	MONTH																			
	0	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	PREP		KICKOFF				EXISTING CONDITIONS				ALTERNATIVES AND RECOMMENDATIONS					CONSIDERATION AND ADOPTION				
METHODOLOGY																				
● PC	S																			
● BOS		S																		
COMMUNITY PARTICIPATION																				
Communications Plan																				
● Develop plan	S	S																		
● Review plan			P/CPT																	
● Implement plan				P/CPT	P/CPT	P/CPT														
● Validate input							P/CPT													
Pre-Kickoff Effort - Survey																				
● Finalize survey and communications plan	S/C	C																		
● Publicize and field survey		S/C																		
● Survey results			P/CPT																	
Post-Kickoff Efforts																				
● Publicize process and open input channels				P/CPT	P/CPT															
● Hold public meetings						P/CPT														
● Publicize progress of plan and continue input channels							S		S			S		S				S		S
PLAN DEVELOPMENT																				
Plan Text and GSAs																				
● Evaluate text/coordinate with agency partners	S	S	S																	
● Prepare text and citizen summaries				S	S	S	S													
● Review draft text							PC+	PC+	PC+	Joint										
● Review draft goals, strategies, and recommendations											PC+	PC+	Joint							
LU Applications																				
● Solicit				S																
● Receive and evaluate					S	S	S	S	S											
● Review											PC+	PC+	PC+	PC+	Joint					
PLAN ADOPTION																				
● PC															S	S	PC	PC*		
● BOS																		Joint	BOS	BOS*

S = Staff

C = Consultant

P/CPT = Policy Committee/Community Participation Team

PC+ = Planning Commission with CPT liaison

PC = Planning Commission

BOS = Board of Supervisors

Joint = Joint PC/BOS work session

* if needed

POLICY COMMITTEE MEETING

November 14, 2013

3:00 p.m.

County Government Center, Building A

1.) Roll Call

Present

Ms. Robin Bledsoe
Mr. Tim O'Connor
Mr. Rich Krapf
Mr. Al Woods

Staff Present

Mr. Paul Holt
Ms. Tammy Rosario
Ms. Beth Klapper

Guests Present

Ms. Brittany Voll
Mr. Keith Johnson

2.) Minutes

Mr. Al Woods moved to approve the October 10, 2013 minutes.

In a unanimous voice vote, the minutes were approved (4-0).

3.) Old Business

There was no Old Business to discuss.

4.) New Business

a. 2009 Comprehensive Plan Review Process – Methodology and Timeline

Ms. Tammy Rosario stated that a review of the Comprehensive Plan was required by State Code every five years. In preparation for that review, the Planning Commission and Board of Supervisors conducted a joint work session on May 28, 2013 and discussed the focus and scope of the review of the 2009 Comprehensive Plan.

Ms. Rosario stated that the summary document and transportation study, as products of the Historic Triangle coordinated Comprehensive Plan review, would be endorsed and used as foundational documents. Ms. Rosario further stated that it was understood that the review would be limited in scope, with a focus on land use, transportation, and economic development.

Ms. Rosario stated that with this guidance in mind, staff developed a streamlined review process which allows the County to complete the review in approximately 18 months. Ms. Rosario noted that the community is very familiar and comfortable with the processes used previously and that this process retains many of those key components.

Ms. Rosario stated the process was currently in the Preparation phase. Staff is currently refining the communications plan and finalizing the community survey with Virginia Tech.

Ms. Rosario stated that the Kickoff phase would focus on public outreach efforts.

Ms. Rosario noted that a Community Participation Team (CPT) will be established, which will consist of the Policy Committee and members of the community, to help refine and implement the communications plan and mobilize citizens and business leaders to participate in the comprehensive plan review.

Mr. Rich Krapf inquired about the method that would be used to select the citizen members of the CPT.

Ms. Rosario stated the Planning Commission would identify individuals from the community and staff would forward this list to the Board of Supervisors, much as they had done with the Longhill Road Corridor Study PAC.

Ms. Rosario noted that once the majority of the public input has been gathered, the CPT will validate the information and will hand off the data to the full Planning Commission to review each section of the comprehensive plan and its related goals, strategies, and actions (GSAs), as well as any changes to the Land Use Map. A member of the CPT will serve as a liaison to the Planning Commission, providing a connection to the public during the work session discussions.

Ms. Rosario stated that joint work sessions with the Board of Supervisors will be conducted at milestone points in the plan's development to allow for valuable discussion between the groups prior to its final consideration and adoption.

Mr. Tim O'Connor inquired whether the survey would be the same as the previous one.

Ms. Rosario stated that the survey would be primarily the same.

Mr. Woods inquired about what changes would be made to the survey.

Ms. Rosario stated that staff is working with County Administration to refine the survey questions. Once the survey is fully developed, Virginia Tech will be responsible for implementing the survey process and analyzing the responses.

Ms. Robin Bledsoe inquired about when the survey would go out.

Ms. Rosario responded that staff would like to implement the survey in January 2014.

Mr. Woods inquired how widespread the participation would be for the survey to be statistically meaningful.

Ms. Rosario stated that last time the survey sample was approximately 600 households and had a 95% confidence rating. Ms. Rosario further noted that the survey includes a number of demographic questions for comparison against demographics for the County.

Mr. Krapf inquired how the survey would be implemented.

Ms. Rosario responded that the survey would be done by telephone, including both landlines and cell phones.

Mr. Krapf inquired if there would be an online survey.

Mr. Holt noted that an online survey would not have the benefit of being statistically random. Mr. Holt further noted that there would be opportunities later in the process for citizens to respond through web-based applications.

Ms. Bledsoe inquired whether citizens are receptive to the telephone surveys.

Ms. Rosario stated that there will be a publicity campaign to encourage citizens to participate.

Mr. Woods inquired whether any data will be supplied regarding the rejection rate.

Ms. Rosario noted that data might be provided on the number of calls required to obtain the necessary number of responses.

Ms. Bledsoe noted that the publicity surrounding the survey should present it as a positive and exciting opportunity for citizens to influence the future of their community.

Mr. O'Connor inquired about the award given for Best Rural Programs.

Ms. Rosario responded that the award was for the overall comprehensive plan and that "rural" referred to the County's designation as a rural locality due to its population size.

Ms. Bledsoe inquired whether staff will be prepared to respond to hot button questions at the community meetings.

Ms. Rosario further noted the community meetings were not anticipated to be general Q&A sessions but more individualized Q&A. Ms. Rosario further noted that the CPT could assist by informing staff about the types of questions and comments they are hearing from the community.

Ms. Bledsoe stated that she wanted to ensure that the information staff needed to get out to the community would get out and the questions from the community would be answered.

Ms. Rosario stated staff will do some education ahead of time and have information available on the internet that citizens can review prior to coming to the community meetings.

Mr. O'Connor inquired whether there would be a separate website for the Comprehensive Plan Update.

Ms. Rosario confirmed that there would be a separate website.

Mr. Woods stated that the community meetings could be structured in a way that would keep the discussion on target.

Mr. O'Connor inquired how key stakeholders would be identified; noting that balancing the diverse interests is a difficult part of updating the comprehensive plan.

Ms. Bledsoe concurred that it was important for staff to have an opportunity hear all voices.

Ms. Rosario stated that staff is always seeking new ideas to improve public outreach. Ms. Rosario noted that during the last comprehensive plan process, the CPT held two CPT forums where citizens or groups could make presentations without being confined to a particular topic. Ms. Rosario stated that the presenters encompassed a wide range of interests from square dancers to literacy groups to the Land Conservancy.

Mr. Krapf stated that those forums allowed some of the voices that staff might not normally hear to provide input. Mr. Krapf noted that the CPT forums should be repeated as part of this process.

Ms. Bledsoe noted that staff would be using almost every medium to inform and to solicit input.

Mr. Paul Holt stated that this process provides opportunities for everyone to participate and be heard. Mr. Holt further noted that providing the varied formats reaches across all age groups; accounts for individual schedules; and allows individuals to provide input in a setting where they feel comfortable expressing their ideas and concerns.

Ms. Bledsoe noted that staff has put a tremendous amount of thought and effort into developing the methodology which should be well received by citizens.

Mr. Krapf inquired when the proposed methodology and timeline would be presented to the Board of Supervisors.

Staff responded that the proposal would be reviewed by the Board in January 2014.

Mr. Holt noted that the proposal would be brought before the full Planning Commission in December before going to the Board.

b. Other Discussion

Mr. O'Connor requested a review of meeting dates for December 2013.

Ms. Rosario responded that the meeting dates are December 2, 3, 5 and, if needed, 9.

Mr. Holt noted that last year the Committee was able to go through all of the CIP applications in two meetings. The first two meetings are firm but the remaining two meetings are built in to accommodate additional review or presentations.

Mr. Woods noted that he would not be available on December 9.

Ms. Rosario recommended that, prior to the first meeting, the Committee identify those groups that they would like to make presentations. Ms. Rosario noted that the Committee had already identified the WJCC Schools to make a presentation.

Mr. O'Connor noted that it would be better to have representatives on hand even if not needed, rather than bring an item back at a later meeting.

Ms. Bledsoe noted that the ability to ask the applicant questions can make a tremendous difference in the Committee's understanding and evaluation of a project.

Ms. Rosario suggested identifying a fourth date in the event an additional meeting was necessary.

The Committee determined that December 13 at 3 PM would be mutually convenient.

Ms. Bledsoe inquired when the Committee would review the zoning regulations on backyard chickens.

Mr. Holt noted that staff would be conducting the necessary research in December and January so that it could be reviewed by the committee in February.

Ms. Bledsoe noted that the regulations should be reviewed soon because of the violation notices that have already been issued.

Mr. Holt noted that the enforcement actions are on hold pending the outcome of the review.

Mr. O'Connor asked what the review process would be.

Mr. Holt stated that the Committee would review ordinances from other localities and all of the citizen feedback. Mr. Holt further noted that staff would provide some recommendations and options to the Committee for consideration.

Mr. Krapf noted that he would be interested in research related to the types of predators attracted by backyard chickens. Mr. Krapf suggested that the Committee provide staff with a list of research it would like to review.

Mr. Krapf suggested that a citizen comment period could be added to a regularly scheduled and advertised Policy Committee meeting.

Mr. O'Connor noted that it would be beneficial to gather that public input so that the Committee could create a better policy to take before the full Planning Commission.

Mr. Holt noted that there would also be robust public outreach and a variety of opportunities for citizens to provide input.

Ms. Bledsoe stated that it appeared that the Committee was in agreement to hold a public comment period at the meeting where the policy is discussed.

Mr. Woods inquired whether any dates had been determined.

Mr. Holt responded that the 2014 calendar has not been set; however, the meeting schedule should not change significantly from the current framework.

Mr. Holt noted that staff would review the schedule and the totality of citizen input opportunities before setting a date for the review.

Mr. O'Connor noted that the review would encompass several meetings. Mr. O'Connor further noted that it would be helpful to develop a draft policy prior so that citizens would have a framework for their comments.

Ms. Bledsoe concurred with that approach.

Mr. O'Connor noted that he wanted to ensure that citizens have ample opportunity to be part of the process and express their concerns.

5.) Adjournment

There being no further items to discuss, the meeting was adjourned at 4:47 p.m.

Robin Bledsoe, Chair of the Policy Committee

MEMORANDUM

DATE: January 8, 2014
TO: The Planning Commission
FROM: Jennifer VanDyke, Planner
SUBJECT: Initiation of Consideration of Amendment to the Zoning Ordinance, ZO-0008-2013 – Accessory Apartments

In early 2013, the Policy Committee reviewed and discussed several potential topics regarding where updates or amendments to the Zoning Ordinance may be needed. The Policy Committee determined that a review of the regulations governing accessory apartments was necessary and recommended to the Planning Commission that the project be a priority in the Planning Division Work Program. The Planning Commission subsequently reviewed its work plan priorities with the Board of Supervisors at the joint work session on May 28, 2013.

Staff will engage citizens and stakeholder groups, evaluate adjacent locality ordinances, and provide recommendations for accessory apartments.

Staff recommends the Planning Commission approve the attached resolution to initiate consideration of possible amendments to the Zoning Ordinance, pursuant to Code of Virginia §15.2-2285 and §15.2-2286, and refer this matter to the Policy Committee.


Jennifer Van Dyke

RESOLUTION

INITIATION OF CONSIDERATION OF AN AMENDMENT TO THE ZONING ORDINANCE

CASE NO. ZO-0008-2013 – ACCESSORY APARTMENTS

WHEREAS, the Planning Commission of James City County, Virginia, pursuant to §15.2-2285 and §15.2-2286 of the Code of Virginia, may prepare and recommend to the Board of Supervisors various land development plans and ordinances, specifically including a zoning ordinance and necessary revisions thereto as seem to the Commission to be prudent; and

WHEREAS, in order to make the Zoning Ordinance more conducive to proper development, public review and comment of draft amendments is required pursuant to Code of Virginia §15.2-2285 and §15.2-2286; and

WHEREAS, the Planning Commission is of the opinion that the public necessity, convenience, general welfare, or good zoning practice warrant the consideration of amendments.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of James City County, Virginia, does hereby request staff to initiate review of Article I, *In General*, to amend language found in Section 24-2, Definitions; Article II, *Special Regulations*, provisions and procedures relating to accessory apartments in residential areas of James City County; and to amend the language of Article V, *Districts*, to add accessory apartments as a use permitted as a matter of right or upon issuance of a special use permit, along with appropriate regulations in one or more districts.

The Planning Commission shall hold at least one public hearing on the consideration of amendments of said ordinance and shall forward its recommendation thereon to the Board of Supervisors in accordance with the law.

Al Woods
Chair, Planning Commission

ATTEST:

Paul D. Holt, III
Secretary

Adopted by the Planning Commission of James City County, Virginia this 8th day of January, 2014.

New Cases for December

Case Type	Case Number	Case Title	Address	Description	Planner	District
Conceptual Plans	C-0064-2013	Strawberry Plains Center Unit 2 Parking Verification	3715Strawberry Plains	Parking verification for non-office uses in Strawberry Plains Center Unit 2	Leanne Pollock	04-Jamestown
	C-0065-2013	Captain George's Exterior Improvements	5363 Richmond Road	To transfer the sea cottage into a colonial style appearance. The buildings will be altered in form and the entire facade will receive new windows, siding, cornice, brick, masonry, cornice and cedar roofing. Some interior renovations will occur also.	Jose Ribeiro	04-Jamestown
	C-0066-2013	Mt. Pleasant Baptist Church BLA	4002 Ironbound Road	Proposed adjustment of one property line by 25 ft.	Luke Vinciguerra	04-Jamestown
	C-0067-2013	New Town Sec. 12 Invasive Species Monitoring	3950 Windsormwade Way	Monitoring for invasive species and groundwater monitoring w/i VA Least Trillium locations in accordance with proffers for Z-0003-2013.	Leanne Pollock	04-Jamestown
	C-0068-2013	7292 Merrimac Trail Subdivision	7292 Merrimac Trail	Proposal to subdivide the parcel into 3 lots, approximately 1/3 acre each.	Scott Whyte	05-Roberts
	C-0069-2013	Watford Lane Signal Warrant Analysis	New Town intersection of Watford Lane and Ironbound Road	Signal warrant analysis for the intersection of Watford Ln. and Ironbound Rd. as required by the New Town Sec. 3&6 proffers; Ref. Z-0005-2004.	Leanne Pollock	04-Jamestown
	C-0070-2013	1592 Harbor Road Patio	1592 Harbor Road	Proposed construction of patio in conservation easement.	Jose Ribeiro	03-Berkeley
	C-0071-2013	Crosswalk Parking Lot Exp.	5100 John Tyler Highway	Proposed expansion of an existing parking lot.	Jennifer VanDyke	04-Jamestown
Subdivisions	S-0054-2013	New Town Sec. 7, Parcel C BLA	5401 Center Street	BLA between 5401 and 5455 Center Street, JCSA easement dedication, and vacation of 910 SF of right-of-way at Center Street adjacent to the pool. No new lots created.	Leanne Pollock	04-Jamestown
	S-0055-2013	Bishop Centerville Road BLA	6060 Centerville Road	Proposed boundary line adjustment between Bernard Bishop, 6100 Centerville Rd., and Elvin Jones, 6060 Centerville Rd.	Jose Ribeiro	02-Powhatan
	S-0057-2013	White Hall Sec. 3 Trail Amend.	3401 Rochambeau Drive	Amends trail material from 4' wide mulch to 6' wide crusher run stone.	Leanne Pollock	01-Stonehouse
	S-0058-2013	Ford's Colony Westport Lots 23 & 24	3490 Westport	Final Plat of 2 lots.	Jose Ribeiro	02-Powhatan

New Cases for December

Case Type	Case Number	Case Title	Address	Description	Planner	District
Site Plans	SP-0107-2013	New Town Sec. 12 Retaining Wall SP Amend.	3950 Windsormeade Way	Amendment to modify the reinforced concrete retaining walls along the wetland buffers to a decorative segmental block retaining wall. No change in wall height, clearing or grading.	Leanne Pollock	04-Jamestown
	SP-0108-2013	New Town Sec. 9 (Settlers Market) Major B SP Amend.	5225 Settlers Market Boulevard	Amendment to JCC SP-0001-2013 for minor building and sidewalk changes.	Leanne Pollock	04-Jamestown
	SP-0109-2013	King of Glory Lutheran Church Addition, Ph. 1	4897 Longhill Road	11,960 square foot building addition.	Jose Ribeiro	04-Jamestown
	SP-0110-2013	Anheuser-Busch Brewery, FAB Tote Handling Building	7801 Pocahontas Trail	Construction of a one-story steel frame Tote Handling Building with equipment platforms and rack storage for full and active FAB totes.	Chris Johnson	05-Roberts
	SP-0111-2013	New Town (Settlers Market) Outparcels SP Amend.	4540 Casey Boulevard	Amends patios to match as-built conditions for two outparcel buildings flanking Casey Blvd. No change to building square footage.	Leanne Pollock	04-Jamestown
	SP-0112-2013	Kingsmill Golf Clubhouse Deck SP Amend.	1000 Kingsmill Road	Addition of 1,600 square foot deck to the south-side of the Golf Clubhouse building at Kingsmill Resort. The deck will be used for outdoor seating at the existing restaurant.	Jennifer VanDyke	05-Roberts
	SP-0113-2013	White Hall Trail and Lanscape Plan SP Amend.	3290 Hickory Neck Boulevard	Amendment to modify trail material (from 4' wide mulch to 6' wide crusher run) and landscape plans; Sections 1, 2, & Weatherly.	Leanne Pollock	01-Stonehouse
	SP-0114-2013	Veritas Preparatory School SP Amend.	275 McLaws Circle	Relocation of 2 handicap parking spaces to different location in parking lot. No change in total number of spaces.	Jennifer VanDyke	05-Roberts
	SP-0115-2013	JCC Bruton Fire Station No. 1	7869 Church Lane	Redevelopment of existing fire station, to include new fire station, access road and additional parking; Ref. SUP-0014-2013.	Scott Whyte	01-Stonehouse
	SP-0116-2013	Williamsburg Landing 3003 Larkspur Run SP Amend.	5700 Williamsburg Landing Drive	Proposed 12x14 room addition in place of deck and add 10x20 deck.	Luke Vinciguerra	05-Roberts
	SP-0117-2013	New Town Sec. 3&6 (The Pointe) Dumpster Enclosure SP Amend.	4375 New Town Avenue	Construction of a recycle dumpster enclosure next to existing trash compactor.	Leanne Pollock	04-Jamestown
Zoning Appeal	ZA-0011-2013	7610 Beechwood Drive	7610 Beechwood Drive	To reduce the required front setback from 50' to 33' to allow for the continued placement of the existing dwelling that is currently under construction.	John Rogerson	02-Powhatan
Zoning Ordinance Amendments	ZO-0007-2013	Chicken Keeping in Residential Areas		Review and amend standards for keeping of chickens in residential communities.	Scott Whyte	
	ZO-0008-2013	Accessory Apartments		Review and amend standards and regulations for accessory apartments in residential districts.	Jennifer VanDyke	

New Cases for November

Case Type	Case Number	Case Title	Address	Description	Planner	District
Conceptual Plans	C-0057-2013	Sears Outlet	6623 Richmond Road	To allow a ± 13,000 square feet SEARS at the Wythe-Will Commercial Complex (Candy Store)	Jose Ribeiro	01-Stonehouse
	C-0058-2013	Neighbors Drive Improvement Project	115 Neighbors Drive	Improvements to Neighbors Drive, including road, stormwater, water/sewer and landscaping.	Ellen Cook	02-Powhatan
	C-0059-2013	The Governor's Land Foundation Admin. Office	2700 Two Rivers Road	Reuse existing sales office as an Administrative Office.	Luke Vinciguerra	03-Berkeley
	C-0060-2013	Radio Antenna Addition at Mega Auto Spa	5117 John Tyler Hgwy	Proposal to mount an antenna at 20 ft. near a dumpster enclosure at Mega Spa carwash for the purpose of a low power FM radio station.	Luke Vinciguerra	03-Berkeley
	C-0061-2013	131 Winston Dr., Arnall, Joanne	131 Winston Drive	Owners wish to use single family home for tourist rentals.	Scott Whyte	03-Berkeley
	C-0062-2013	5375 Discovery Park Blvd. Cox Communications MAC Cabinet	5375 Discovery Park Blvd	Proposal to install a new MAC cabinet to service existing Cox customer at 5360 Discovery Park Blvd.	Jennifer VanDyke	04-Jamestown
	C-0063-2013	Kingsmill Golf Clubhouse Deck Addition	1000 Kingsmill Road	Proposed 1,600 square foot addition to the south side deck of the Golf Clubhouse building at the Kingsmill Resort. The deck addition would accommodate 28 seats for the existing restaurant.	Jennifer VanDyke	05-Roberts
Subdivision	S-0048-2013	New Town Sec. 7, Parcel B	5400 Center Street	Final plat of 18 single-family attached lots at intersection of Center St. and Casey Blvd.	Leanne Pollock	04-Jamestown
	S-0049-2013	Powhatan Secondary, Ph. VII-C - Plat of Correction	4400 News Road	Plat of Correction.	Jose Ribeiro	04-Jamestown
	S-0050-2013	Windmill Meadows, Sec. 1-A	6001 Centerville Road	Plat of Section 1A - Lots 10-18.	Jose Ribeiro	02-Powhatan
	S-0051-2013	Burwell's Bluff	1000 Kingsmill Road	Construction Plans for 31 lots.	Scott Whyte	05-Roberts
	S-0052-2013	Williamsburg Vineyards Parcel 2-D	2638 Lake Powell Road	Final plat of 1 lot.	Jennifer VanDyke	05-Roberts
	S-0053-2013	White Hall, Sec. 5	3611 Rochambeau Drive	Construction/Development of 41 lots on 14.22 acres.	Luke Vinciguerra	01-Stonehouse

New Cases for November

Case Type	Case Number	Case Title	Address	Description	Planner	District
Site Plan	SP-0094-2013	Freedom Park Exp.	5537 Centerville Road	Installation of two shelters, playground, pervious parking lot expansion, and paver patio.	Jose Ribeiro	02-Powhatan
	SP-0095-2013	New Town Sec. 7, Parcel B Townhomes	5400 Center Street	Construction of 18 townhomes at intersection of Center St and Casey Blvd (see also S-0048-2013).	Leanne Pollock	04-Jamestown
	SP-0096-2013	Verizon Wireless Camp Road Tower Co-Location SP Amend.	140 Camp Road	Proposal to attach new antennas on the existing 199' tower, place a 12'x16' pre-fab shelter and emergency generator within the existing comopound.	Jennifer VanDyke	02-Powhatan
	SP-0097-2013	New Town Sec. 9 (Settlers Market) Townhomes	4520 Casey Blvd	106 townhome units along Casey Blvd, Settlers Market Blvd and Merchant's Court. Portion of units required to be affordable per proffers .	Leanne Pollock	04-Jamestown
	SP-0098-2013	Busch Gardens Trapper Restroom SP Amend.	7851 Pocahontas Trail	Demolition of existing trapper restroom and construction of new 1455 SF restroom facility.	Luke Vinciguerra	05-Roberts
	SP-0099-2013	Moss Creek Commerce Centre	9686 Old Stage Road	Construction of infrastructure and utilities for commerce center.	Jennifer VanDyke	01-Stonehouse
	SP-0100-2013	Busch Gardens Italy Deck SP Amend - Lighting and Drains	7851 Pocahontas Trail	Amendment to add 4 concrete light fixtures and 2 French drains. Plan has been approved	Scott Whyte	05-Roberts
	SP-0101-2013	Longhill Grove Apartments Storage Shed SP Amend.	102 Burton Woods Drive	Addition of 8' x 8' storage shed next to existing workshop.	Jose Ribeiro	02-Powhatan
	SP-0102-2013	Emily's Donuts	7123 Merrimac Trail	Restaurant and donut shop with 6 tables and 24 seats in the old Short Stop Deli building.	Leanne Pollock	05-Roberts
	SP-0103-2013	Drinkwater Equestrian	255 Peach Street	Proposal for horse barn and parking area.	Luke Vinciguerra	01-Stonehouse
	SP-0104-2013	Ford's Colony, Hollinwell Lots 98 & 99 Drainage Improvements	102 Hollinwell	Application proposes installing larger storm sewer to improve drainage on the site.	Jennifer VanDyke	02-Powhatan
	SP-0105-2013	AT&T Marriott Ford's Colony Antenna	100 St Andrews Drive	Antenna installation inside a chimney.	Luke Vinciguerra	02-Powhatan
	SP-0106-2013	Mirror Lakes Dam Renovations		Proposal for new emergency spillway and concrete outfall channel and ancillary improvements in order to meet new VA	Scott Whyte	

New Cases for November

Case Type	Case Number	Case Title	Address	Description	Planner	District
Special Use Permit	SUP-0016-2013	3745 Captain Wynne Drive Accessory Apartment	3745 Captain Wynne Drive	Proposal for an accessory apartment for applicant's mother.	Jose Ribeiro	03-Berkeley
	SUP-0017-2013	Apperson Family Subdivision - 4904 Fenton Mill Rd.	4904 Fenton Mill Road	Creation of 1 new lot through a family subdivision in A-1 of less than one acre.	Jennifer VanDyke	01-Stonehouse
	SUP-0018-2013	Pettengill-McClure Family Subdivision, Diascund Reservoir Road	9437 Diascund Reservoir Road	Subdivision to create 2 lots of less than 1 acre in A-1 to transfer to children of owners.	Leanne Pollock	01-Stonehouse
Zoning Appeal	ZA-0010-2013	29 Magruder Lane Administrative Variance	29 Margruder Lane	To reduce the yard separation distance between the screened porch addition and the existing garage to nine feet, allowing the garage to still qualify as an accessory structure.	John Rogerson	05-Roberts

PLANNING DIRECTOR'S REPORT

January 2014

This report summarizes the status of selected Planning Division activities during the past month.

- **New Town.** The Design Review Board did not meet in December. The DRB reviewed the following items via email: landscaping plans for several single family lots in Charlotte Park; changes to the sidewalk and landscaping adjacent to Petco in Settlers Market; plat for boundary line adjustments adjacent to the Roper-Homestead Park in Section 7 and adjacent to proposed residential townhomes in Section 9; and a recycling enclosure at the Pointe at New Town. The next DRB meeting is scheduled for February 20.
- **Longhill Road Corridor Study.** A public meeting for the Longhill Road Corridor Study was held on the evening of November 21, 2013 from 7 – 9 p.m. at the King of Glory Lutheran Church fellowship hall.
- **Monthly Case Report.** For a list of all cases received in the last two months, please see the attached documents.
- **Board Action Results:**
 - November 12, 2013
 - HW-0002-2013. Busch Gardens 2015 Festa Italia Attraction (Approved 5-0)
 - Contract Award – Mooretown Road Extended Corridor Study – \$399,967 – (Approved 3-2)
 - The Virginia Department of Transportation (VDOT) Revenue Sharing Program - Fiscal Year 2015 – Deferred until November 26, 2013.
 - November 26, 2013
 - The Virginia Department of Transportation (VDOT) Revenue Sharing Program-Fiscal Year 2015 (Approved 4-0)
 - December 10, 2013
 - Case No. SUP-0012-2013. Olde Towne Road Human Services Building Communications Tower – Deferred until January 14, 2014.
 - Case No. Z-0002-2013/SUP-0005-2013. Wellington, Windsor Ridge, Section 4 – Deferred until January 14, 2014.
 - Initiation of a Zoning Ordinance Amendment to Consider the Keeping of Chickens in Residential Zoned Areas of the County (Approved 3-0-1)