

A G E N D A
JAMES CITY COUNTY PLANNING COMMISSION
REGULAR MEETING
County Government Center Board Room
101 Mounts Bay Road, Williamsburg, VA 23185
December 4, 2019
6:00 PM

A. CALL TO ORDER

B. ROLL CALL

C. PUBLIC COMMENT

D. REPORTS OF THE COMMISSION

E. CONSENT AGENDA

1. Minutes of the November 6, 2019 Regular Meeting
2. Initiation of Consideration of Amendments to the Zoning Ordinance Regarding Wireless Communication Facilities to Address Changes to the Code of Virginia and the Federal Communication Commission's September 26, 2018, Declaratory Ruling and Third Report and Order (FCC 18-133)
3. Development Review Committee Action Item: SP-19-0101. Chickahominy Riverfront Park RV and Boat Storage Area SP Amend.

F. PUBLIC HEARINGS

1. AFD-19-0002. Croaker AFD Addition, 9896 Sycamore Landing Road
2. Z-19-0018/SUP-19-0024. Monticello Avenue Shops

G. PLANNING COMMISSION CONSIDERATIONS

H. PLANNING DIRECTOR'S REPORT

1. Planning Director's Report December 2019

I. PLANNING COMMISSION DISCUSSION AND REQUESTS

J. ADJOURNMENT

ITEM SUMMARY

DATE: 12/4/2019

TO: The Planning Commission

FROM: Paul D. Holt, III, Secretary

SUBJECT: Minutes of the November 6, 2019 Regular Meeting

ATTACHMENTS:

	Description	Type
	Minutes of the November 6, 2019 Regular Meeting	Minutes

REVIEWERS:

Department	Reviewer	Action	Date
Planning Commission	Holt, Paul	Approved	11/27/2019 - 11:49 AM
Planning Commission	Holt, Paul	Approved	11/27/2019 - 11:50 AM
Publication Management	Burcham, Nan	Approved	11/27/2019 - 12:59 PM
Planning Commission	Holt, Paul	Approved	11/27/2019 - 1:27 PM

MINUTES
JAMES CITY COUNTY PLANNING COMMISSION
REGULAR MEETING
County Government Center Board Room
101 Mounts Bay Road, Williamsburg, VA 23185
November 6, 2019
6:00 PM

A. CALL TO ORDER

Mr. Haldeman called the meeting to order at 6:00 p.m.

B. ROLL CALL

Planning Commissioners Present:

Jack Haldeman
Rich Krapf
Tim O'Connor
Danny Schmidt
Frank Polster
Julia Leverenz

Planning Commissioners Absent:

Odessa Dowdy

Staff Present:

Paul Holt, Director of Community Development and Planning
Max Hlavin, Deputy County Attorney
Scott Whyte, Senior Landscape Planner II
José Ribeiro, Senior Planner II
Thomas Wysong, Senior Planner II

C. PUBLIC COMMENT

Mr. Haldeman opened Public Comment.

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

D. REPORTS OF THE COMMISSION

Mr. Frank Polster stated that the Development Review Committee (DRC) met on 23 October 2019 to consider two cases.

Mr. Polster stated that the Committee considered C-19-0082. 6623 Richmond Road Master Plan Consistency Determination for 12,200 square feet of non-retail uses at a location previously identified on the Master Plan as "Retail/Office." Mr. Polster stated that the Committee was comfortable with the proposed additions to the Master Plan and found the proposal consistent with the adopted master plan and recommended approval to the Planning Commission with a vote of 3-0 for approval.

Mr. Polster stated that the Committee also considered C-19-0073. 2822 Forge Road shared driveway exception request for a proposed three-lot subdivision on one parcel located north of Forge Road.

Mr. Polster noted that Section 19-73 of the Subdivision Ordinance states that a shared driveway shall be required for any subdivision with three or more undeveloped lots. Mr. Polster further stated that the Comprehensive Plan encourages the preservation of the natural, wooded, and rural character of the County by various measures, including “minimizing the number of street and driveway intersections along the main road by providing common driveways and interconnection of developments.”

Mr. Polster stated that there are three required exceptions criteria under Section 19-18 that the staff analysis determined that the applicant failed to meet them.

Mr. Polster stated that the applicant, the Committee, and staff discussed various scenarios. Mr. Polster stated that the DRC voted to recommend denial of the exception request to the Planning Commission.

Mr. Polster stated that after the vote, there was an open discussion between the applicant and staff about an alternate proposal that was discussed with the staff but not provided to the DRC. Mr. Polster stated that the Committee voted to set aside the initial vote denying the exception under Section 19-18 and then voted 3-0 to recommend approval to the Planning Commission the exception request under Section 19-18 specifying one shared driveway for Lots 2 and 1 and one driveway for Lot 3.

Ms. Julia Leverenz stated that the Policy Committee did not meet in October.

E. CONSENT AGENDA

1. Minutes of the October 2, 2019 Regular Meeting
2. Development Review Committee Action Item: C-19-0073. 2822 Forge Road
3. Development Review Committee Action Item: C-19-0082. 6623 Richmond Road Master Plan Consistency Determination

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

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

F. PUBLIC HEARINGS

1. SUP-19-0019. 530 Neck O Land Road Tourist Home

A motion to Deny was made by Julia Leverenz, the motion result was Passed.

AYES: 6 NAYS: 0 ABSTAIN: 0 ABSENT: 1

Ayes: Dowdy, Haldeman, Krapf, Leverenz, O'Connor, Polster

Absent: Schmidt

Absent: Schmidt

Mr. Scott Whyte, Senior Landscape Planner II, stated that Mrs. Emily Huffman has applied for a Special Use Permit (SUP) to allow for the operation of two additional dwellings as Tourist Homes, providing a total of four Tourist Home units. Mr. Whyte stated that the property is located at 530 Neck O Land road, is zoned R-8, Rural Residential, is designated Low Density Residential in the Comprehensive Plan, and is located inside the Primary Service

Area. Mr. Whyte stated that, if granted, this SUP would allow rentals throughout the year.

Mr. Whyte stated that staff considered the home's location, parking provisions, and appearance to be favorable factors in the evaluation of this application. Mr. Whyte further stated that the front dwelling has been operating as a residence and accessory apartment, and the back dwelling is a duplex which received a variance in 1985 to allow its construction. Mr. Whyte stated that ample parking is provided with a circular drive in the front and a parking area between the residence and the duplex. Mr. Whyte stated that staff is recommending conditions which are intended to mitigate the impacts of the use and preserve the residential character of the home. Mr. Whyte stated that such conditions include restrictions on commercial signage and lighting, and any future expansions of the use would require an SUP amendment.

Mr. Whyte stated that staff finds the proposal to be compatible with the 2035 Comprehensive Plan, Zoning Ordinance, and surrounding development, and recommends that the Planning Commission recommend approval of this application subject to the proposed conditions.

Mr. Rich Krapf inquired about current rental units on the property.

Mr. Whyte stated that the front dwelling is currently being used as a main residence and has an accessory apartment which is rented. Mr. Whyte further stated that the duplex has two units which are currently rented long term.

Mr. O'Connor inquired about the purpose for granting a variance for the duplex.

Mr. Whyte noted that the variance was granted so that the duplex could be constructed.

Ms. Leverenz inquired if all units could be rented at the same time.

Mr. Whyte confirmed.

Mr. Haldeman inquired if there is a significance to the property being on a local road rather than a collector road.

Mr. Whyte stated that since the property has been operating as four units for long-term rental, staff did not believe there would be a significant impact to traffic.

Mr. Haldeman inquired if there were any concerns from adjacent property owners.

Mr. Whyte stated that there were no concerns noted.

Mr. O'Connor inquired about the requirement for a family member to live in an accessory apartment.

Mr. Holt stated that the requirement is for detached accessory apartments.

Mr. Haldeman called for disclosures from the Commission.

There were no disclosures.

Mr. Haldeman opened the Public Hearing.

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

Mr. Haldeman opened the floor for discussion by the Commission.

Mr. Krapf noted that the application is unusual as this involves two structures on a single lot and is on a local road. Mr. Krapf noted that he has concerns about the density.

Mr. Holt stated that the dwellings are already in existence. Mr. Holt further stated that what is consistent across all the applications the Commission has reviewed is that it maintains the look and feel of residential units. Mr. Holt stated that even without the SUP for the Tourist Homes, the structures can still be occupied as long term rentals.

Mr. Schmidt noted that this is a good location from the tourism perspective.

Ms. Leverenz noted that she has concerns about taking three affordable units off the market.

Mr. O'Connor stated that as noted before, he believes that short-term rentals are not consistent with the goals of the Comprehensive Plan. Mr. O'Connor stated that he will not support the application.

Ms. Leverenz stated that she will not support the application as it sets a difficult precedent for future application.

Mr. Schmidt stated that it is important to note that there are many more short-term rentals in the County that are not operating with the necessary permits. Mr. Schmidt stated that he appreciated the applicants working through the SUP process and complying with the Zoning Ordinance.

Mr. Polster stated that there is a need for affordable auxiliary units and that he has concerns about removing these auxiliary units from long-term rental use.

Ms. Leverenz made a motion not to recommend approval of the application.

On a roll call vote, the Commission voted not to recommend approval of SUP-19-0019. 530 Neck O Land Road Tourist Home. (4-2)

2. Z-19-0014/MP-19-0016. The Promenade at John Tyler Highway Proffer and Master Plan Amendment

A motion to Approve was made by Frank Polster, the motion result was Passed.

AYES: 4 NAYS: 0 ABSTAIN: 1 ABSENT: 1

Ayes: Dowdy, Krapf, O'Connor, Polster

Abstain: Leverenz

Absent: Schmidt

Ms. Leverenz stated that she would not participate in this Public Hearing as she has a potential financial interest in the development. Ms. Leverenz left the dais.

Mr. José Ribeiro, Senior Planner II, stated that Mr. Jerry Bowman of Franciscus at Promenade, LLC, has submitted a request to amend the adopted Proffers and Master Plan for The Promenade at John Tyler Highway to allow for the construction of an additional ten-plex building on the site.

Mr. Ribeiro stated that The Promenade is a master planned community approved by the Board of Supervisors in December 2014. Mr. Ribeiro stated that the development consists of up to 204 residential units and approximately 48,000 square feet of commercial space. Mr.

Ribeiro stated that the entire master planned area is zoned Mixed Use, with proffers and designated Mixed Use by the 2015 Comprehensive Plan and located within the PSA.

Mr. Ribeiro stated that the proposed 204 residential units are distributed in the following types of structures:

- 11 ten-plex buildings (110 units)
- 40 duplex buildings (80 units); and
- 14 multifamily units, or the live-above units, associated with the mixed use buildings planned at the four outparcels adjacent to Route 199

Mr. Ribeiro stated that this amendment proposes revisions to the adopted Master Plan and Proffers for a portion of The Promenade, more specifically, the four outparcels adjacent to Route 199, to allow that in lieu of constructing the 14 live-above units as part of the Mixed Use buildings at the four outparcels, the applicant is proposing to build a ten-plex, all residential building, on the outparcel located at 5311 John Tyler Highway.

Mr. Ribeiro stated that staff recommends that the Commission recommend approval of the application and acceptance of the voluntary Proffers to the Board of Supervisors.

Mr. Haldeman called for disclosures from the Commission.

Mr. Krapf stated that he spoke with the applicant's representative.

Mr. Haldeman stated that he also spoke with the applicant's representative.

Mr. Polster stated that he spoke with the applicant's representative.

Mr. Haldeman opened the Public Hearing.

Mr. Vernon Geddy, Geddy Harris, Franck, & Hickman, 1177 Jamestown Road, made a presentation to the Commission.

Mr. Haldeman inquired how the commercial square footage will be adjusted.

Mr. Geddy stated that two of the buildings where commercial space had been proposed for the second floor will now be entirely commercial.

Ms. Betty Hatzidakis, 903 Promenade Lane, addressed the Commission with concerns about the application.

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

Mr. Krapf inquired if there were any public meetings for residents of The Promenade to better understand the changes.

Mr. Geddy stated that a meeting was held with residents of Winston Terrance; however, he was not certain about any meetings for the residents of The Promenade.

Mr. Krapf inquired if the wooded area would change if the ten-plex were not built.

Mr. Geddy stated that this area has always been planned for development; however, the existing buffers as shown on the Master Plan will not change.

Mr. Polster noted that he appreciates the amount of public parks included with this project.

Mr. Polster further noted that the 204 units are all affordable units. Mr. Polster stated that of these units, 32 are priced to be affordable for entry level teachers and public safety employees.

Mr. Schmidt inquired if there is potential to add additional parking to address the parking concerns.

Mr. Geddy stated that the applicant is agreeable to adding some additional parking spaces.

Mr. O'Connor stated that he appreciates the positive impact of the development on the Williamsburg Crossing Shopping Center. Mr. O'Connor further stated that having the office uses rather than retail within The Promenade is a better mix of uses.

Mr. Schmidt stated that he will also support the application.

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

On a roll call vote, the Commission voted to recommend approval of Z-19-0014/MP-19-0016. The Promenade at John Tyler Highway Proffer and Master Plan Amendment. (5-0-1) Ms. Leverenz abstaining.

3. Z-19-0012/SUP 19-0020. Forest Heights Rezoning & Independent Living Facility

Absent: Schmidt

Mr. Thomas Wysong, Senior Planner, stated that the County is proposing to rezone the Forest Heights area from MU, Mixed Use with proffers to R-3, Residential Redevelopment and R-3, Residential Redevelopment with proffers. Mr. Wysong stated that accompanying this request, Mr. Harbin is proposing 46 townhomes and a 50-unit independent living facility via an SUP on the property currently owned by the Salvation Army and located at 6015 Richmond Road. Mr. Wysong stated that Mr. Harbin has voluntarily submitted proffers to address the impacts associated with these 96 units.

Mr. Wysong stated that the Forest Heights area is designated Low density Residential (LDR) and Moderate Density Residential (MDR) by the adopted Comprehensive Plan, Toward 2035: Leading the Way. Mr. Wysong stated that this area is entirely within the PSA and the portion of the property abutting Richmond Road is designated as a Community Character Corridor.

Mr. Wysong stated that Mr. Harbin is proffering 100% of the housing units to be offered at affordable prices. Mr. Wysong stated that by proffering affordable housing and other options supported by the Comprehensive Plan, the applicant has achieved the density bonus points needed for this proposal.

Mr. Wysong stated that staff finds that the proposal will not negatively impact surrounding zoning and development and is consistent with the goals and strategies of the Comprehensive Plan. Mr. Wysong stated that staff recommends that the Commission recommend approval of the application to the Board of Supervisors.

Mr. O'Connor asked for clarification on the areas subject to rezoning.

Mr. Wysong stated that the rezoning is for the entire area shown on the Location Map.

Mr. O'Connor inquired if the five parcels to the north-west would be commercial or residential.

Mr. Wysong stated that future development on those parcels would need to be consistent with the Master Plan.

Mr. Polster inquired who owns the five parcels.

Mr. Holt stated that the parcels are privately and individually owned.

Ms. Leverenz inquired how it is feasible to achieve a rezoning now, when it was not possible previously. Mr. Holt stated that rather than being an applicant-driven process, the action is the subject of a Board of Supervisors action and directive.

Mr. Holt noted that if any of the property owners have concerns about the proposal, they would address those concerns through the Public Hearing Process.

Mr. Polster inquired if all property owners were notified.

Mr. Wysong confirmed.

Ms. Leverenz inquired if any comments were received.

Mr. Wysong stated that only the one comment had been received.

Mr. O'Connor inquired about the choice of the R-3 zoning.

Mr. Holt stated that R-3 is similar to the MU District with the only difference being the lack of commercial uses.

Mr. Haldeman called for disclosures from the Commission.

Mr. Krapf, Mr. Polster, and Mr. Haldeman each stated that he spoke with Mr. Harbin's representative.

Mr. Haldeman opened the Public Hearing.

Mr. Vernon Geddy, Geddy Harris, Franck, & Hickman, 1177 Jamestown Road, made a presentation to the Commission.

Mr. Polster inquired about price break-out for the rental or sale of the units for 30% to 60% and 61%-80% of Area Median Income (AMI).

Mr. Geddy stated that the 30%-60% AMI units would sell for approximately \$200,000.

Mr. Wysong stated that the 30%-60% AMI units should go from approximately \$93,000 to \$212,000 and the 61%-80% AMI units would go for \$219,000 to \$243,000.

Mr. Polster inquired about the rental piece.

Mr. Geddy stated that it is the Senior Living facility that will have rental units.

Mr. Holt noted that the County only calculates sales price, not rental price.

Mr. O'Connor inquired about the Proffer for LEAD certification.

Mr. Geddy stated that the Proffer is for a stormwater facility with LID techniques or building techniques which achieve LEAD certification.

Mr. O'Connor inquired about the Owner's Association.

Mr. Geddy stated that there is a separate association for the Townhomes and will be mandatory for owners of the Townhomes.

Mr. O'Connor inquired about which entity will be responsible for the stormwater.

Mr. Holt stated that it will depend on the engineering.

Mr. Steve Gohn, 4040 Coronation, addressed the Commission in support of the application. Mr. Jeremy Lind, 4524 Village Park Drive, East, addressed the Commission in support of the application.

Mr. Brian Maynor, 4079 Dunbarton Circle, addressed the Commission in support of the application.

Mr. Wayne Harbin, 4041 Coronation, addressed the Commission in support of the application.

Mr. Gary Moore, 158 Forest Heights Road, addressed the Commission with concerns about the application.

Ms. Geraline Moore, 153 Forest Heights Road, addressed the Commission with concerns about the application.

Mr. Allen Billups, 158 Forest Heights Road, addressed the Commission with concerns about the application.

Mr. Joe Avellar, 3005 East Whittaker Close, addressed the Commission in support of the application.

Mr. Doug Harbin, 202 Landon Road, addressed the Commission in support of the project.

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

Mr. Haldeman opened the floor for discussion by the Commission.

Mr. O'Connor inquired about the discussion regarding a playground to be done with the original development. Mr. Holt stated that research would be needed. Mr. O'Connor stated that he has concerns about potential conflict over recreation facilities.

Mr. Polster noted concerns about the capacity of the road. Mr. Polster stated that, however, this project proposed a satisfactory entrance road which encourages better access to the new facilities rather than pushing traffic onto Forest Heights Road. Mr. Polster further stated that he hoped the Virginia Department of Transportation connection to the next lots would not be changed. Mr. Polster stated that this project provides a needed commodity with the affordable senior living facility. Mr. Polster suggested that he would like to see a bus shelter provided for the senior living facility at the pocket park. Mr. Polster recommended developing a landscaping plan and plan of use for the pocket park fronting on Richmond Road. Mr. Polster stated that he would support the application.

Mr. Krapf stated that he concurred with the need for the bus shelter and the landscaping plan for the pocket park. Mr. Krapf stated that he will support the application.

Mr. Schmidt stated that he will support the application.

Ms. Leverenz stated that while no application is perfect, she finds more benefits than negatives to this project. Ms. Leverenz stated that she will support the project.

Mr. Haldeman stated that he will support the project. Mr. Haldeman noted that the location is appropriate with access to shopping and to public transportation. Mr. Haldeman noted that he does have some concerns about the cost of housing for the units being offered at up to 120% AMI which is not truly affordable.

Mr. O'Connor stated that he feels strongly about providing a playground accessible to the Forest Heights community.

Mr. Polster made a motion to recommend approval of the application with a recommendation that staff develop a landscaping plan for the pocket park and that the applicant consider the feasibility of providing playground amenities for the Forest Heights neighborhood.

On a roll call vote, the Commission voted to recommend approval of Z-19-0012/SUP 19-0020. Forest Heights Rezoning and Independent Living Facility. (6-0)

G. PLANNING COMMISSION CONSIDERATIONS

There were no items for consideration.

H. PLANNING DIRECTOR'S REPORT

1. Planning Director's Report November 2019

Mr. Holt stated that he did not have anything in addition to what was provided in the Agenda packet.

2. Engage 2045 Update

Mr. Wysong provided a presentation to the Commission on the Comprehensive Plan update process.

Mr. Wysong noted that state law requires that “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.” Mr. Wysong stated that in James City County, we have a tradition of not only reviewing the plan, but thoroughly examining, reviewing, and updating it. Mr. Wysong noted that over a five-year period, much can change: growth can affect our facility needs and services, opinions and priorities may evolve, and there may be new state laws and County policies to consider. Because of this, it is helpful to renew the conversation with the community and to ensure that our plan best reflects the community’s needs, which brings us to Engage 2045.

Mr. Wysong stated that Engage 2045 is an important opportunity to shape the community’s future and drive real action. Mr. Wysong stated that the Engage 2045 will proceed over the next two years from summer 2019 to summer 2021 in a series of phases that allow for multiple opportunities to check in, learn about the plan, and provide input as it is developed.

Mr. Wysong stated that the timeline shows the five project phases that proceed from “Laying

the Foundation” in the first phase through “Implementation” in the last phase. Mr. Wysong further stated that at the same time, there are four broad aspects to the community engagement process that track with the project phases. Mr. Wysong noted that staff is currently in the “Listening and Envisioning” part of community engagement - understanding vision and values of our citizens. Mr. Wysong stated that this is the citizens' opportunity to shape the community’s future by sharing their vision to make James City County a great place in which to live, work and play, now and in 2045. The Commission commented on the presentation and the associated video and provided generally supportive comments on the process.

I. PLANNING COMMISSION DISCUSSION AND REQUESTS

There were no discussion items or requests.

J. ADJOURNMENT

Mr. Polster made a motion to adjourn.

The meeting was adjourned at approximately 7:58 p.m.

Paul D. Holt, III, Secretary

John Haldeman, Chair

ITEM SUMMARY

DATE: 12/4/2019

TO: The Planning Commission

FROM: Tom Leininger, Planner

SUBJECT: Initiation of Consideration of Amendments to the Zoning Ordinance Regarding Wireless Communication Facilities to Address Changes to the Code of Virginia and the Federal Communication Commission's September 26, 2018, Declaratory Ruling and Third Report and Order (FCC 18-133)

ATTACHMENTS:

	Description	Type
☐	Memorandum	Cover Memo
☐	Initiating Resolution	Resolution
☐	Performance Standards for Communication Facilities, Antennas, Towers, and Support Structures that Require a Special Use Permit Policy	Backup Material

REVIEWERS:

Department	Reviewer	Action	Date
Planning Commission	Holt, Paul	Approved	11/22/2019 - 7:40 AM
Planning Commission	Holt, Paul	Approved	11/22/2019 - 7:40 AM
Publication Management	Daniel, Martha	Approved	11/22/2019 - 9:24 AM
Planning Commission	Holt, Paul	Approved	11/22/2019 - 9:43 AM

MEMORANDUM

DATE: December 4, 2019

TO: The Planning Commission

FROM: Tom Leininger, Planner

SUBJECT: Initiation of Consideration of Amendments to the Zoning Ordinance Regarding Wireless Communication Facilities to Address Changes to the Code of Virginia and the Federal Communication Commission's September 26, 2018, Declaratory Ruling and Third Report and Order (FCC 18-133)

In 2017 and 2018, the General Assembly passed legislation requiring changes to how local Zoning Ordinances may treat applications for wireless communications facilities. Those State Code changes, combined with recent Federal Communications Commission (FCC) decisions regarding facilities intended to support the deployment of 5G technology, continue to effectively erode local zoning authority. As in 2016, James City County will need to once again update its Zoning Ordinance to be consistent with state and federal requirements.

The 2035 Comprehensive Plan lends support to these possible Ordinance amendments through goals, strategies, and actions in the Community Character (CC) Section. CC 7.1 states that the County should "update the Wireless Communications Division of the Zoning Ordinance as necessary to accommodate the use of new and emerging wireless communications services."

Staff recommends the Planning Commission adopt the attached resolution to formally initiate consideration of such amendments to the Zoning Ordinance and refer this matter to the Policy Committee.

TL/md
InitZOA-WrlessFac-mem

Attachments:

1. Initiating Resolution
2. Performance Standards for Communication Facilities, Antennas, Towers, and Support Structures that Require a Special Use Permit Policy

RESOLUTION

**INITIATION OF CONSIDERATION OF AMENDMENTS TO THE ZONING ORDINANCE
REGARDING WIRELESS COMMUNICATION FACILITIES TO ADDRESS CHANGES TO THE
CODE OF VIRGINIA AND THE FEDERAL COMMUNICATION COMMISSION'S
SEPTEMBER 26, 2018, DECLARATORY RULING AND THIRD REPORT AND
ORDER (FCC 18-133)**

WHEREAS, Virginia Code § 15.2-2286 and County Code § 24-13 permit the Planning Commission of James City County, Virginia (the "Commission") to, by motion, initiate amendments to the regulations of the Zoning Ordinance that the Commission finds to be prudent; and

WHEREAS, amendments to the Zoning Ordinance are prudent to address state law and federal regulatory changes regarding wireless communication facilities; and

WHEREAS, these changes also necessitate amendment are also necessary to the policy adopted by the Board of Supervisors on November 8, 2016, "Performance Standards for Communications Facilities, Antennas, Towers, and Support Structures that Require a Special Use Permit;" and

WHEREAS, the 2035 Comprehensive Plan supports these possible Ordinance amendments through goals, strategies, and actions in the Community Character section (CC 7.1); and

WHEREAS, the Commission is of the opinion that the public necessity, convenience, general welfare, or good zoning practice warrant the consideration of amendments to the Zoning Ordinance.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of James City County, Virginia, does hereby, by motion, initiate staff review of the entirety of the Zoning Ordinance of the James City County Code Chapter 24, Sections 24-1 *et seq.* in regards to permitting and regulating wireless communication facilities. The Planning Commission shall hold at least one public hearing on the consideration of amendments to said Ordinance and shall forward its recommendation to the Board of Supervisors in accordance with the law.

Jack Haldeman
Chairman, Planning Commission

ATTEST:

Paul D. Holt, III
Clerk to the Board

Adopted by the Planning Commission of James City County, Virginia, this 4th day of
December 2019.

InitZOA-WrlessFac-res

**PERFORMANCE STANDARDS FOR COMMUNICATIONS FACILITIES, ANTENNAS,
TOWERS AND SUPPORT STRUCTURES (CATS) THAT REQUIRE A SPECIAL USE PERMIT**

November 8, 2016

In order to maintain the integrity of the James City County's significant historic, natural, rural and scenic resources, to preserve its existing aesthetic quality and its landscape, to maintain its quality of life and to protect its health, safety, general welfare, and property values, communications, antennas, towers and support structures (CATS) should be located and designed in a manner that minimizes their impacts to the maximum extent possible and minimizes their presence in areas where they would depart from existing and future patterns of development. To implement these goals, the Planning Commission and the Board of Supervisors have adopted these performance standards for use in evaluating special use permit applications for CATS. While all of the standards support these goals, some may be more critical to the County's ability to achieve these goals on a case by case basis. Therefore, some standards may be weighed more heavily in any recommendation or decision on a special use permit, and cases that meet a majority of the standards may or may not be approved. The terms used in these standards shall have the same definition as those same terms in the Zoning Ordinance. In considering an application for a special use permit, the Planning Commission and the Board of Supervisors will consider the extent to which an application meets the following performance standards. When considering these applications, the Planning Commission and the Board of Supervisors will evaluate the proposal based on both the initial height of the proposed CATS and the maximum increase in the physical dimension of the proposed project permitted by Section 6409(a) of the Middle Class Tax Relief and Job Creation Act of 2012 and the FCC's implementing regulations.

A. Collocation and Alternatives Analysis

1. Applicants should provide verifiable evidence that they have cooperated with others in co-locating additional antenna on both existing and proposed structures and replacing existing towers with ones with greater co-location capabilities. It should be demonstrated by verifiable evidence that such co-locations or existing tower replacements are not feasible and that proposed new sites contribute to the goal of minimizing new tower sites.
2. Applicants should demonstrate the following:
 - a. That all existing CATS and potential alternative mounting structures more than 60 feet tall within a three-mile radius of the proposed site for a new CATS cannot provide adequate service coverage or an antenna mounting opportunity.
 - b. That adequate service coverage cannot be provided through an increase in transmission power, replacement of an existing CATS within a three mile radius of the site of the proposed CATS, or through the use of a camouflaged CATS, alternative mounting structure, multi-antenna system or a system that uses lower antenna heights than proposed.
 - c. The radii of these study areas may be reduced where the intended coverage of the proposed WCF CATS is less than three miles.
3. Towers should be sited in a manner that allows placement of additional CATS facilities. A minimum of two tower locations, each meeting all of the requirements of the Zoning Ordinance and these standards, should be provided at all newly approved tower sites.

4. All newly permitted towers should be capable of accommodating enough antennas for at least three service providers or two service providers and one government agency. Exceptions may be made where shorter heights are used to achieve minimal intrusion of the tower as described in Section B.2. below.

B. Location and Design

1. CATS should be consistent with existing and future surrounding development and the Comprehensive Plan. While the Comprehensive Plan should be consulted to determine all applicable land use principles, goals, objectives, strategies, development standards, and other policies, certain policies in the Plan will frequently apply. Some of these include the following: (1) CATS should be compatible with the use, scale, height, size, design and character of surrounding existing and future uses, and such uses that are generally located in the land use designation in which the CATS would be located; and (2) CATS should be located and designed in a manner that protects the character of the County's Community Character Corridors and historic and scenic resource areas and their view sheds.
2. CATS should be located and designed consistent with the following criteria:

<i>Proposed Location of CATS</i>	<i>Impact Criteria</i>
<i>a. Within a residential zone or residential designation in the Comprehensive Plan</i>	<i>Use a camouflage design, a well buffered slickstick, Multi-Antenna system, or have a minimal intrusion on to residential areas, historic and scenic resources areas or roads in such areas, or community character corridors.</i>
<i>b. Near a historic or scenic resource area or on a Community Character Corridor</i>	<i>Use a camouflaged design or slicksticks that have minimal intrusion on to residential areas, historic and scenic resources areas or on community character corridors.</i>
<i>c. Within a rural lands designation in the Comprehensive Plan</i>	<i>For areas designated rural lands in the Comprehensive Plan that are within 1,500 feet from the tower, use a well buffered monopole, a camouflaged design, or other design that has minimal intrusion on to residential areas or community character corridors. For rural lands more than 1,500 feet from the tower, no more than the upper 25% of the tower should be visible.</i>
<i>d. Within a commercial or in an industrial designation in the Comprehensive Plan</i>	<i>Use a camouflage design, well buffered monopole, or other design that has minimal intrusion on to residential areas, historic and scenic resources areas or roads in such areas or community character corridors.</i>

Notes for the above table:

1. Exceptions to these criteria may be made on a case by case basis where the impact of the proposed CATS is only on the following areas: (1) An area designated residential on the Comprehensive Plan or zoning map which is not a logical extension of a residential subdivision or which is a transitional area between residential and nonresidential uses, (2) a golf course or a

golf course and some combination of commercial areas, industrial areas or utility easements, provided the tower is located on the golf course property, or (3) a scenic easement.

2. A CATS will meet the minimal intrusion criteria if it is not visible off site above the tree line. Such CATS should only be visible off-site when viewed through surrounding trees that have shed their leaves.
3. Camouflaged towers having the design of a tree should be compatible in scale and species with surrounding natural trees or trees native to Eastern Virginia.
4. WCFs CATS should be less than 200 feet in height in order to avoid the need for lighting. Taller heights may be acceptable where views of the WCF from residential areas and public roads are very limited. At a minimum, CATS 200 feet or more in height should exceed the location standards listed above.
5. Towers should be freestanding and not supported with guy wires.
6. Any modification to CATS should adopt the same camouflaging and screening measures as the original structure.

C. Buffering

1. CATS should be placed on a site in a manner that takes maximum advantage of existing trees, vegetation and structures so as to screen as much of the entire CATS as possible from view from adjacent properties and public roads. Access drives should be designed in a manner that provides no view of the CATS base or related facilities.



Figure 1: Example of a well buffered slickstick with minimal intrusion

2. Towers should be buffered from adjacent land uses and public roads as much as possible. Following buffer widths and standards should be met:

- a. In or adjacent to residential or agricultural zoning districts, areas designated residential or rural lands on the Comprehensive Plan, historic or scenic resource areas or community character corridors, an undisturbed, completely wooded buffer consisting of existing mature trees at least 100-feet-wide should be provided around the tower.
- b. In or adjacent to all other areas, at least a 50-foot-wide vegetative buffer consisting of a mix of deciduous and evergreen trees native to Eastern Virginia should be provided.

PerformanceStand-ord

ITEM SUMMARY

DATE: 12/4/2019

TO: The Planning Commission

FROM: Brett Meadows, Planner

SUBJECT: Development Review Committee Action Item: SP-19-0101. Chickahominy Riverfront Park RV and Boat Storage Area SP Amend.

Mr. Alister Perkinson of the James City County Department of Parks & Recreation has submitted a site plan to relocate the existing RV/boat storage area. Saplings and scrub trees will need to be removed from the proposed area.

Reason for DRC Review: Adopted Special Use Permit (SUP) Conditions require the Planning Director and DRC approval for tree clearing on the Chickahominy Riverfront Park property.

Link to Agenda and Staff Report:
<https://jamescity.novusagenda.com/AgendaPublic/CoverSheet.aspx?ItemID=5134&MeetingID=966>

DRC Recommendation: On November 20, 2019, the DRC recommended approval of the request by a vote of 4-0.

REVIEWERS:

Department	Reviewer	Action	Date
Planning Commission	Holt, Paul	Approved	11/22/2019 - 7:55 AM
Planning Commission	Holt, Paul	Approved	11/22/2019 - 7:55 AM
Publication Management	Daniel, Martha	Approved	11/22/2019 - 11:04 AM
Planning Commission	Holt, Paul	Approved	11/22/2019 - 11:26 AM

ITEM SUMMARY

DATE: 12/4/2019

TO: The Planning Commission

FROM: Tori Haynes, Planner

SUBJECT: AFD-19-0002. Croaker AFD Addition, 9896 Sycamore Landing Road

ATTACHMENTS:

	Description	Type
▣	Staff Report	Staff Report
▣	Attachment 1. Proposed Conditions	Backup Material
▣	Attachment 2. Location Map	Backup Material
▣	Attachment 3. Croaker AFD Map	Backup Material
▣	Attachment 4. Croaker AFD 2018 Renewal Ordinance and Staff Report	Backup Material
▣	Attachment 5. State Code § 15.2- 4305	Backup Material
▣	Attachment 6. Forest Management Plan	Backup Material
▣	Attachment 7. Unofficial Minutes of the October 24, 2019 AFD Advisory Committee Meeting	Minutes

REVIEWERS:

Department	Reviewer	Action	Date
Planning Commission	Holt, Paul	Approved	11/26/2019 - 5:02 PM
Planning Commission	Holt, Paul	Approved	11/26/2019 - 5:02 PM
Publication Management	Burcham, Nan	Approved	11/27/2019 - 7:38 AM
Planning Commission	Holt, Paul	Approved	11/27/2019 - 7:46 AM

Agricultural and Forestal District-19-0002. Croaker AFD Addition, 9896 Sycamore Landing Road**Staff Report for the December 4, 2019, Planning Commission Public Hearing**

SUMMARY FACTS

Applicant:	Ms. Kelly Dana Fulton
Land Owner:	Deep Creek Crossing, LLC
Proposal:	Addition of ± 3.85-acre parcel to the Croaker Agricultural and Forestal District (AFD).
Location:	9896 Sycamore Landing Road
Tax Map/Parcel No.:	0720100006A
Project Acreage:	± 3.85 acres
Zoning:	A-1, General Agricultural
Comprehensive Plan:	Rural Lands
Primary Service Area:	Outside
Staff Contact:	Tori Haynes, Planner

PUBLIC HEARING DATES

AFD Committee:	October 24, 2019, 4:00 p.m.
Planning Commission:	December 4, 2019, 6:00 p.m.
Board of Supervisors:	January 14, 2020, 5:00 p.m. (Tentative)

FACTORS FAVORABLE

1. Staff finds that this addition to the Croaker AFD would be compatible with surrounding development and the core of the District.
2. Staff finds the proposal to be consistent with the recommendations of the 2035 Comprehensive Plan Land Use Action 6.1.1.
3. Impacts: This proposal is not anticipated to generate any impacts that require mitigation.

FACTORS UNFAVORABLE

As this proposal is not anticipated to generate any impacts that require mitigation, staff finds no unfavorable factors.

SUMMARY STAFF RECOMMENDATION

The subject parcel is located more than one mile away from the core parcels of the Croaker AFD; therefore, as specified in the Code of Virginia, this parcel may be added to the District only upon finding that it contains agriculturally and forestally significant land. At its October 24, 2019 meeting, the AFD Advisory Committee found that the subject parcel is agriculturally and forestally significant and recommended its addition to the Croaker AFD. With the AFD Advisory Committee's findings and recommendation of approval, staff recommends that the Planning Commission recommend approval of this application to the Board of Supervisors, subject to the attached conditions, consistent with other properties in the District.

AFD ADVISORY COMMITTEE RECOMMENDATION

At its October 24, 2019 meeting, the AFD Advisory Committee voted 5-0 to find that the subject property is agriculturally and forestally

Agricultural and Forestal District-19-0002. Croaker AFD Addition, 9896 Sycamore Landing Road

Staff Report for the December 4, 2019, Planning Commission Public Hearing

significant and to recommend approval of this application to the Planning Commission and Board of Supervisors.

PROJECT DESCRIPTION

- Ms. Kelly Fulton has applied to enroll \pm 3.85 acres of land located at 9896 Sycamore Landing Road into the Croaker AFD. The subject parcel is currently undeveloped and forested.
- The subject parcel is more than one mile away from the core parcels in the Croaker AFD; therefore, as specified in the Code of Virginia, the governing body must decide if this property contains agriculturally and forestally significant land to be added to the Croaker AFD (see Attachment No. 5).
- A forest management plan has been prepared by Singletree Forestry Service (see Attachment No. 6). Per the plan, the subject parcel consists of an upland hardwood timber type, including tree species such as red oak, yellow poplar, sweet gum, and loblolly pine.
- Per the United States Department of Agriculture's *Soil Survey of James City and York Counties and the City of Williamsburg, Virginia*, the parcel consists of the following soils (roughly west-east):

Soil Type	Erosion Hazard	Equipment Limitation	Seedling Mortality	Windthrow Hazard
19B, Kempsville-Emporia fine sandy loams, 2-6% slopes	Slight	Slight	Slight	Slight
15D, Emporia complex, 10-15% slopes	Slight	Slight	Slight	Slight

Soil Type	Erosion Hazard	Equipment Limitation	Seedling Mortality	Windthrow Hazard
11C, Craven-Uchee complex, 6-10% slopes	Slight	Moderate	Slight	Slight
31B, Suffolk fine sandy loam, 2-6% slopes	Slight	Slight	Slight	Slight
15F, Emporia complex, 25-50% slopes	Moderate	Severe	Slight	Slight

- As the table indicates, the eastern portion of the parcel closest to the York River contains moderately erodible soils. The Virginia Department of Forestry (VDOF) has noted that when harvesting, the logger must notify VDOF within three days of starting per Virginia Code § 10.1-1181.2(H). VDOF will monitor the harvest for water quality concerns and work with the logger to remedy any problems that might arise.

DISTRICT HISTORY

- The Croaker AFD was created in 1986 for a term of four years and originally consisted of 13 parcels totaling \pm 1,341 acres.
- The District was renewed for four-year intervals in 1990, 1994, 1998, 2002, 2006, 2010, 2014, and 2018 with various withdrawals and additions occurring during that period.
- In 2019, the Board of Supervisors approved the addition of three parcels totaling \pm 128.81 acres to the District.
- The District currently consists of \pm 1,311.04 acres. Should this addition be approved, the District would consist of \pm 1,314.89 acres.
- The majority of the Croaker AFD core consists of undeveloped

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.

Staff Report for the December 4, 2019, Planning Commission Public Hearing

forested land, with portions of some parcels being used for traditional agriculture such as farming or grazing.

SURROUNDING ZONING AND DEVELOPMENT

All surrounding properties are zoned A-1, General Agricultural and designated Rural Lands in the 2035 Comprehensive Plan. The subject parcel is bounded by the York River to the east. The adjacent parcel to the south and west is owned by the applicant's family and was added to the Croaker AFD in 2019. Existing land uses on adjacent properties include single-family residences and undeveloped forested land.

COMPREHENSIVE PLAN

The Comprehensive Plan designates this parcel as Rural Lands. Appropriate primary uses in Rural Lands include traditional agricultural and forestal activities. Land Use Action 6.1.1 of the 2035 Comprehensive Plan states that the County shall "support both the use and value assessment of Agricultural and Forestal (AFD) programs to the maximum degree allowed by the Code of Virginia."

PUBLIC IMPACTS

Staff finds that this proposal is not anticipated to generate any impacts that require mitigation.

STAFF RECOMMENDATION

The subject parcel is located more than one mile away from the core parcels of the Croaker AFD; therefore, as specified in the Code of Virginia, this parcel may be added to the District only upon finding that it contains agriculturally and forestally significant land. At its October 24, 2019 meeting, the AFD Advisory Committee found that the subject parcel is agriculturally and forestally significant and recommended its addition to the Croaker AFD. With the AFD Advisory Committee's findings and recommendation of approval,

staff recommends that the Planning Commission recommend approval of this application to the Board of Supervisors, subject to the attached conditions, consistent with other properties in the District.

TH/md

AFD19-2CroakerAdd

Attachments:

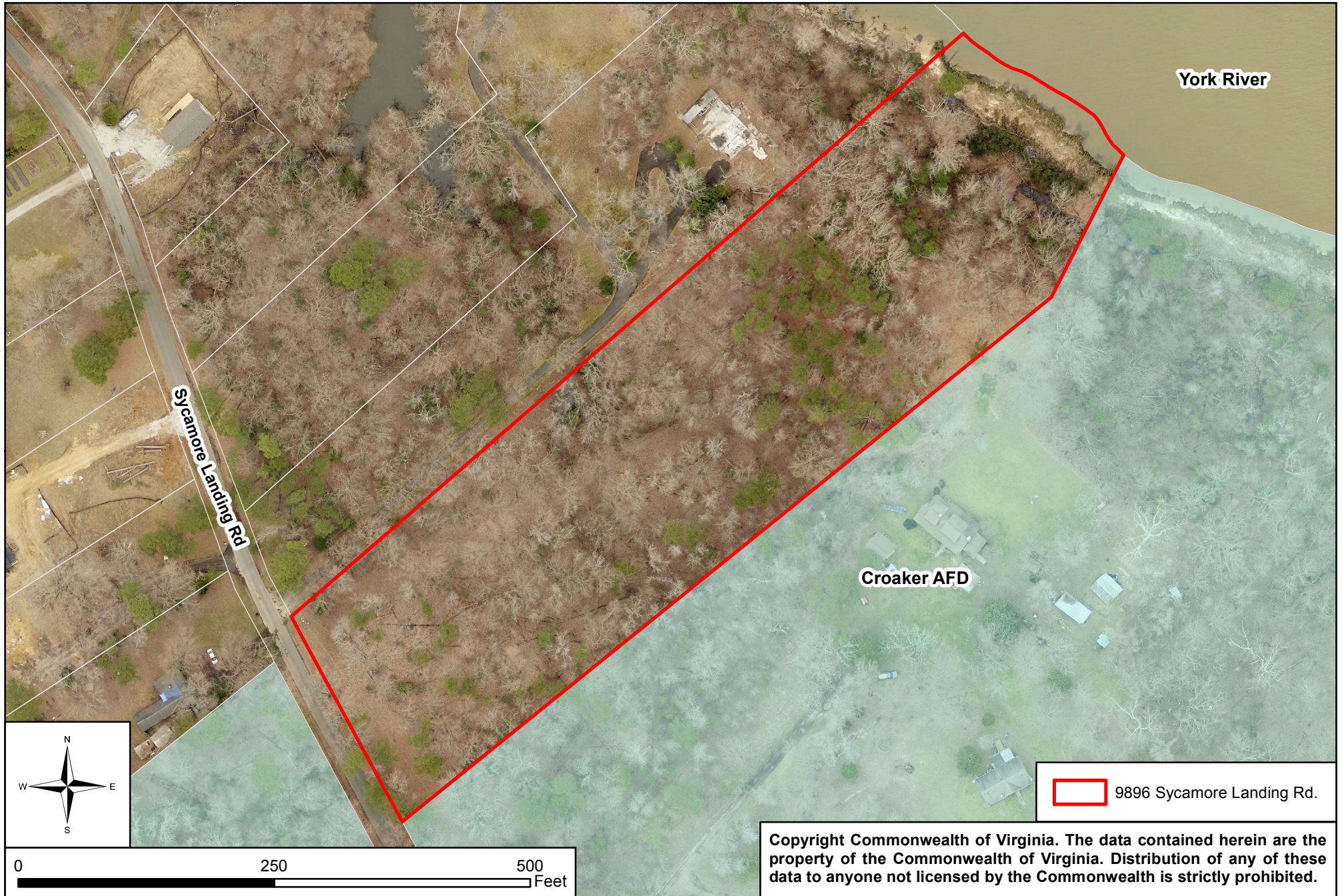
1. Proposed Conditions
2. Location Map
3. Croaker AFD Map
4. Croaker AFD 2018 Renewal Ordinance and Staff Report
5. State Code § 15.2-4305 regarding AFD Application Criteria
6. Forest Management Plan prepared by Singletree Forestry Services
7. Unofficial Minutes of the October 24, 2019, AFD Advisory Committee Meeting

Proposed Conditions:

1. The subdivision of land is limited to 25 acres or more, except where the Board of Supervisors authorizes smaller lots to be created for residential use by members of the owner's immediate family, as defined in the James City County Subdivision Ordinance. Parcels of up to five acres, including necessary access roads, may be subdivided for the siting of Wireless Communications Facilities (WCFs), 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 District may be rezoned and no application for such rezoning shall be filed earlier than six months prior to the expiration of the District. Land within the District may be withdrawn from the District in accordance with the Board of Supervisors' Policy Governing the Withdrawal of Properties from Agricultural and Forestal Districts, adopted September 28, 2010.
3. No Special Use Permit (SUP) shall be issued except for agricultural, forestal, or other activities and uses consistent with the Act, which are not in conflict with the policies of this District. The Board of Supervisors, at its discretion, may issue SUPs for WCFs on properties in the District that are in accordance with the County's policies and Ordinances regulating such facilities.

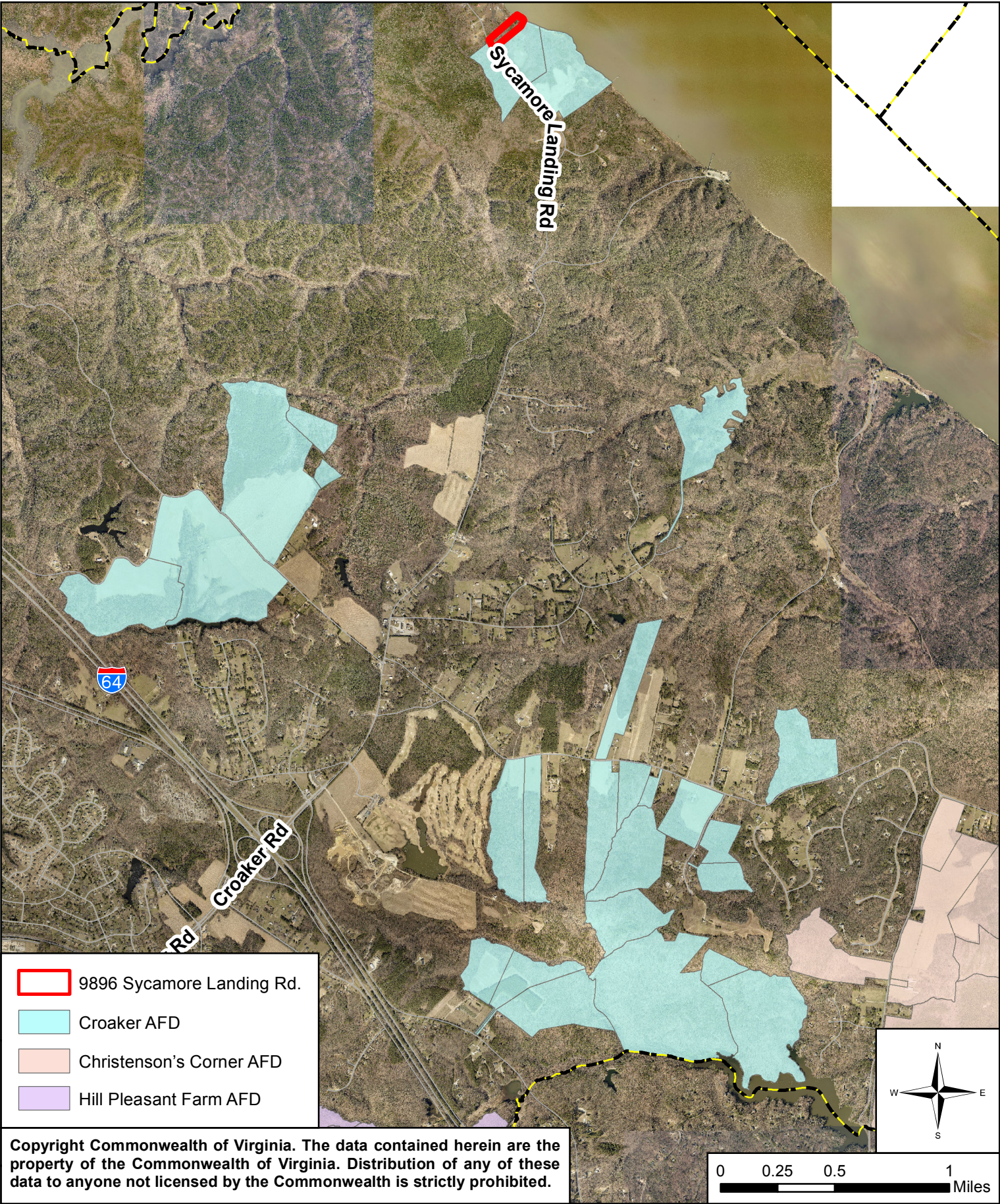
JCC AFD-19-0002

Croaker AFD Addition, 9896 Sycamore Landing Rd.



JCC AFD-19-0002

Croaker AFD Exhibit



CORRECTED

ADOPTED

SEP 11 2018

ORDINANCE NO. 164A-17

Board of Supervisors
James City County, VA

AGRICULTURAL AND FORESTAL DISTRICT-02-86-1-2018

CROAKER 2018 RENEWAL

- WHEREAS, James City County has completed a review of the Croaker Agricultural and Forestal District (the "District"); and
- WHEREAS, in accordance with Section 15.2-4311 of the Code of Virginia, 1950, as amended (the "Virginia Code"), property owners have been notified, public notices have been filed, public hearings have been advertised, and public hearings have been held on the continuation of the District; and
- WHEREAS, the Agricultural and Forestal District (AFD) Advisory Committee at its meeting on June 21, 2018, voted 9-0 to recommend renewal of the District; and
- WHEREAS, the Planning Commission following its public hearing on August 1, 2018, concurred with the recommendation of staff and the AFD Advisory Committee and voted 5-0 to recommend renewal of the District with the conditions listed below.

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

1. The Croaker Agricultural and Forestal District (the "District") is hereby continued to October 31, 2022 in accordance with the provisions of the Virginia Agricultural and Forestal District Act, Virginia Code Section 15.2-4300 et. seq. (the "Act").
2. That the District shall include the following parcels, provided, however, that all land within 25 feet of road right-of-ways is excluded from the District:

<u>Owner</u>	<u>Parcel No.</u>	<u>Acres</u>
Hankins Land Trust	1530100044	119.00
William and Mary M. Apperson	1440100015	26.05
William and Mary M. Apperson	1440100015A	26.23
Ronald McManus, et al.	1530100043	119.85
Ronald McManus, et al.	1530100042	10.10
Ronald McManus, et al.	1530100036	40.40
Hazel M. Richardson & LA Richardson	1530100002	39.76
Hazel M. Richardson	1530100034	39.78
J. Rosalie Will, Trustee	1440100010	40.00
Stephanie L. Billon-Wolfe, Trustee	1440100009	49.08
Wenger Farms LLC	1320100018	95.30
Wenger Farms LLC	1410100001	150.00
Wenger Farms LLC	1410100014	143.50
Thomas B. Ballard	1530100035	53.17
Sharpe Family Properties, LLC	1530100018	16.05

William R. Atkins, Jr.	1530100019	16.40
William R. Atkins, Jr	1530100029	30.94
Milly Wallis	1540100004	40.00
Thomas B. Ballard	1530100035A	4.91
Thomas B. Ballard	1530100032	16.22
Wenger Farms, LLC	1410100007	7.00
Katherine G. & William Mann	1510400003	50.00
Mitchell Family Ltd. Partnership	0740100002	48.49
Total:		<u>1,182.23</u>

3. That pursuant to Sections 15.2-4312 and 15.2-4313 of the Act, the Board of Supervisors requires that no parcel in the District be developed to a more intensive use without prior approval of the Board of Supervisors. Specifically, the following restrictions shall apply:

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

Ruth M. Larson

Ruth M. Larson
Chairman, Board of Supervisors

ATTEST:

Teresa J. Fellows
Teresa J. Fellows
Deputy Clerk to the Board

	VOTES		
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
MC GLENNON	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ICENHOUR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SADLER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HIPPLE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LARSON	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Adopted by the Board of Supervisors of James City County, Virginia, this 11th day of September, 2018.

AGRICULTURAL AND FORESTAL DISTRICT-02-86-1-2018. Croaker Renewal**Staff Report for the September 11, 2018, Board of Supervisors Public Hearing****SUMMARY FACTS**

<u>LAND OWNERS</u>	<u>PARCEL ID</u>	<u>ACRES (±)</u>
Hankins Land Trust	1530100044	119.00
William L. & Mary M. Apperson	1440100015	26.05
William L. & Mary M. Apperson	1440100015A	26.23
Ronald McManus, et al.	1530100043	119.85
Ronald McManus, et al.	1530100042	10.10
Ronald McManus, et al.	1530100036	40.40
Hazel M. & L. Richardson	1530100002	39.76
Hazel M. Richardson	1530100034	39.78
J. Rosalie Will, Trustee	1440100010	40.00
Stephanie L. Billon-Wolfe, Trustee	1440100009	49.08
Wenger Farms, LLC	1320100018	95.30
Wenger Farms, LLC	1410100001	150.00
Wenger Farms, LLC	1410100014	143.50
Thomas B. Ballard	1530100035	53.17
Sharpe Family Properties, LLC	1530100018	16.05
William R. Atkins, Jr.	1530100019	16.40
William R. Atkins, Jr.	1530100029	30.94
Milly Wallis	1540100004	40.00
Thomas B. Ballard	1530100035A	4.91
Thomas B. Ballard	1530100032	16.22
Wenger Farms, LLC	1410100007	7.00
Katherine G. & William Mann	1510400003	50.00
Mitchell Family Ltd. Partnership	0740100002	48.49
TOTAL ACRES		1,182.23

Zoning: A-1, General Agricultural

Comprehensive Plan: Rural Lands
Low-Density Residential

Primary Service Area

(PSA): Inside and Outside

Staff Contact: Roberta Sulouff, Senior Planner

PUBLIC HEARING DATES

Planning Commission: August 1, 2018, 6:00 p.m.

Board of Supervisors: September 11, 2018, 5:00 p.m.

STAFF RECOMMENDATION

Approval, subject to the proposed conditions.

**AGRICULTURAL AND FORESTAL DISTRICT (AFD)
ADVISORY COMMITTEE RECOMMENDATION**

At its June 21, 2018 meeting, the AFD Advisory Committee voted 9-0 to recommend the continuation of the District to the Planning Commission and Board of Supervisors.

PLANNING COMMISSION

At its August 1, 2018 meeting, the Planning Commission voted 5-0 to recommend the continuation of the District to the Board of Supervisors.

DISTRICT HISTORY

- The Croaker AFD was created in 1986 for a term of four years and originally consisted of 13 parcels totaling ±1,341 acres.
- The District was renewed for four-year intervals in 1990, 1994, 1998, 2002, 2006, 2010 and 2014 with various withdrawals and additions occurring during that period.

AGRICULTURAL AND FORESTAL DISTRICT-02-86-1-2018. Croaker Renewal

Staff Report for the September 11, 2018, Board of Supervisors Public Hearing

- In 2017, the Board of Supervisors approved the addition of 48.49 acres of land located at 9730 Sycamore Landing Road to the AFD.

DISTRICT DESCRIPTION

While still conforming to applicable area and proximity requirements this District is somewhat geographically dispersed. According to the United States Geological Service Soils Survey, the bulk of the District appears to consist of soils which are prime for crop cultivation or forestry. The majority of the District is forested and remains rural in nature. All the land in this District is zoned A-1, General Agricultural. Pieces of the District are located both outside and inside of the PSA, and are designated both Rural Lands and Low-Density Residential by the adopted Comprehensive Plan.

Total acreage includes all the land in the above properties with the exception of all land within 25 feet of right-of-ways. This area has been excluded to allow for possible road and/or drainage improvements.

ADDITION/WITHDRAWAL REQUESTS/OTHER CHANGES IN ACREAGE

- *Addition Requests:*
 - The owner of the property located at 4450 Ware Creek Road (Tax Map ID No. 1410100046) has applied to add approximately 14.8 acres to the District. That application will be evaluated under a separate cover and is tentatively scheduled for the AFD Committee's consideration at the October 25, 2018, meeting.
 - The owner of the property located at 4960 Fenton Mill Road (Tax Map ID 2420100035) has applied to add approximately 52.28 acres to the District. That application will be evaluated

under a separate cover and is tentatively scheduled for the AFD Committee's consideration at the October 25, 2018 meeting.

CHANGES TO CONDITIONS

None.

SURROUNDING ZONING AND DEVELOPMENT

The majority of this District is located southeast of the Croaker Road/Interstate 64 interchange, though several small pieces are located north and east of the interchange as well. The surrounding area is mostly zoned A-1, General Agricultural; however, the northern and eastern portions of the District are surrounded by undeveloped portions of the Stonehouse Development, which is zoned PUD-R, Planned Unit Development-Residential. The Christenson's Corner AFD lies to the southeast of the District and the Hill Pleasant Farm AFD lies to the southwest of the District.

COMPREHENSIVE PLAN

The Comprehensive Plan designates these parcels as Rural Lands and Low-Density Residential. Land Use Action 6.1.1 of the adopted 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*."

STAFF RECOMMENDATION

Staff finds the Croaker AFD compatible with surrounding development and consistent with the recommendations of the adopted Comprehensive Plan and Zoning Ordinance. Staff recommends that the Board of Supervisors approve the renewal of this AFD for a period of four years, subject to conditions listed in the District Ordinance (Attachment No. 1).

AGRICULTURAL AND FORESTAL DISTRICT-02-86-1-2018. Croaker Renewal

Staff Report for the September 11, 2018, Board of Supervisors Public Hearing

RS/md

AFD-CroakerRnw

Attachments:

1. Ordinance
2. Location Map
3. Adopted conditions for the Croaker AFD
4. Board of Supervisors staff report for the 2014 renewal of the Croaker AFD

§ 15.2-4305. Application for creation of district in one or more localities; size and location of parcels

On or before November 1 of each year or any other annual date selected by the locality, any owner or owners of land may submit an application to the locality for the creation of a district or addition of land to an existing district within the locality. Each district shall have a core of no less than 200 acres in one parcel or in contiguous parcels. A parcel not part of the core may be included in a district (i) if the nearest boundary of the parcel is within one mile of the boundary of the core, (ii) if it is contiguous to a parcel in the district the nearest boundary of which is within one mile of the boundary of the core, or (iii) if the local governing body finds, in consultation with the advisory committee or planning commission, that the parcel not part of the core or within one mile of the boundary of the core contains agriculturally and forestally significant land. No land shall be included in any district without the signature on the application, or the written approval of all owners thereof. A district may be located in more than one locality, provided that (i) separate application is made to each locality involved, (ii) each local governing body approves the district, and (iii) the district meets the size requirements of this section. In the event that one of the local governing bodies disapproves the creation of a district within its boundaries, the creation of the district within the adjacent localities' boundaries shall not be affected, provided that the district otherwise meets the requirements set out in this chapter. In no event shall the act of creating a single district located in two localities pursuant to this subsection be construed to create two districts.

1977, c. 681, § 15.1-1511; 1979, c. 377; 1981, c. 546; 1984, c. 20; 1985, c. 13; 1987, c. 552; 1993, cc. 745, 761; 1997, c. 587; 1998, c. 833; 2011, cc. 344, 355.

The chapters of the acts of assembly referenced in the historical citation at the end of this section may not constitute a comprehensive list of such chapters and may exclude chapters whose provisions have expired.

7-5-19

FOREST MANAGEMENT PLAN

LANDOWNERS: Thomas W. Dana III

~~AFD # 18-0017~~ AFD-19-0002

PIN # 0720100006A

TOTAL ACRES: 4

FORESTED ACRES: 4+/-

TIMBER STAND A: 4 acres +/-

Timber Type: Majority of this stand consists of an upland hardwood timber type. This stand includes tree species such as Red Oak, Yellow Poplar, Sweet Gum and Loblolly Pine. The average Diameter at Breast Height, DBH, ranges from 12-28" and an age of 54-74 years old.

History: Some firewood harvesting has occurred in the stand and this area was a field in years past.

Recommendations: A select harvest could be planned for sometime in the next 10 years as trees are slowing in growth. A 13" loblolly pine was measured at 18 rings of growth per one inch.

prepared by: Singletree Forestry Services LLC, Erik Blake, 804-512-9065

Unofficial Minutes of the October 24, 2019 AFD Advisory Committee Meeting

Ms. Tori Haynes addressed the Committee and stated that applicant Ms. Kelly Fulton has applied to enroll 3.85 acres of land located at 9896 Sycamore Landing Road into the Croaker AFD.

Ms. Haynes stated the parcel is currently undeveloped, forested and located more than one mile away from the core parcels of the Croaker AFD. She explained state code allows for the addition of a parcel located more than one mile away from the district core if the governing body finds the property contains agriculturally and forestally significant land.

Ms. Haynes stated a forest management plan has been prepared for the owner. She said the plan states that the subject parcel consists of an upland hardwood timber type, including tree species such as red oak, yellow poplar, sweet gum, and loblolly pine.

Ms. Haynes noted the eastern portion of the parcel closest to the York River contains moderately erodible soils. She said the Virginia Department of Forestry (VDOF) has noted that when harvesting, the logger must notify VDOF within three days of starting, and VDOF will monitor the harvest for water quality concerns and work with the logger to remedy any problems that might arise.

In summary, Ms. Haynes stated that if the AFD Advisory Committee find that the subject property contains agriculturally and forestally significant land, staff recommends that the Committee recommend approval of the application to the Planning Commission and the Board of Supervisors.

Ms. Haynes told the Committee that both she and the applicant were available to answer any questions.

Mr. Abbott made a motion to recommend approval of the application Case No. AFD-19-0002, Croaker AFD Addition, 9896 Sycamore Landing Road.

Mr. Hitchens seconded the motion.

On a voice vote of 5-0, the motion was unanimously approved.

Ms. Kelly Fulton thanked the Committee for their time and consideration.

Mr. Richard Bradshaw joined the meeting and noted that the ownership of the parcel would need to change from a corporation to an individual to receive any timbering tax credits. He stated that AFD and land use valuation are related but have different criteria.

ITEM SUMMARY

DATE: 12/4/2019

TO: The Planning Commission

FROM: Tom Leininger, Planner

SUBJECT: Z-19-0018/SUP-19-0024. Monticello Avenue Shops

ATTACHMENTS:

	Description	Type
▣	Staff Report	Staff Report
▣	Proposed Special Use Permit Conditions	Backup Material
▣	Proffers	Backup Material
▣	Location Map	Backup Material
▣	Master Plan	Backup Material
▣	Design Guidelines	Backup Material
▣	Community Impact Study	Backup Material
▣	Traffic Impact Analysis	Backup Material

REVIEWERS:

Department	Reviewer	Action	Date
Planning Commission	Holt, Paul	Approved	11/27/2019 - 2:51 PM
Planning Commission	Holt, Paul	Approved	11/27/2019 - 2:51 PM
Publication Management	Daniel, Martha	Approved	11/27/2019 - 3:11 PM
Planning Commission	Holt, Paul	Approved	11/27/2019 - 3:15 PM

REZONING-19-0018/SUP-19-0024. Monticello Avenue Shops
Staff Report for the December 4, 2019, Planning Commission Public Hearing

SUMMARY FACTS

Applicant: Mr. Jeremy Gorovitz, Tricor International, LLC

Land Owners: Larry Cooke
Judy H. Ertl Trustee, Edith Ward
Judy Hodges Ertl Trustee, Ed Ward

Proposal: Rezoning and Special Use Permit (SUP) to develop three parcels for office/retail, restaurant, and a three-bay vehicle repair and service facility use.

Locations: 4744 Old News Road
3897 Ironbound Road
3905 Ironbound Road

Tax Map/Parcel Nos.: 3830100002A (1.33 acres)
3830100004 (.51 acres)
3830100003 (.91 acres)

Project Acreage: ± 2.75 acres, total

Current Zoning: R-8, Rural Residential

Proposed Zoning: B-1, General Business, with proffers

Comprehensive Plan: Neighborhood Commercial

Primary Service Area: (PSA) Inside

Staff Contact: Tom Leininger, Planner

PUBLIC HEARING DATES

Planning Commission: December 4, 2019, 6:00 p.m.

Board of Supervisors: January 14, 2020, 5:00 p.m. (Tentative)

FACTORS FAVORABLE

1. Staff finds the proposal consistent with the 2015 Comprehensive Plan, *Toward 2035: Leading the Way*.
2. Staff finds the proposal will not negatively impact surrounding development.
3. Impacts: Please see Impact Analysis on Pages 5-7.

FACTORS UNFAVORABLE

1. With the proposed conditions, staff finds that there are no unfavorable factors.
2. Impacts: Please see Impacts Analysis on Pages 5-7.

SUMMARY STAFF RECOMMENDATION

Staff recommends that the Planning Commission recommend approval of the application to the Board of Supervisors subject to the proposed proffers and SUP conditions.

PROJECT DESCRIPTION

Mr. Jeremy Gorovitz of Tricor International, LLC, has applied for a rezoning and a commercial SUP for the development of three parcels along Monticello Avenue. The three parcels are located at 4744 Old

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

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News Road, 3897 Ironbound Road, and 3905 Ironbound Road. The current zoning of the three parcels is R-8, Rural Residential and the applicant is proposing to rezone to B-1, General Business, with proffers. The proposed uses are office/retail, restaurant, and a three-bay vehicle repair and service facility. All three uses are permitted by-right in the B-1 Zoning District; however, a commercial SUP is required per Section 24-11 of the Zoning Ordinance to allow for:

- More than 10,000 square feet of commercial development; and
- To allow commercial building, or group of buildings, which would be expected to generate a total of 100 or more additional trips to and from the site during the peak hour of the operation.

The proposal will require a boundary line extinguishment to create a single parcel. The proposed development will include shared parking for the entire site, sidewalks, and pedestrian connectivity to surrounding development.

The proposed site will include two entrances, one directly across from WindsorMeade Way and a shared entrance with Monticello Marketplace Shoppes. There are a total of 90 proposed shared parking spaces to serve the entire development. The parking is calculated based on the proposed uses. To help mitigate potential impacts of the rezoning, the applicant has submitted proffers (Attachment No. 2) to restrict certain uses that would otherwise be permitted in B-1 by-right.

The applicant is proposing a decrease in the setbacks and the landscape buffers along Monticello Avenue and Ironbound Road, citing the relatively small size of the site and the desire for development of this site to have enhanced architecture and other site elements that are generally consistent with the New Town form of development.

- The applicant is proposing the following building setback reduction:
 - Required 50-foot building setback to a 35-foot building setback along Ironbound Road.
- The applicant is proposing the following landscape buffer reductions:
 - Required 50-foot landscape buffer to a 20-foot landscape buffer along Monticello Avenue.

Based on a preliminary review of the setback reduction requests and with the proposed SUP conditions, staff is generally supportive of these requests and finds the proposal would meet the criteria found in the Zoning Ordinance to support the requested reductions. Staff finds that this location is within the New Town Community Character Area (CCA) and along the Monticello Avenue Community Character Corridor (CCC). The applicant is also offering site design which meets or exceeds the Comprehensive Plan Development Standards through its proposed Design Guidelines.

This application was reviewed by the Development Review Committee on July 24, 2019, as a discussion item.

PUBLIC IMPACTS

The Public Impacts table is provided.

The Traffic Impact Analysis (TIA) (Attachment No. 7) analyzed the PM peak hour traffic for the following intersections:

- Monticello Avenue at Route 199 interchange; and
- Monticello Avenue at Windsormeade Way/Site Driveway; and

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- Monticello Avenue at Monticello Marketplace/Marketplace Shoppes; and
- Monticello Avenue at News Road.

The traffic study estimates that this new development will generate 887 total vehicles trips per day; of those trips the TIA estimates that 355 total vehicle trips per day will come from existing pass-by traffic and thus, 532 net new vehicle trips are expected per day. For the PM peak hour, the TIA estimates 86 cars entering the site and 58 cars leaving the site; taking into account the pass by trips, the TIA estimates 59 net new cars entering the site during the PM peak hour and 31 net new cars leaving the site during the PM peak hour.

The current Level of Service (LOS) for Monticello Avenue at Route 199 is an overall LOS D with some individual through or turn improvements operating at LOS D or E. At the time of expected build-out, the overall LOS will remain a LOS D according to the TIA. One movement, the westbound through movement, is projected to decrease in LOS from C to D with build-out. The applicant indicated that the threshold between LOS C and D is 35.0 seconds of delay and that if green time for the westbound through movement were increased by one second, the movement would improve to LOS C (34.5 seconds of delay). The traffic engineer indicated that the traffic signals along Monticello Avenue corridor have InSync controllers to allow traffic lights to synchronize with each other and adjust in real-time. The TIA estimated the average delays for each movement. The model does not take into account the traffic-adaptive nature of the InSync system. Per the adopted Traffic Impact Analysis Submittal Requirements Policy, a LOS D is acceptable in urban environments.

The current LOS at the intersection of Monticello Avenue and WindsorMeade Way is an overall LOS B with some individual through or turn movements operating at LOS D or E. The TIA recommends the following improvements:

- Construct a right-turn lane and taper into the proposed site.
- Construct one westbound left-turn lane on Monticello Avenue with 200 feet of storage.
- Construct one shared left-thru, and one right-turn lane on the site driveway.
- Restripe southbound WindsorMeade Way as a left-turn lane, shared left-thru lane, and a right-turn lane.

With the proposed development and with these improvements, the LOS overall would decrease to LOS C, which is still considered to be an acceptable LOS. The through movements on Monticello Avenue remain LOS A and B; however, similar to existing conditions, most turn movements are projected to operate at LOS D or E.

Both the Monticello Avenue at Monticello Marketplace/Marketplace Shoppes and the Monticello Avenue and News Road intersections currently operate at an overall LOS C, with some individual through or turn movements operating at LOS D or E. After build-out, the LOS would remain LOS C with similar or the same LOS for individual movements.

At build-out, all four intersections in the study would operate at a LOS D or better at PM peak hour. Each of the traffic movements would operate at a LOS E or better.

VDOT has reviewed and approved the traffic study.

The James City County, Williamsburg, York County Comprehensive Transportation Study, prepared in 2012, projected a LOS F in 2034 for Monticello Avenue (segment between News Road and Route 199). In the Comprehensive Plan Table T-1, this segment of Monticello Avenue is listed as “recommended for congestion management improvement.”

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All rezoning and SUP applications are subject to the adequate transportation facilities test. A proposed rezoning or SUP application will be tested for adequate transportation facilities. A proposed rezoning or SUP application will pass the test if:

- No off-site improvements are required by the TIA that is approved by both the Planning Director and the Virginia Department of Transportation (VDOT); or
- All off-site improvements recommended by a TIA that are approved by both the Planning Director and VDOT are guaranteed in a form approved by the Planning Director and the County Attorney.

The proposed rezoning and SUP application provides off-site improvements recommended by the TIA that is approved by both the Planning Director and VDOT.

Monticello Avenue Corridor Signalized Intersection LOS - PM Peak Hour	2016 Existing Conditions		Projected 2020 ("No-build")		Projected 2020 with Monticello Shops ("Build")*	
	Over-all LOS	Worst-lane group(s) LOS	Over-all LOS	Worst lane group(s) LOS	Over-all LOS	Worst lane group(s) LOS
Route 199	D	E	D	E	D	E
Windsor-Meade Way	B	E	B	E	C	E
Monticello Marketplace	C	E	C	E	C	E
News Road	C	E	C	E	C	E

It is also significant to note that the proposed new entrance for this development is within the Route 199 Limited Access Limits. This means that the proposed entrance may only be approved by VDOT upon approval in a change to the Limited Access Limits by the Commonwealth Transportation Board (CTB). Should the rezoning and SUP be approved by the Board of Supervisors, the applicant will need to work with VDOT on this request and seek CTB approval.

PLANNING AND ZONING HISTORY

- During the 2009 Comprehensive Plan update, all three properties, as well as the property immediately to the east, were designated Neighborhood Commercial. Previously, the parcels were designated Moderate Density Residential.

SURROUNDING ZONING AND DEVELOPMENT

- Properties across Monticello Avenue are zoned primarily MU, Mixed Use and developed as commercial uses as part of New Town Section 11. On the 2035 Comprehensive Plan Land Use Map, the properties are designated Mixed Use.
- The properties to the west and northwest are zoned R-4, Residential Planned Community and are developed as commercial uses as part of the Powhatan Secondary Master Plan. These properties are designated Neighborhood Commercial and Community Commercial on the 2035 Comprehensive Plan Land Use Map.
- Property directly west of the proposed site was the location of News Road prior to the development of Monticello Avenue. At the November 12, 2003, Board of Supervisors meeting, the Board of Supervisors passed a resolution to abandon the approximate .06 mile right-of-way (ROW). Staff is unable to determine if VDOT

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had proceeded in the abandonment process for the ROW and the current ownership of the property. Should this application be approved, this will need to be resolved prior to preliminary site plan approval.

- There is a single parcel between this site and Route 199. The parcel includes a single-family home zoned R-8, Rural Residential and designated Neighborhood Commercial on the 2035 Comprehensive Plan Land Use Map.
- The properties across Ironbound Road are mostly zoned R-2, General Residential and one parcel is zoned R-8, Rural Residential. The parcels are designated Low Density Residential on the Comprehensive Plan Land Use Map.

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Impacts/Potentially Unfavorable Conditions	Status <i>(No Mitigation Required/Mitigated/Not Fully Mitigated)</i>	Considerations/Proposed Mitigation of Potentially Unfavorable Conditions
<u>Public Transportation: Vehicular</u>	<u>Mitigated</u>	<ul style="list-style-type: none"> - The new development would take access from Monticello Avenue. As discussed in the Staff Report, the applicant has proffered needed traffic improvements to offset the increased amount of traffic to the site (Attachment No. 2). - There shall be one new access from Monticello Avenue and one shared entrance with Monticello Marketplace/Monticello Shops as well as no access to Ironbound Road (Proposed SUP Condition No. 4). - The improvements recommended in the final TIA as approved by both VDOT and the Director of Planning shall be constructed or bonded in a manner acceptable to the County Attorney prior to a Certificate of Occupancy for the initial building (Proposed SUP Condition No. 10). - The application passes the Traffic Impact Analysis Submittal Requirements Policy. - VDOT has reviewed and approved the traffic study.
<u>Public Transportation: Bicycle/Pedestrian</u>	<u>Mitigated</u>	<ul style="list-style-type: none"> - Per the Pedestrian Accommodation's Master Plan, a sidewalk is required along the north side of Ironbound Road and along Monticello Avenue. The adopted Regional Bikeways Master Plan specifies bike lanes along Monticello Avenue. The site is located within the New Town CCA Sidewalk Inclusion Zone and sidewalks shall be constructed on the North or East side of internal roads. A sidewalk is required along the north side of Ironbound Road. - Proposed SUP Condition Nos. 8 and 9 address the retention or provision of these facilities.
<u>Public Safety</u>	<u>No Mitigation Required</u>	<ul style="list-style-type: none"> - Fire Station 3 on John Tyler Highway serves this area of the County, approximately 2.3 miles from the proposed development. - Staff finds this project does not generate impacts that require mitigation to the County's Fire Department facilities or services.
<u>Public Schools</u>	<u>No Mitigation Required</u>	<ul style="list-style-type: none"> - N/A since no residential dwelling units are proposed.

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Impacts/Potentially Unfavorable Conditions	Status <i>(No Mitigation Required/Mitigated/Not Fully Mitigated)</i>	Considerations/Proposed Mitigation of Potentially Unfavorable Conditions
<u>Public Parks and Recreation</u>	<u>No Mitigation Required</u>	- N/A since no residential dwelling units are proposed.
<u>Public Libraries and Cultural Centers</u>	<u>No Mitigation Required</u>	- Staff finds this project does not generate impacts that require mitigation.
<u>Groundwater and Drinking Water Resources</u>	<u>Mitigated</u>	<ul style="list-style-type: none"> - The property receives public water and sewer. - James City Service Authority (JCSA) has reviewed the proposal and noted items that will need to be addressed at the development stage. - The applicant shall be responsible for developing water conservation standards and irrigation designs to be submitted and approved (Proposed SUP Condition Nos. 6 and 7).
<u>Watersheds, Streams, and Reservoirs</u> Project is located in the Powhatan Creek Watershed.	<u>Mitigated</u>	<ul style="list-style-type: none"> - The Master Plan proposes stormwater management being handled through the use of off-site regional facilities located at the intersection of News Road and Monticello Avenue. - This project will need to demonstrate full compliance with environmental regulations at the development plan stage and evidence that the development will not negatively affect the existing off-site facilities. - Stormwater and Resource Protection reviewed and approved the application with proposed SUP Condition Nos. 15, 16, and 17 to address impervious cover, use of the existing regional Best Management Practice and special stormwater criteria.
<u>Cultural/Historic</u>	<u>Mitigated</u>	- Per Section 24-145 of the Zoning Ordinance, an archaeological study and natural resource inventory will be required at the development plan stage.
<u>Nearby and Surrounding Properties</u>	<u>Mitigated</u>	- Staff finds that this proposal is generally consistent with the character of the existing surrounding development, which is generally commercial in nature. Design guidelines for this project help ensure consistency with the character of the area.

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		<ul style="list-style-type: none"> - Proposed SUP Condition No. 5 addresses the requirement for enhanced landscaping and proper screening from adjacent properties. - The design of the property shall be consistent with the Design Guideline and be approved by the Planning Director and New Town Design Review Board (Proposed SUP Condition No. 3). - An SUP condition is proposed to mitigate any negative impacts from the dumpster enclosures (Proposed SUP Condition #18).
<u>Community Character</u> The project is located along the Monticello Avenue Community Character Corridor (CCC).	<u>Mitigated</u>	<ul style="list-style-type: none"> - The Comprehensive Plan designates Monticello Avenue as a CCC. Monticello is characterized as an “urban and suburban” CCC. Urban and suburban CCCs have high to moderate traffic, commercial, and some residential uses. The predominant visual character of these areas should be the built environment and the natural landscape, with parking and other auto-related areas as a secondary component. - This parcel also falls within the New Town CCA and the Sidewalk Inclusion Zone. - A discussion of the project buffer along Monticello Avenue is included in the Project Description above. The applicant has proffered design guidelines to help ensure consistency with the character of the area. - Pedestrian accommodations shall be provided along Monticello Avenue and Ironbound Road as well as internal to the site (Proposed SUP Condition No. 9). - A crosswalk shall be provided along the main entrance of the site as well as across Monticello Avenue (Proposed SUP Condition No. 10).

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COMPREHENSIVE PLAN

The site is designated Neighborhood Commercial on the 2035 Comprehensive Plan Land Use Map.

- Lands designated Neighborhood Commercial are located in the PSA and serve the residents of the surrounding neighborhoods in the immediate area with limited impact on nearby development. Sites are generally small, take access from collector or arterial streets, preferably at intersections, and are served by public water and sewer. The sites shall have environmental features such as soils and topography suitable for compact development with adequate buffering by physical features to protect nearby residential development and preserve the natural and wooded character of the County.
- The primary uses include neighborhood scale commercial, professional and office uses such as individual medical offices, branch banks, small service establishments, day-care centers, places of public assembly, convenience stores with limited hours of operation, small restaurants, and smaller public facilities. Examples of uses which are considered unacceptable include fast-food restaurants, 24-hour convenience stores, and gas stations.
- The total building area within any area designated Neighborhood Commercial should generally be no more than 40,000 square feet in order to retain a small-scale neighborhood character. The maximum recommended floor to area ratio is 0.2.

The property is located along a CCC. Buffering along a CCC is required to be an average width of 50 feet. The property is also located within the New Town CCA.

Staff finds the proposed project to be consistent with the elements of the Comprehensive Plan noted above. The project proposes 13,000 square feet of commercial development with uses consistent with the recommended primary uses, and which are also consistent with its location near the Route 199 interchange. For the CCC and CCA, the applicant has submitted design guidelines to address these standards. Condition No. 3 requires that the Planning Director and the New Town Design Review Board review and approve all architectural elevations, building materials, colors, signage, and other project elements at the development stage.

With the proposed conditions and proffers, staff finds that impacts to adjacent properties would be mitigated.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission recommend approval of the application to the Board of Supervisors subject to the voluntary proffers and proposed SUP conditions.

TL/md

RZ19-18_SUP19-24Monticello

Attachments:

1. Proposed SUP Conditions
2. Proffers
3. Location Map
4. Master Plan
5. Design Guidelines
6. Community Impact Study
7. Traffic Impact Analysis

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Proposed SUP Conditions

1. **Master Plan:** This commercial Special Use Permit (“SUP”) shall apply to property consisting of parcels located at 4744 Old News Road, 3897 Ironbound Road, and 3905 Ironbound Road, further identified as James City County Real Estate Tax Map Parcel Nos. 3830100002A, 3830100004, and 3830100003, respectively (together, the “Property”). The SUP shall be valid for up to 13,030 square feet of commercial development, a vehicle repair and service facility with no more than three bays and up to 500 square feet of outdoor patio on the Property (the “Proposal”). This SUP shall not be valid for drive-through or fast food restaurants, convenience stores, or gas stations. All final development plans for the Proposal shall be consistent with the master plan entitled, “Monticello Avenue Shops” prepared by AES and dated October 23, 2019 and revised November 26, 2019 (the “Master Plan”), with any deviations considered per Section 24-23(a)(2) of the Zoning Ordinance, as amended.
2. **Subdivision:** Prior to final site plan approval for the Proposal, a plat of subdivision shall be recorded for the Property to allow the Proposal to be on one parcel of property.
3. **Architectural Review:** The design and materials of the Proposal shall be consistent with the design guidelines, titled “Design Guidelines for Monticello Avenue Shops,” dated October 25, 2019, and submitted with SUP-19-0024 (the “Design Guidelines”), as determined by the Planning Director. As approved by the Planning Director, and consistent with the Master Plan and Design Guidelines, development of the Property shall specifically include:
 - No single floor plate that exceeds 10,000 square feet;
 - Architectural building features that help to screen the bay doors where vehicles will be queuing in order to enter the proposed automotive service station;
 - A unique architectural focal point for the building that aligns with Windsormeade Way;
 - Buildings that have a one and one-half story expression and brick as the predominant building material (decorative CMU shall not be used as a predominant or significant material type);
 - No flat roof lines.

Prior to final site plan approval, all architectural elevations, building materials, colors, signage, site lighting, and hardscapes shall be submitted to the Planning Director and the New Town Design Review Board (DRB) for the Planning Director’s and the DRB’s review and approval for consistency with the Design Guidelines.

4. **Site Access:** The Proposal accesses Monticello Avenue from a new entrance as shown on the Master Plan and from a shared entrance with the existing entrance from Monticello Marketplace/Monticello Shops. Prior to preliminary site plan approval, the applicant shall, in a manner acceptable to the County Attorney’s Office, provide permissions from the landowner of the property between Parcel ID Nos. 3830100002A and 3830100009C and commonly known as “Abandoned News Road” that the shared entrance on the western side can be constructed as shown on the Master Plan. No vehicle entrance to the Property shall be constructed along Ironbound Road.
5. **Landscaping:** Prior to final approval of the initial site plan, the Planning Director shall review and approve the proposed landscaping plan for the Property. A minimum thirty-five (35) foot wide transitional landscape buffer shall be provided along the side and rear boundary lines of the Property and along Ironbound Road. A twenty (20) foot wide landscape buffer shall be provided

along Monticello Avenue. The landscape buffers along Monticello Avenue and Ironbound Road shall contain enhanced landscaping as follows:

- Unless otherwise modified by the Planning Director, the quantity of trees and shrubs planted in these areas shall be the same quantity as if the buffer widths were not reduced from the minimums required by the Zoning Ordinance.
- Each buffer shall contain the following elements: (i) a minimum of two rows of deciduous shade trees (ii) evergreen and ornamental understory plantings and (iii) an evergreen hedgerow of a minimum height of three feet.
- Evergreen screening of a minimum height of five feet shall be required along any area where vehicles may queue in order to enter any use on the Property, as shown on the Master Plan. Landscaping of this area shall be installed and/or guaranteed before issuance of any Certificate of Occupancy for the use associated with the queuing.

In addition to the required buffers, street trees shall be provided along the Monticello Avenue right-of-way. Unless otherwise prohibited by VDOT, the required street tree plantings may be located within the right of way; however, such plantings shall be privately maintained.

6. **Water Conservation:** Water conservation standards shall be enforced on the Property. Water conservation standards shall be submitted to and approved by the James City Service Authority prior to site plan approval. The standards may include, but shall not be limited to, such water conservation measures as limitations on the installation and use of irrigation systems and irrigation wells, the use of approved landscaping materials including the use of drought-tolerant plants where appropriate, and the use of water-conserving fixtures and appliances to promote water conservation and minimize the use of public water resources.
7. **Irrigation:** In the design phase, the design of storm water systems that can be used to collect storm water for outdoor water use for the entire Proposal shall be taken into consideration. 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 James City Service Authority (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 an irrigation well of less than 100 feet to supplement the water provided by the impoundments or cisterns.
8. **Bicycle Accommodations:** Improvements to the roadway or intersection made by this Proposal shall not eliminate the existing bike lanes along Monticello Avenue, in accordance with the Adopted Regional Bikeways Master Plan.
9. **Pedestrian Accommodations:** All required pedestrian facilities, including but not limited to, the sidewalk connections internal to the Property, to Ironbound Road, and the new sidewalk along Monticello Avenue 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 the site plan for the initial building on the Property, the design and final location 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 designee, in writing.

10. **Traffic Improvements:** Prior to issuance of a Certificate of Occupancy for the initial building on the Property (unless other timing is approved in writing by the Planning Director), the improvements recommended in the final Traffic Impact Analysis as approved by both VDOT and the Planning Director shall be constructed or guaranteed in a manner acceptable to the County Attorney. Such improvements shall also include:
 - A crosswalk, pedestrian heads, and supplemental pedestrian crosswalk signage across Monticello Avenue.
 - A crosswalk and supplemental pedestrian crosswalk signage across the new entrance into the Proposal from Monticello Avenue.
11. **Monticello Avenue Limited Access Line:** Development of the Property as proposed by the Master Plan may require approval of a change in the Limits of the Limited Access line of Route 199 by the Commonwealth Transportation Board (CTB). If the CTB approves a request that requires a substantive change to the Master Plan such that the recommendations of the Traffic Impact Analysis, as approved by the Planning Director, cannot be implemented, then this Special Use Permit shall be void.
12. **Internal Access to Adjacent Property:** As shown on the Master Plan, the Proposal contemplates future access to the adjacent property to the east of the Property. Prior the issuance of a Certificate of Occupancy for the initial building on the Property (unless other timing is approved by the Planning Director in writing), an ingress/egress easement to the adjacent property from both Monticello Avenue entrances shall be recorded. Such easement shall provide for any improvements necessary on the Property to allow for the construction of the future access and all needed corollary improvements, including, but not limited to, reconstruction of the parking lot, relocation of required lighting and landscaping, etc.
13. **Signage:** The Property shall have only one free-standing sign, which shall be a monument-style sign. Such sign shall be externally illuminated and shall not exceed eight feet in height from finished grade. The base of the sign shall be brick or shall use materials similar in type and color with the Proposal's architecture. The design of the sign shall be approved by the Planning Director for consistency with this condition.
14. **Spill Prevention:** Prior to the issuance of a Land Disturbing Permit, a Spill Prevention, Control and Countermeasures Plan that addresses chemical handling, including but not limited to, oil, diesel, and gasoline, shall be reviewed and approved by the Director of Stormwater and Resource Protection.
15. **Impervious Area:** The proposed impervious area for the Proposal shall be no more than that total as approved for the Property in the Powhatan of Williamsburg Secondary Master Plan. If proposed impervious cover exceeds that of the Powhatan of Williamsburg Secondary Master Plan allotment for the Property, stormwater management per the current state VSMP regulations and local Ordinance will apply to the increased area. Alternatively, the entire Proposal may be treated in accordance with the current regulations while still discharging to the existing regional BMP (PC141).

16. **Existing regional BMP:** A BMP evaluation report shall be required. Should the BMP evaluation report or staff review of the regional BMP PC141 identify necessary maintenance or upgrades, such work must be completed in conjunction with development of the Proposal. County staff will not determine the responsible party for such work, but such work shall be completed prior to approval of the first permanent Certificate of Occupancy for the Proposal.
17. **Special Stormwater Criteria (10-point Plan or VRRM):** No overlap of Special Stormwater Criteria (SSC) measures shall be allowed for water quality credits. If the Proposal uses the Virginia Runoff Reduction Method compliance approach for storm water management, several SSC measures will be allowed to count toward both water quality and the SSC requirement and the Stormwater & Resource Protection Division shall be consulted. The following SSC practices will not be accepted for use in the Proposal:
- Disconnection of Impervious Areas (4). The size of the Proposal is such that effective disconnection, as intended by the guidance documentation, cannot be achieved.
 - Sumped or Bottomless Inlets (14). This measure most often becomes a nuisance breeding habitat. Inlets are typically called to be treated with VDOT IS-1 inlet shaping to enhance flow performance, thus negating the ability to also credit this measure.
 - Enhanced Outlet Protection (20). The intent of the Proposal is to utilize existing ditch and piped systems to route site drainage to the existing regional BMP PC141. As such, an enhanced outlet protection location would not be located on the Property. If the current outfall of the existing regional BMP PC141 is significantly upgraded, Division staff will consider application of this measure.
 - Record Drawings of Storm Systems (39).
 - Additional Pollutant Load Reduction (38). This SSC measure will be accepted if the 10-Point plan is increased by at least one-half (½) point.
18. **Enclosed Dumpsters and Dumpster Pick-up:** Dumpsters shall be screened by an enclosure composed of masonry, closed cell PVC, prefinished metal or cementitious panels, in detail and colors to blend with adjacent building materials. Where present, such features shall be shown on the site plan and shall be reviewed and approved by the Planning Director for consistency with this condition. Trash collection shall be limited to no earlier than 7:00 am and no later than 9:00 pm.
19. **Commencement for Construction:** If construction has not commenced on the Proposal within thirty six (36) months from the issuance of the special use permit, the permit shall become void. Construction shall be defined as (i) obtaining permits for building construction, and (ii) installation of footings and/or foundations.
20. **Severance Clause:** This SUP is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

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

Tax Parcels: 3830100002A,
3830100003 and 3830100004

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

PROFFERS

THESE PROFFERS are made as of this __ day of _____, 2019, by LARRY R. COOK, and EDITH ERTL WARD AND CHERYL ANN SUTHERLAND, AS SUCCESSOR TRUSTEES OF THE HENRY N. ERTL FAMILY TRUST DATED JANUARY 1, 2011, THELMA MARIE VIOLET ERTL (together, "Owners") and TRICOR INTERNATIONAL, LLC, a Florida limited liability company and contract purchaser from Owners ("Developer"), with each of the Owners and Developer to be indexed as Grantor, for the benefit of JAMES CITY COUNTY, VIRGINIA, to be indexed as Grantee.

RECITALS

A. Larry R. Cook is the owner of certain real property situate in James City County, Virginia located at 4744 Old News Road, Tax Parcel 3830100002A, and being more particularly described on Exhibit A attached hereto and made a part hereof (the "Cook Property").

B. Edith Ertl Ward and Cheryl Ann Sutherland, as Successor Trustees of The Henry N. Ertl Family Trust dated January 1, 2011 and Thelma Marie Violet Ertl are the owners of certain real property situate in James City County, Virginia located at 3897 and 3905 Ironbound Road, Tax Parcels 3830100003 and 3830100004, and being more particularly described on Exhibit B attached hereto and made a part hereof (the "Ertl Property"). The Cook Property and the Ertl Property are hereinafter called the "Property."

C. Developer is the contract purchaser of the Property.

D. The Property is now zoned R-8, Rural Residential, and is designated Neighborhood Commercial on the Comprehensive Plan.

E. Developer has applied for a rezoning of the Property to B-1, with proffers, and in connection therewith has submitted a Master Plan prepared by AES Consulting Engineers entitled "Master Plan Monticello Avenue Shops" and dated November 26, 2019 (the "Master Plan") and design guidelines entitled "Design Guidelines for The Monticello Avenue Shops in James City County, Virginia" prepared by Hopke & Associates, Inc. dated October 25, 2019 (the "Design Guidelines").

F. Owners and Developer offer to the County certain conditions with respect to the development of the Property not generally applicable to land zoned B-1 for the protection and enhancement of the community and to provide for the high-quality and orderly development of the Property. NOW, THEREFORE, for and in consideration of the approval by the Board of Supervisors of James City County of the applied for rezoning, Developer agrees that it shall meet and comply with all of the following conditions in developing the Property. If the applied for rezoning is not granted by the County, these Proffers shall thereupon be null and void

CONDITIONS

1. Master Plan. The Property shall be developed generally in accordance with the Master Plan determined as provided in Section 24-23(a)(2) of the Zoning Ordinance.

2. Uses. The following uses, otherwise permitted by right in the B-1 zoning district, shall not be permitted on the Property:

Catering and meal preparation larger than 5,000 square feet
Contractor offices
Drug stores larger than 10,000 square feet

Feed, seed and farm supply stores
Firearms sales and service
Grocery stores larger than 10,000 square feet
Hotels and motels
Indoor sports facilities
Indoor theaters
Limousine services
Lodges, civic clubs, fraternal organizations and service clubs
Lumber and building supply
Machinery sales and service
Boat storage and servicing, repair and sale facilities
Marinas, docks, piers, yacht clubs, boat basins, boat service and storage, repair and sales facilities for the same
Marine businesses to include the receipt, storage and transshipment of waterborne commerce or seafood receiving, packaging or distribution
Museums
Nursing homes
Office supply stores larger than 10,000 square feet
Radio and television stations and accessory antenna or towers
Taxi service
Vehicle rentals
Wholesale and warehousing
Telephone exchanges and telephone switching stations
Timbering

3. Design Guidelines. Development on the Property shall be generally in accordance with the Design Guidelines. Prior to final site plan approval, all architectural elevations, building materials, colors, signage, and other project elements shall be submitted to the Planning Director, for the Planning Director's review and approval for consistency with the Design Guidelines.

4. Water Conservation. The Developer shall be responsible for developing and enforcing water conservation standards to be submitted to and approved by the James City Service Authority. The standards shall address such water conservation measures as limitations and use of irrigation systems and irrigation wells, drought management plans, the use of approved landscaping materials, including drought tolerant grasses and plantings, and the use of

water conserving fixtures to promote water conservation and minimize the use of public water resources, including groundwater. The standards shall be approved by the James City Service Authority prior to approval of the site plan for development of the Property.

5. Traffic Improvements. Prior to the issuance of a certificate of occupancy for any building on the Property, the Owner shall install (i) a right turn lane on eastbound Monticello Avenue at the entrance into the Property, (ii) a left turn lane from westbound Monticello Avenue at the entrance into the Property, (iii) modifications to the southbound Windsormeade Way approach to the Windsormeade Way/Monticello Avenue intersection, (iv) the northbound site driveway, (v) upgrades to the traffic signal as necessary with new poles and mast arms, and (vi) a vehicular and sidewalk connection between the Property and Tax Parcel 3830100009C across the right-of-way of Old News Road, all as generally shown on the Master Plan and as approved by and if required by Virginia Department of Transportation.

[signatures appear on following pages]

WITNESS the following signatures and seals:

Larry R. Cook

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

The foregoing instrument was acknowledged before me this _____ day of _____,
2019, by Larry R. Cook.

NOTARY PUBLIC

My commission expires:_____.

Edith Ertl Ward, Successor Trustee of The
Henry N. Ertl Family Trust dated January
1, 2011

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

The foregoing instrument was acknowledged before me this _____ day of _____,
201_, by Edith Ertl Ward, Successor Trustee of The Henry N. Ertl Family Trust dated January 1,
2011.

.

NOTARY PUBLIC

My commission expires:_____.

Cheryl Ann Sutherland, Successor Trustee
of The Henry N. Ertl Family Trust dated
January 1, 2011

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

The foregoing instrument was acknowledged before me this _____ day of _____,
201_, by Cheryl Ann Sutherland, Successor Trustee of The Henry N. Ertl Family Trust dated
January 1, 2011.

.

NOTARY PUBLIC

My commission expires:_____.

Thelma Marie Violet Ertl

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

The foregoing instrument was acknowledged before me this _____ day of _____,
201_, by Thelma Marie Violet Ertl.

.

NOTARY PUBLIC

My commission expires:_____.

TRICOR INTERNATIONAL, LLC

By: _____

Title:

STATE OF _____

CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 201_, by _____, as _____ of TRICOR INTERNATIONAL, LLC, on behalf of the company.

NOTARY PUBLIC

My commission expires:

_____.

Exhibit A

Cook Property Description

All of those lots or parcels of land located in James City County, Virginia, and more particularly described as follows:

All that certain piece or parcel of land containing 2.0 acres, more or less, situated in James City County, Virginia, shown and designated as Section No. 1 on a plat entitled "Plat Showing Two Parcels of Land Surveyed for Carlton C. Casey", made by V.D. McManus October 23, 1950, said plat being duly of record in the Clerk's Office of the Circuit Court for the City of Williamsburg and the County of James City, Virginia in Plat [Book 12, page 20](#);

LESS and EXCEPT 0.395 acres, more or less, conveyed to the Commonwealth of Virginia by Edward Katz and Norma Tucker Katz, husband and wife, by deed dated April 15, 1966, recorded in Deed [Book 108, page 564](#).

LESS and EXCEPT that portion of the property taken by the Commonwealth of Transportation Commissioner of Virginia as evidenced by Certificate of Take recorded in Deed [Book 792, page 276](#).

Exhibit B

Ertl Property Description

PARCEL 1

ALL THAT CERTAIN PIECE OR PARCEL OF LAND, SITUATE IN JAMESTOWN DISTRICT, JAMES CITY COUNTY, VIRGINIA, BOUNDED AND DESCRIBED AS FOLLOWS: AT AN IRON STAKE ON THE WESTERLY SIDE OF IRON BOUND ROAD ON THE DIVIDING LINE BETWEEN THE LAND HEREBY CONVEYED AND THAT OF DRUMMOND E. NEW; THENCE IN A SOUTHWESTERLY DIRECTION ALONG THE SAID ROAD THE DISTANCE OF 105 FEET TO A POINT; THE SAID PARCEL OF LAND THEN EXTENDS BACK BETWEEN PARALLEL LINES N 54 DEGREES 30' W THE DISTANCE OF 438.91' ON ITS NORTHEASTERLY SIDE AND THE DISTANCE OF 439 FEET, MORE OR LESS, ON ITS SOUTHWESTERLY SIDE, ALL FOUR CORNERS BEING MARKED BY IRON STAKES.

LESS AND EXCEPT THOSE PORTIONS OF THE ABOVE DESCRIBED PROPERTY CONVEYED TO COMMONWEALTH OF VIRGINIA BY DEEDS RECORDED IN DEED BOOK 787, PAGE 487 (HWY PLAT 8, PAGE 75) AND DEED BOOK 109, PAGE 386 (HWY PLAT 2, PAGE 287)

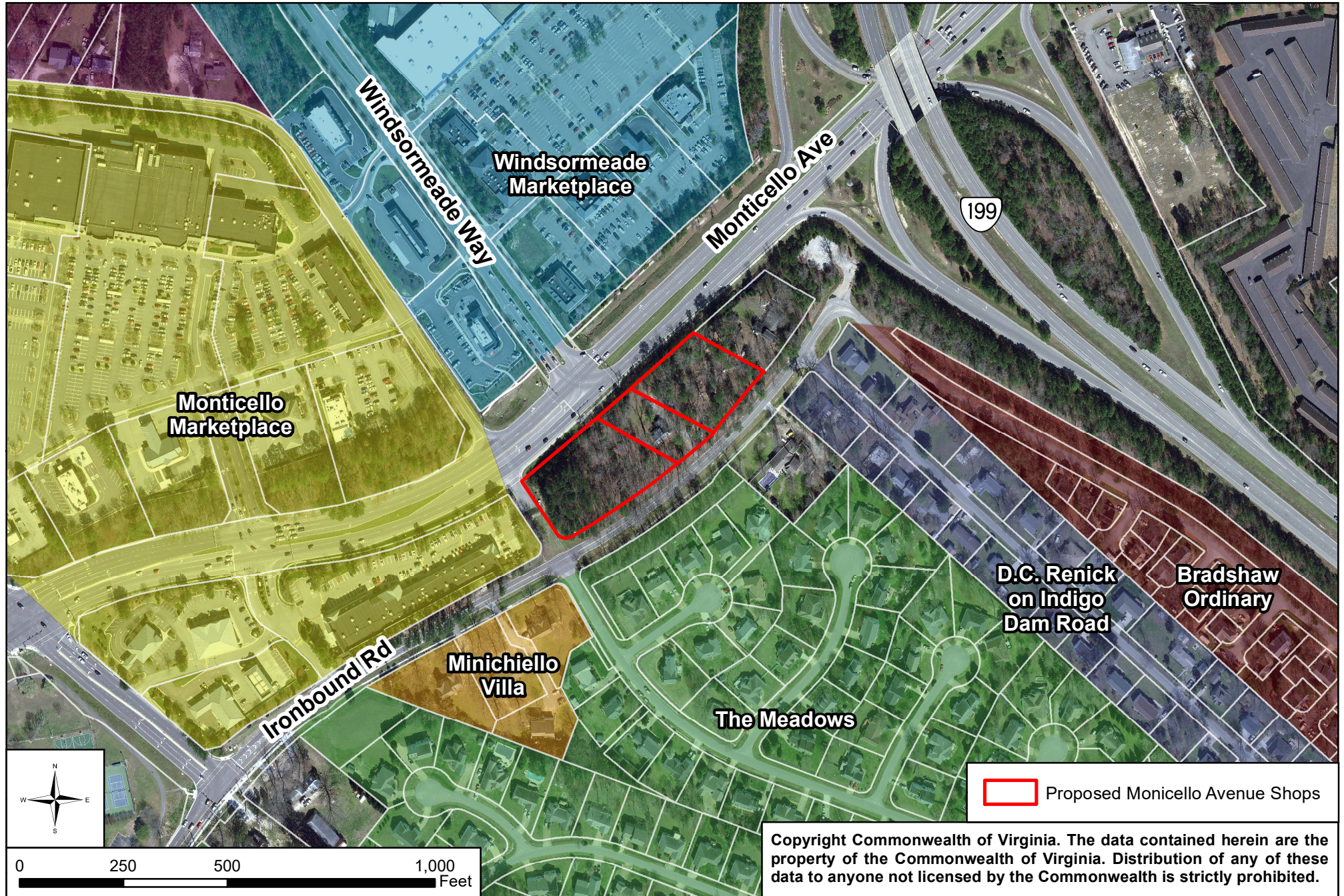
PARCEL 2

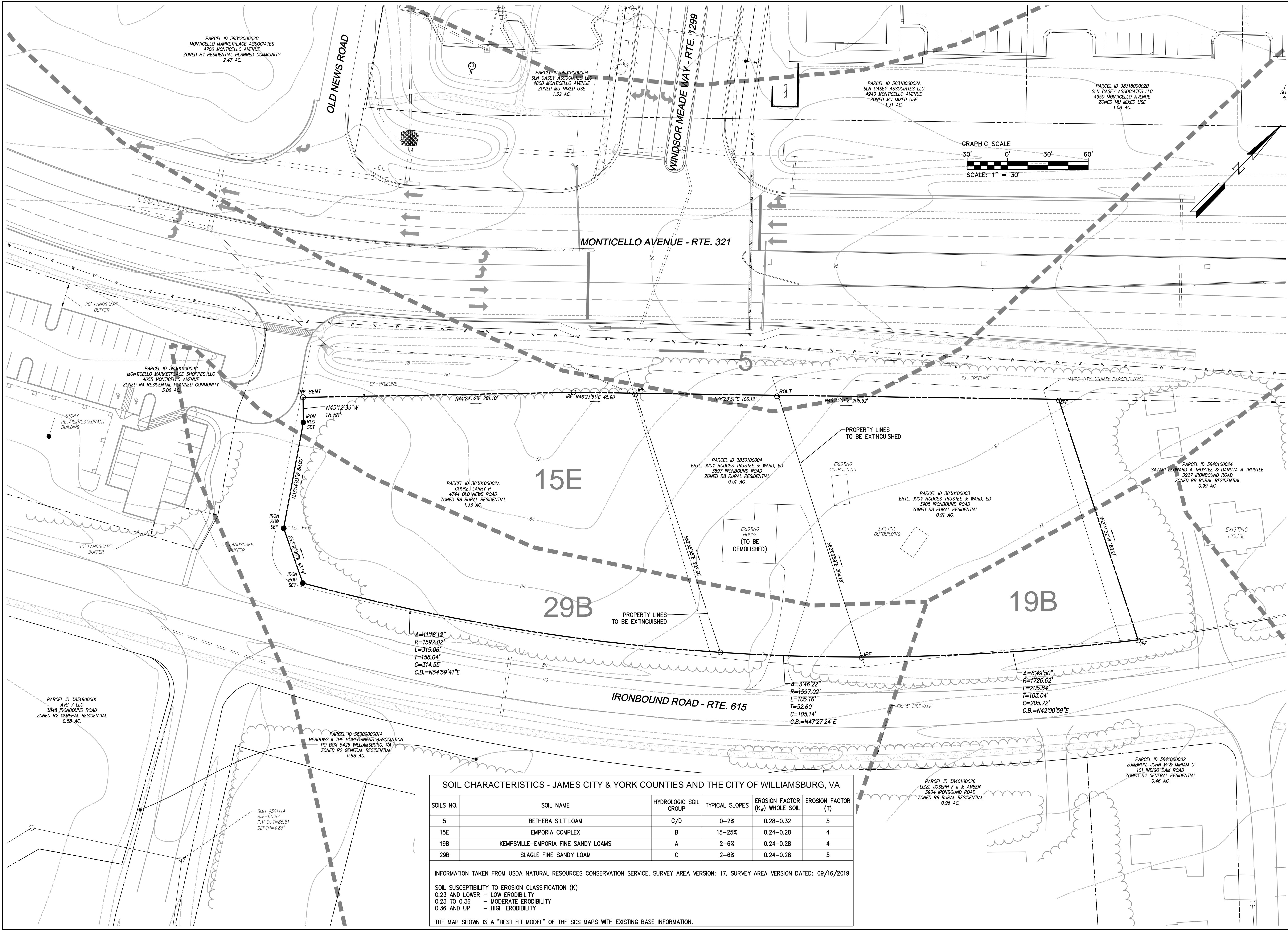
ALL THAT TRACT, PIECE OR PARCEL OF LAND SITUATE IN JAMES CITY COUNTY, VIRGINIA AND CONTAINING 1.83 ACRES, MORE OR LESS, AS SHOWN ON THAT CERTAIN PLAT OF SURVEY ENTITLED "SURVEY OF A PARCEL OF LAND FOR CONVEYANCE FROM THE DRUMMOND E. NEW ESTATE TO HENRY F. ERTL AND EDITH D. ERTL", DATED SEPTEMBER 22, 1977, MADE BY DOUGLAS E. WHITE, C.B.S., A COPY OF WHICH PLAT IS RECORDED IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT OF JAMES CITY COUNTY, VIRGINIA, IN DEED BOOK 180, PAGE 243.

LESS AND EXCEPT THOSE PORTIONS OF THE ABOVE DESCRIBED PROPERTY CONVEYED TO COMMONWEALTH OF VIRGINIA BY DEED RECORDED IN DEED BOOK 787, PAGE 487 (HWY PLAT 8, PAGE 75)

JCC SUP-19-0024/Z-19-0018

Monticello Avenue Shops





SOIL CHARACTERISTICS - JAMES CITY & YORK COUNTIES AND THE CITY OF WILLIAMSBURG, VA					
SOILS NO.	SOIL NAME	HYDROLOGIC SOIL GROUP	TYPICAL SLOPES	EROSION FACTOR (K _w) WHOLE SOIL	EROSION FACTOR (T)
5	BETHERA SILT LOAM	C/D	0-2%	0.28-0.32	5
15E	EMPORIA COMPLEX	B	15-25%	0.24-0.28	4
19B	KEMPSVILLE-EMPORIA FINE SANDY LOAMS	A	2-6%	0.24-0.28	4
29B	SLAGLE FINE SANDY LOAM	C	2-6%	0.24-0.28	5

INFORMATION TAKEN FROM USDA NATURAL RESOURCES CONSERVATION SERVICE, SURVEY AREA VERSION: 17, SURVEY AREA VERSION DATED: 09/16/2019.

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

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

Rev.	Date	Description	Revised By
2	11/26/19	REVISED PEDESTRIAN ACCESS	JAG
1	11/21/19	REVISION OF INTERSECTION CONFIGURATION	JAG

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Phone: (757) 263-0040
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CONSULTING ENGINEERS

Hampton Roads | Central Virginia | Middle Peninsula

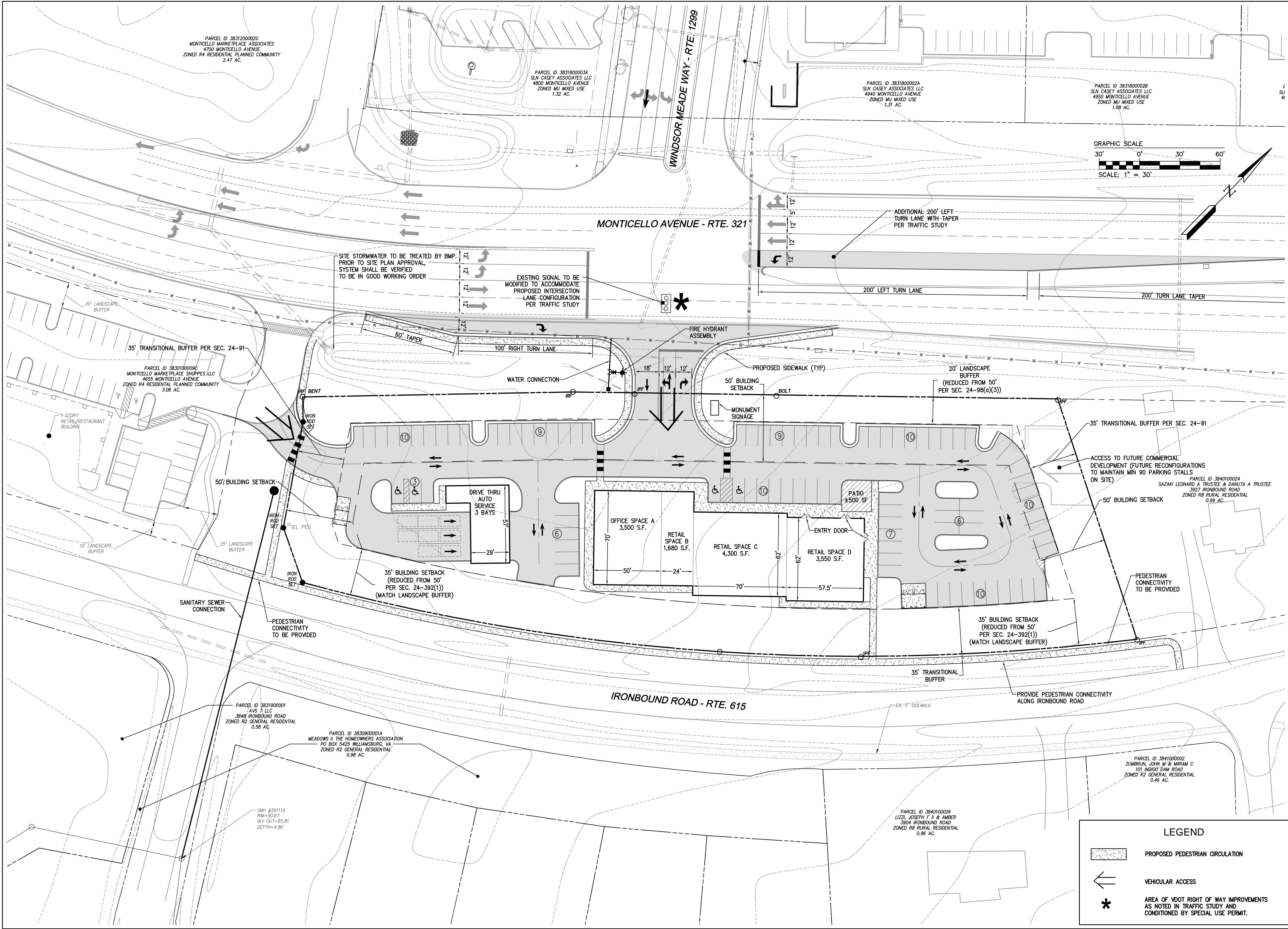
**MONTICELLO AVENUE SHOPS
MASTER PLAN**

JAMES CITY COUNTY VIRGINIA

Project Contacts: JAG
Project Number: W10509-00
Scale: 1"=30'
Date: 10/23/2019

Sheet Title:
**EXISTING
CONDITIONS**

Sheet Number
MP2



Rev.	Date	Revised By	Description
2	11/26/19	JAG	REVISED PEDESTRIAN ACCESS
1	11/21/19	JAG	REVISION OF INTERSECTION CONFIGURATION

5248 Clyde Towne Road, Suite 1
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MONTICELLO AVENUE SHOPS
MASTER PLAN

JAMES CITY COUNTY VIRGINIA

Project Contacts: JAG
Project Number: W10509-00
Scale: 1"=30'
Date: 10/23/2019

Sheet Title:
MASTER PLAN

Sheet Number:
MP3

Design Guidelines
for
The Monticello Avenue Shops
in
James City County, Virginia
Draft: 25 OCT 2019



Prepared for

Tricor International
270 W New England Ave
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www.tricor.net

Provided by

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1156 Jamestown Road, Suite C
Williamsburg, VA 23185
www.hopke.com

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Introduction

The Monticello Avenue Shops will be a commercial development located in James City County along the south Side of the Monticello Avenue corridor, near the intersection with Route 199 and in proximity to the New Town development and other properties which have been developed in a cooperative spirit.

These design guidelines function to provide architectural design guidance to the developer or subsequent owners of the property. Although this property is not a part of New Town, it is instructive to reference the following, from the New Town Guidelines:

The more urban centers of New Town are appropriately located at the [through-] intersection of Monticello and Ironbound, while more regionally targeted development occurs near Monticello's intersection with Route 199. These commercial centers establish the first image and impression of New Town to those who pass by or visit from other areas in the region. The planning and design of these sites, then, becomes paramount in setting the desired character for all of the neighborhoods located in the town. [Cooper Robertson, quoted from design guidelines for Windsor Meade Shopping Center].

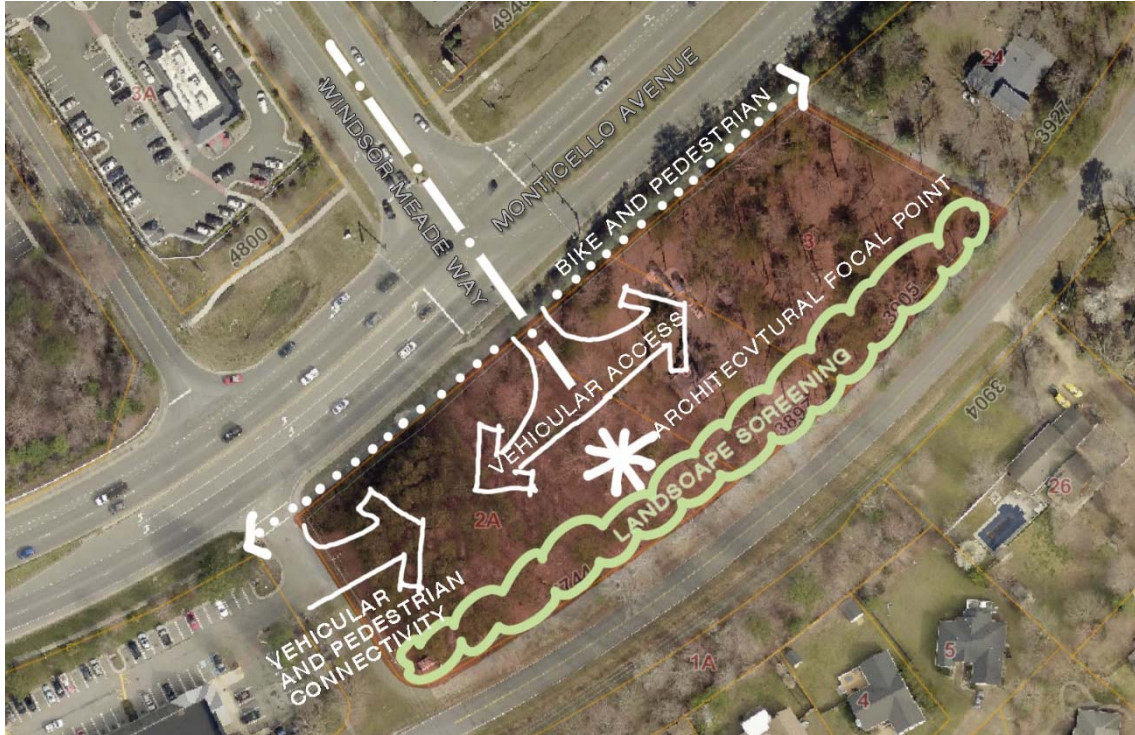
Given that the character, rhythm and quality of the corridor is now well established, development of this property should be consistent -- addressing arrival by automobile, with adequate, convenient and logical on-site parking, while also promoting movement within the project and between adjacent parcels by foot.



1 Area Map

The following guidelines are written in that spirit, along with certain unique site constraints and opportunities:

- The geometry of the land parcel is long but narrow, with its long dimension along Monticello Avenue. Its shallowness in depth creates a challenge in accommodating a customary retail building shell with adequate showroom depth and service access.



2 Site Opportunities

- Access to the site by automobile is dictated by existing intersections. The main access to the site will be through the intersection that enters the site at its geometric center. This necessitates a considerable amount of land consumed by the geometry of vehicular movement. It also limits options for the positioning of buildings. Reasonable development of the property thus requires relief of rear building setbacks and buffers.
- Properties to the south of the parcel are residential and should be screened from the proposed development and building with appropriately selected and sized landscaping.
- The middle of the property is on-axis with Windsor Meade Way, providing the opportunity for a building to serve as a terminus to that important New Town street.
- The site can also be seen as an extension of the successful, narrow retail sites already developed along the south side of Monticello. Thus, vehicular access and pedestrian access from and to those sites should be included.
- Architecturally, the development should also extend the current quality of building forms that give the appearance of smaller buildings assembled to create a “village-scape” along Monticello. This is to be accomplished by breaking large building footprints into smaller



3 Courthouse Commons

footprints with offsets and architectural features that address the human scale.



4 (Adjacent) Marketplace Shoppes

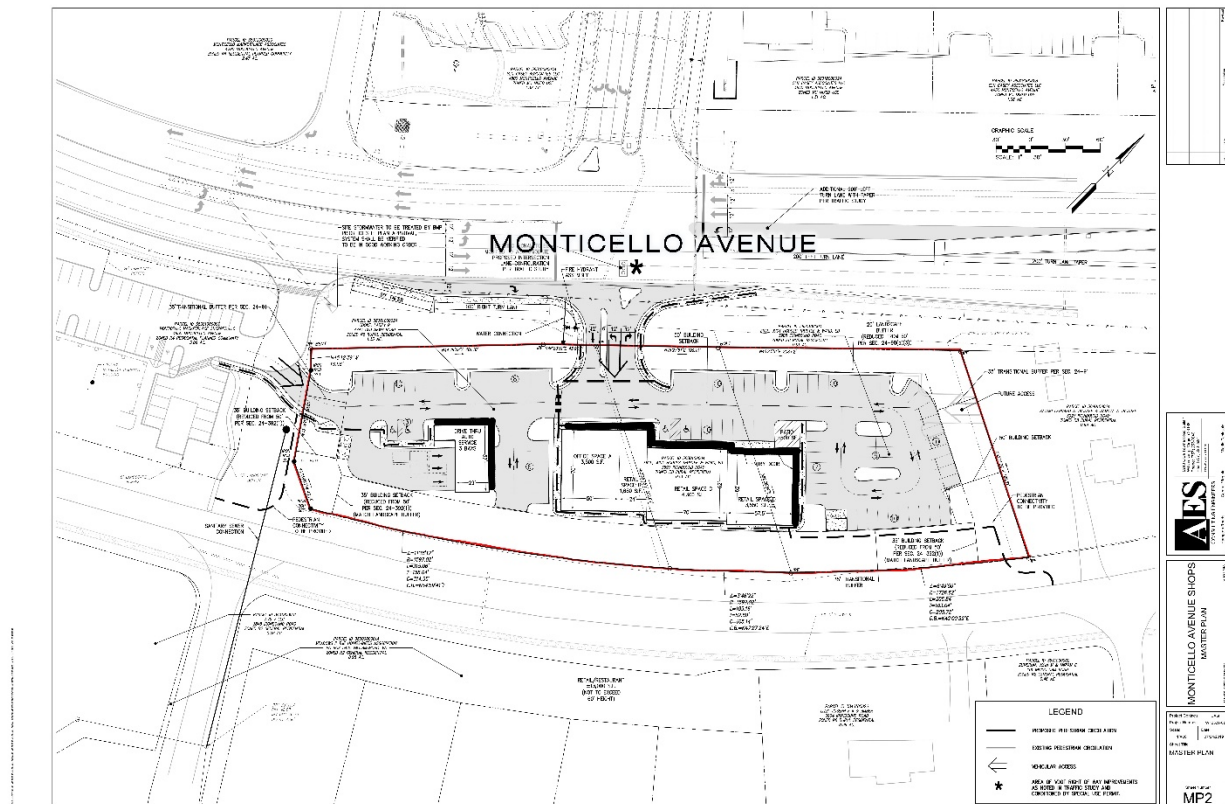


5 Settlers Market

Site Features and Opportunities

This site features a long but narrow geometry, with its long dimension along Monticello Avenue. With this location, the site can be seen as an extension of the successful, narrow retail sites already developed along the south side of Monticello and adjacent to the subject site. With carefully designed vehicular and pedestrian access to and from these established sites, these established retail projects will benefit from the new development.

The middle of the property is on-axis with Windsor Meade Way, providing the opportunity for a building to serve as a terminus to that important street in New Town.



6 Preliminary Site Plan provided by AES, Consulting Engineers

Access to the site by automobile is dictated by existing intersections. The main access to the site will be through the intersection that enters the site at its geometric center. This necessitates a considerable amount of land consumed by the geometry of vehicular movement. It also limits options for the positioning of buildings. Reasonable development of the property thus requires relief of rear building setbacks and buffers.

Arrival by bicycle and by foot will also be anticipated and promoted. Natural connectivity with adjacent pedestrian ways is to be a part of the landscape/hardscape plan. As well, a bike rack is to be included at a location convenient to appropriate services and retailers.

Building Placement and Massing

Buildings should be organized to anticipate vehicular and pedestrian arrival to the site. Thus, buildings will be oriented to Monticello Avenue. Where parking must be behind or to the side of a building, a secondary entrance more convenient to vehicle access is acceptable.

Fundamentally, building masses are to be broken down into smaller, pedestrian scaled elements. Architectural elements, businesses and services with street activities such as sidewalk-dining are encouraged. There should be a mix of sloped roof elements and/or parapet-roofed facades. Buildings are to have a predominantly 1-1/2 story expression.



7 Example of Massing and Entries (project elsewhere, by Tricor)

The sense of scale of the proposed buildings shall be in keeping with existing adjacent developments. Large floor plates (exceeding 10,000 sf) are generally not preferred, but in such cases where the use demands a larger floor plate, building masses are to be visually broken down into smaller elements to give the appearance of an assembly of multiple smaller buildings.



8 Courthouse Commons



9 Courthouse Commons



10 Settlers Market

Architectural Character

1. Architectural Style:

These guidelines are not intended to require a specific architectural style. Rather, once chosen, there should be a consistency of architectural style and character throughout the site. The following visual design criteria are meant to be style-independent, although they clearly lend themselves to Tricor's development tradition (<http://tricor.net/>).

2. Edge Definition and Screening:

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



11 Example of Mechanical/Dumpster Screen

3. Scale and Articulation:

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

The building designs will use architectural elements which add interest to building facades and aid in relating the scale of any building to human dimensions, such as canopies, columns, pilasters and reveals. Roofs may be articulated through the use



12 Use of awnings and parapet design (project elsewhere by Tricor)



13 Use of metal canopies and parapet detail (project elsewhere, by Tricor)

of varying parapet heights, mansard roofs, and/or other building forms. Such devices are intended to add character and interest to the buildings of the development which, in turn, will reinforce the site character envisioned by these guidelines.

All buildings should conform to the nature of the streets and/or open spaces which they front. Variations in the building facades are required to express multi-tenant occupancies. Each building shall be designed to look attractive from all “public” sides – i.e. facades visible from Monticello Avenue. Building facades not exposed to Monticello shall nevertheless be articulated by architectural relief, material changes and landscape screening.



14 Screening and architectural articulation of service facade (project elsewhere, by Tricor)

Allowable Materials

All buildings are to use a similar or complementary palette of materials on this site. Fitting with a desire to establish its own identity, this material palette will require the use of exterior finishes not already in heavy use along the Monticello corridor. Specifically:

Walls:

- Stone veneer used in accents or in combination with any of the following
- Brick veneer
- Fiber Cement Panel (rain screen) siding systems
- Stucco (EIFS) siding.
- Wood or Cementitious Siding (with 5/8" or greater relief in profile or overlap)
- Cast Stone Trim, Veneer, and/or Coping
- Wood or Cellular PVC for Trim
- Fiberglass, Aluminum, or EIFS Cornice and Fascia
- Pigmented, Textured Concrete Block is acceptable on rear and non-public facades
- Horizontal vinyl clapboard siding is not acceptable.
- Textured concrete block as a primary building element of the public facades is not acceptable.

Roofing:

- Sloped roofing may be: Slate, Simulated Slate (rubber); fiberglass asphalt roofing (300# or better); standing seam Metal (aluminum, copper, or steel).
- Gutters and Downspouts: copper or aluminum, round or box (residential Ogee shape is not acceptable).
- Flat or Low-sloped roofs may be of metal or synthetic membrane, where concealed from public view by a parapet.

Building Elements:

- Columns may be pre-fabricated synthetic, or field-fabricated wood or masonry.
- Stoops and exterior steps: brick or stone (concrete may be utilized for non-public entrances where screened or not visible to the general public).
- Awnings and Canopies: canvas covered with metal support structure.

Signs:

- Wood, painted metal, hard foam, or as otherwise allowed by James City County ordinances.

Fenestration:

- Windows may be wood or metal
- Storefront window mullions should not exceed 48" in the horizontal dimension or should be mullion-less "all glass" window systems.
- Shutters: wood or cellular pvc; shutters should be equipped with shutter hardware and be operable or give the appearance of being operable.
- Doors: wood, metal, or glass; utility doors should be metal or fiberglass.

Stylistically, all buildings within the development are to retain a common identity, incorporating the use of stone veneer. The principal roof forms are to be parapetted. Where slope roofs are incorporated, gabled or hipped and may range between 4/12 and 12/12. Shed roofs should be 2/12 to 6/12 in slope.

Mechanical units and building utilities, such as electrical meters and panels, are to be located so as not to detract from the architecture and are to be screened. Rooftop equipment should be architecturally screened and not visible from major roads, except for reasonable exception to the elevated portions of Rte 199. Generally, screens should be constructed of permanent materials that relate to the building architecture, such as stone and stucco. Where located against the property buffers, or otherwise not plainly visible from adjacent streets, utilities and mechanical units may be screened with landscaping alone.



*15 Example of building parapet and material finish modulation
(project elsewhere, by Tricor)*

Parking access and organization will be designed to limit the amount of curb, gutter and asphalt on the site and promote the ease of movement about the site by pedestrians. To that end, raised or surface patterned crosswalks, shade trees, building-mounted pedestrian lights and/or formal sidewalk geometries should be incorporated to emphasize the primacy of the pedestrian over the automobile.



Landscape, Hardscape and Planting

Building Perimeters - Landscaping at buildings shall meet or exceed the requirements as specified in the James City County Zoning Ordinance, Section 24-97. The use of trellis and landscape structures to facilitate the growth of live plant material immediately in front of or on the buildings is encouraged.

Landscaped open spaces, parking areas and pedestrian ways shall have emphasis placed on their edges either with buildings or plantings to. Walk-ways adjacent to buildings shall reinforce the sense of a public street. Walk-ways adjacent to open spaces shall be lined with trees or plants to reinforce the edge of the open space. Landscaping along residential areas should provide visibility into the development while creating an effective buffer for parking and “back of house” building elements. Other property edges should retain natural buffers, to the extent practical, to maintain a

character consistent with the surrounding area

Landscape plantings shall be selected to reinforce a purpose, based on their location:

- Plantings for the purpose of screening will occur to screen the building and parking areas from the adjacent residential properties to the south. These plantings are to be primarily evergreen with the intent of screening the view of automobiles and reduce the scale of the rear building façade. 30” evergreen hedges are to be used adjacent to parking spaces which face Monticello Avenue or Ironbound Road.
- Foundation plantings will be selected and provide a natural base to the service side facade of the building and enhance the public facades. Public side plantings will be chosen to complement the architecture without limiting visibility of building face signage.
- Transitional landscaping will occur along the east and west property lines to augment existing natural landscaping, or replace existing landscaping which must be removed to accommodate construction.
- Street-side landscape will be provided along Monticello Avenue, selected to create a lush setting for the building, while promoting the pedestrian character of the corridor and ensuring adequate visibility into the development from the street, similar to the nearby Wendy’s property (see below).



16 Use of landscaping/hardscaping to enhance streetscape and pedestrian experience (project elsewhere, by Tricor)



17 View of existing Wendy's development from Monticello Avenue

Parking layout and landscaping is to comply with the requirements of the relevant landscape standards of the James City County Zoning Ordinance (Article II, Division 4). Hedges planted to screen the parking lots from the perimeter shall be planted at an installed height of 30". The predominant tree type used within parking lots shall be deciduous shade trees. Evergreen trees shall be provided where additional screening is desirable. All deciduous trees in parking lots shall be 2-1/2" caliper at installation.

To further link the development to the New Town community, the developer is encouraged to incorporate similarly inspired design details used in New Town. For example, at pedestrian crossings and along streets, a combination of concrete pavers, brick pavers and gray concrete can be used to emphasize points of arrival and to create a sense of hierarchy among the site elements.

Street Furnishings, including street and parking lot light fixtures, benches, trash receptacles, bike racks and bollards, shall include selections from or comparable to those items identified and/or illustrated in the New Town Streetscape Package prepared by Cooper Robertson & Partners dated May 5, 2003 and/or present within the nearby Courthouse Commons development.



18 Example of bike rack (New Town)



19 Example of street furnishings (New Town)

Site Lighting

Site Lighting shall consist of two different types of fixtures:

- Lighting for parking and security - this lighting is for general visibility and security and should be tall and pole-mounted (30' maximum), delivering a general lighting level as required or recommended by local law enforcement or an end user's specific site safety standards. These fixtures may be contemporary in nature and are not intended to be architectural elements in-and-of themselves, but rather deliver an ambient lighting level where critical.
- Lighting for pedestrians should consist of decorative building-mounted fixtures or bollard-type fixtures. These fixtures are intended to reinforce the overall architectural expression of the buildings and should be arranged to help guide pedestrian movement about the site.

Site light fixtures shall be selected so as to complement the building architecture, with the exception of the parking lot lighting which is expected to be taller and contemporary in character.

Signage

All signage recommendations shall be subject to the provisions of Article II, Division 3 of the James City County Zoning Ordinance.

Building mounted signs and free-standing signs will comply with the James City County Zoning Ordinance for sign location and construction. Wall mounted signage should be integrated with and/or be properly proportionate to the architecture of the building. They are to be mounted flat upon the facade or with “stand-offs” no greater than 6”.

A free-standing sign for the development, if provided, is to be located at the corner of Monticello Avenue and the main entrance to the development. This sign is to be monument style and designed to promote visual unity within the development. Individual letters in signs may be internally lit. Its size and scale should be in keeping with established monument signs on the corridor (e.g. Settlers Market and Courthouse Commons).

Other signs, when illuminated, must be externally lit. "Halo" lighting of individual letter signs (where the letters are opaque but an internal light washes the background of the letters) are acceptable as externally lit signage.

Way-finding signage is encouraged, but subject to regulation by the zoning administrator per James City County Zoning Ordinance, Section 24-73. Lettering and mounting height should be sized to assist the pedestrian in finding a building entrance, or a driver of a vehicle to find a parking space. Number and size of such signage is not specifically dictated but should be kept to the minimum number necessary and clearly subservient to other site signage. Generally, lettering should not be over 4" in height, and logos of that same size are permissible but shall not dominate the message of the sign. Street signs and traffic control signs within State right-of-way will utilize the New Town, Courthouse Commons or Settler’s Market models, subject to VDOT approval.



20 Example of acceptable street sign design (New Town)

Community Impact Statement

Rezoning

Of

Monticello Avenue Shops

Prepared For

Tricor International, LLC
270 W. New England Avenue
Winter Park, Florida 32789

And

Vernon M. Geddy
Geddy, Harris, Franck & Hickman, LLP
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October 23, 2019

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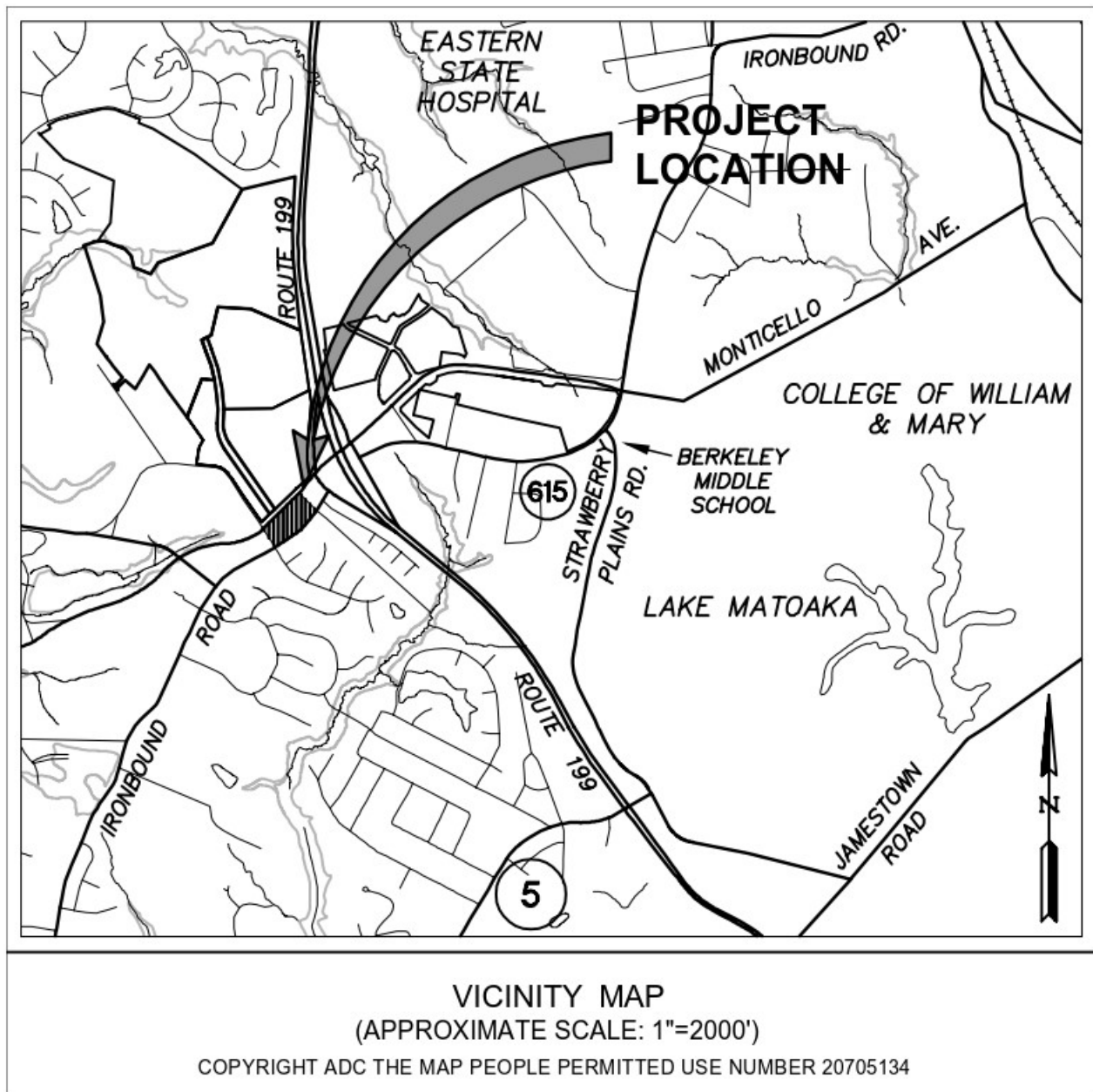
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I. INTRODUCTION

On behalf of Tricor International, LLC, Vernon M. Geddy of Geddy, Harris, Franck & Hickman, LLP is applying to rezone three parcels located at 4744 Old News Road, 3905 Ironbound Road and 3897 Ironbound Road (the “Property”) in the Jamestown District from R-8 (Rural Residential) to B-1 (General Business), with proffers. The project is to be called the Monticello Avenue Shops. These Properties are approximately 2.75 acres total, are designated Neighborhood Commercial on the Comprehensive Plan and is located within the Primary Service Area (PSA). The property is located on the South-Eastern side of Monticello Avenue, Rte. 321, and accessible on the North-Western side by Monticello Avenue. The proposal includes 14,936 square feet of commercial development. The proposed proffers will limit the permitted uses of the site consistent with its Comprehensive Plan designation, provide for required traffic improvements and establish Design Guidelines for the project to ensure the project will be consistent in appearance with surrounding development.

Exhibit 1 – Location Map



II. THE PROJECT TEAM

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

- Developer - Tricor International, LLC
- Legal - Geddy, Harris, Franck & Hickman, LLP
- Land Planning - AES Consulting Engineers
- Civil Engineering - AES Consulting Engineers
- Traffic - Ramey Kemp & Associates
- Architecture - Hopke and Associates

III. PROJECT DESCRIPTION AND PLANNING CONSIDERATIONS

Project Description

The developer is proposing to rezone three parcels from R-8 to B-1 for the purpose of developing a project to include a medical office and retail/commercial on approximately 2.75 acres in the Jamestown District in James City County.

Planning Considerations

The Monticello Avenue Shops lies within the Primary Service Area (PSA) of the County and is designated Neighborhood Commercial in the JCC Comprehensive Plan. It is bounded to the North-West by Monticello Avenue (US Rte. 321), which is identified by James City County as a Community Character Corridor.

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

The project frontage along Monticello Avenue (US Rte. 321) is designated as a Community Character Corridor classification. It is the intent to create an enhancement with the installation of a project that matches the character of this area of the County and do so by implementation of Design Guidelines. The site is designated as Neighborhood Commercial on the Comprehensive Plan and is suitable for business development, physical attributes and

density of the property being planned, and the degree of the project's consistency with the Comprehensive Plan.

IV. ANALYSIS OF IMPACTS TO PUBLIC FACILITIES AND SERVICES

Public water and public sanitary sewer services (and other public services such as police, fire and life rescue, and transportation) are presently provided to parcels within the Primary Service Area.

A. Public Water Facilities

The subject property will be served with public drinking water by the existing JCSA water distribution system in the area. JCSA currently maintains a 12" water line in the right of way of Monticello Avenue (Rte. 321). Discussions with representatives of the James City Service Authority have not revealed any concerns on the ability of the current water system to meet the demands of this proposed project.

The project's internal water system will likely consist of 8-inch water mains, thus providing the project adequate volumes and pressures for consumption and fire protection. Verification of the adequacy of the JCSA existing water system and design of the on-site water main extensions will be further analyzed with modeling techniques during development of construction plans for the project.

Water consumption for the proposed project is estimated at a Maximum Day Water Demand of 2,987 gallons per day. Peak Hour Water Demand for this project is estimated at approximately 16.6 gallons per minute.

TABLE 1 - PROJECTED WATER USAGE

Type of Use	Design Units	Flow (GPD/Unit)	Total Flow (GPD)	Duration (hrs)	Avg Flow (GPM)	Peak Flow (GPM)
Shopping Center	14,936 SF	0.2	2,987	12	4.15	16.60
Total			2,987		4.15	16.60

B. Public Sewer Facilities

This project is to serve as a commercial development including uses such as retail shops, restaurant, and a quick service automotive facility. The properties and buildings in the development are anticipated to be served by sanitary private package station which will flow into the adjacent JCSA gravity sewer. The estimated average daily flow generated from the

proposed development is 2,987 gallons per day (GPD) with a peak flow rate of 12.45 gallons per minute (GPM). See Table 2 below for details of projected wastewater flows.

Table 2 – Wastewater Flows

Type of Use	Design Units	Flow (GPD/Unit)	Total Flow (GPD)	Duration (hrs)	Avg Flow (GPM)	Peak Flow (GPM)
Shopping Center	14,936 SF	0.2	2,987	12	4.15	12.45
Total			2,987		4.15	12.45

C. Fire Protection and Emergency Services

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

In addition, there exists a mutual aid agreement with the York County and City of Williamsburg for backup assistance. The location of the project allows for coverage by two of the county's five stations: James City County Station 5, located on Monticello Avenue; James City County Station 3, located on John Tyler Highway; and the City of Williamsburg as a third backup all will be within reasonable response times of the project.

D. Solid Waste

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

E. Franchise Utility Service Providers

Virginia Natural Gas, Dominion Enginery, Cox Communications, and Verizon Communications provide, respectively, natural gas, electricity, cable TV/ Internet service, and telephone service to this area. The current policy of these utility service providers is to extend

service to new development at no cost to the developer when positive revenue is identified; plus, with new land development, these utility service providers are required to place all new utility service underground.

F. Transit

The Monticello Avenue Shops site is located along the Monticello route of the Williamsburg Area Transit Authority (WATA). Stop 1225, Monticello Ave. (at Marketplace Shoppes) is the nearest bus stop to the proposed site.

V. ANALYSIS OF ENVIRONMENTAL IMPACTS

Initial evaluation of the property determined that there were no environmentally sensitive areas associated with these properties. There is an existing residential home and several outbuildings located on the properties that will require demolition. Through an onsite investigation, review of JCC GIS and National Wetlands inventory there appear to be no wetlands, surface waters or potential locations for these to exist on the property.

VI. ANALYSIS OF STORMWATER MANAGEMENT

AES reviewed the requirements for the site in accordance with the general criteria of the Commonwealth of Virginia and James City County's stormwater requirements and noted the following items:

- The property drains to an existing regional BMP. The stormwater infrastructure and the downstream BMP were designed in anticipation of the development of these parcels.
- The sites are mostly undeveloped; forested with several residential homes and outbuildings.
- All of the project area's existing drainage is surface runoff which drains to Monticello Avenue and Ironbound Roads.
- The project site largely consists of flatter site grades with 0 to 6% slopes, there are steeper slopes just outside the property which are 3:1 within the existing ditches.

In evaluating the stormwater management needs of the proposed development on the subject site, we believe that this site would qualify for grandfathering as part of the regional BMP design. However we do believe that due to the fact that this site is within the Powhatan Creek watershed that we will need to provide measures equaling 3 credits under the JCC SSW Criteria. Additionally it is anticipated that the downstream stormwater conveyance system will need to be

analyzed and confirmed to be in working condition prior to approval of the site plan. Any additional stormwater measures proposed with the site will be designed and installed in accordance with all current applicable standards including the James City County Guidelines for Design and Construction of Stormwater Management BMP's, Virginia Stormwater Management Handbook, and the Virginia Erosion and Sediment Control Handbook.

VII. ANALYSIS OF IMPACTS TO TRAFFIC

The traffic impacts for the proposed development have been reviewed and improvements shown on the master plan to address those impacts. A full traffic study was prepared by Ramey Kemp and Associates and submitted to VDOT for review. The project has undergone extensive review and is in the process of obtaining a limited access break along Monticello Avenue from the Commonwealth Transportation Board.

X. CONCLUSION

In summary, The Monticello Avenue Shops are being planned as a neighborhood commercial center generally matching the adjacent center as a commercial development. The Community Impact Statement for The Monticello Avenue Shops development concludes that the County and the community would realize the tangible public benefits to include the following:

- The proposed use is consistent with the intended land use designated on the current Comprehensive Plan for this area
- The Master Plan and proffered Design Guidelines will provide a high standard of architecture and layout to enhance this area of the County for decades to come
- The development provides a tax benefit to the County
- There is adequate capacity in the roadway network serving this project, with necessary upgrades being proffered
- The stormwater management will be performed in such a way as to protect downstream channels from erosion.

Monticello Commons James City County, VA

October 2017



TRAFFIC IMPACT ANALYSIS

FOR

MONTICELLO COMMONS

LOCATED

IN

JAMES CITY COUNTY, VIRGINIA

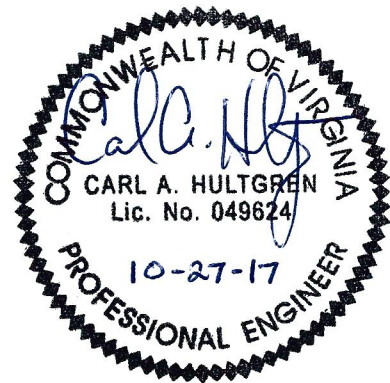
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October 2017



RKA Project No. 16237

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Reviewed By: CAH

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TECHNICAL APPENDIX

Appendix A: VDOT TIA Pre-Scope Form and Review Comments

Appendix B: Traffic Count Data

Appendix C: Approved Development

Appendix D: Synchro Output – Existing 2016 Conditions

Appendix E: Synchro Output – No-Build 2020 Conditions

Appendix F: Synchro Output – Build 2020 Conditions

**TRAFFIC IMPACT ANALYSIS
MONTICELLO COMMONS
JAMES CITY COUNTY, VIRGINIA**

1. INTRODUCTION

This report summarizes the findings of the Traffic Impact Analysis (TIA) that was performed for the Monticello Commons development in James City County, Virginia. The purpose of this study is to evaluate the current traffic conditions at the study intersections, estimate the trip generation potential of the proposed development, and determine what roadway improvements are needed to accommodate the projected traffic volumes at full build-out.

The original TIA was dated January 7, 2017. This revised TIA is based on review comments provided by the County in a letter dated February 3, and emails provided by the Virginia Department of Transportation (VDOT) dated February 2 and February 8. All review comments are included in Appendix A.

1.1. Executive Summary

The subject property is located in the south quadrant of the Route 199 (Humelsine Parkway) at the Monticello Avenue interchange. At build-out, the development is expected to consist of up to 13,000 square feet (s.f.) of high-turnover sit-down restaurant space and a quick lubrication vehicle shop with 3 bays.

Note that the January 2017 TIA assumed a trip generation potential of 5,278 daily trips, but the current plan generates only 1,774 daily trips. This is a reduction of approximately 66% compared to the original TIA.

The access plan includes one full-movement driveway on Monticello Avenue across from Windsormeade Way, and cross-access to Marketplace Shoppes. The property frontage is Limited Access ROW, so the applicant is seeking a break in the Limited Access, and an Access Management Exception (AME) to permit the proposed driveway.

If approved, the development is expected to be complete in 2020.

Based on the October 26, 2016 scoping meeting with the County and VDOT, it was determined that only the PM peak hour would be studied because the PM peak hour volumes on Monticello Avenue are approximately 50% higher than the AM peak hour volumes. The weekday PM peak hour was studied for the following intersections:

- Monticello Avenue at Route 199 (Humelsine Parkway) interchange
- Monticello Avenue at Windsormeade Way / Site Driveway
- Monticello Avenue at Monticello Marketplace / Marketplace Shoppes
- Monticello Avenue at News Road

The following traffic scenarios were analyzed to determine the impacts of the proposed development:

- Existing 2016 traffic conditions
- No-build 2020 traffic conditions
- Build 2020 traffic conditions

Based on the traffic capacity analysis, the following roadway improvements are recommended to accommodate the projected 2020 traffic conditions with the proposed development:

Monticello Avenue at Windsormeade Way / Site Driveway:

- Continue the eastbound right turn lane from the Monticello Avenue at Monticello Marketplace / Marketplace Shoppes intersection
- Construct one westbound left-turn lane on Monticello Avenue with 200 feet of storage
- Construct one shared left-thru lane, and one right-turn lane on the site driveway
- Restripe southbound Windsormeade Way as a left-turn lane, shared left-thru lane, and a right-turn lane

Based on the results of the TIA, we recommend approval of the AME and Limited Access break for the following reasons:

- All of the study intersections currently operate at an overall LOS D or better during the PM peak hour
- At build-out of the proposed development, all of the study intersections will continue to operate at LOS D or better during the PM peak hour, with all movements operating at LOS E or better
- As shown on Figure 6, the total approach volume at the Monticello Avenue at Windsormeade Way intersection for the no-build (2020) conditions is 4,155 vehicles. As shown on Figure 9, the proposed development is projected to add just 90 primary trips during the PM peak hour, which is an increase to the total approach volume of only 2%.

1.2. Site Location and Study Area

The proposed development is located in the south quadrant of the Route 199 (Humelsine Parkway) at Monticello Avenue interchange. Based on discussions with the County and VDOT, the study area consists of the following intersections:

- Monticello Avenue at Route 199 (Humelsine Parkway) interchange
- Monticello Avenue at Windsormeade Way / Site Driveway
- Monticello Avenue at Monticello Marketplace / Marketplace Shoppes
- Monticello Avenue at News Road

Figure 1 illustrates the site location and study intersections.

1.3. Existing Land Uses

The surrounding area consists of primarily commercial development to the north and west, and residential development to the south.

1.4. Proposed Land Uses and Access

At build-out, the development is expected to consist of up to 13,000 square feet (s.f.) of high-turnover sit-down restaurant space and a quick lubrication vehicle shop with 3 bays.

The access plan includes one full-movement driveway on Monticello Avenue across from Windsormeade Way, and cross-access to Marketplace Shoppes. The property frontage is Limited Access ROW, so the applicant is seeking a break in the Limited Access, and an Access Management Exception (AME) to permit the proposed driveway.

If approved, the development is expected to be complete in 2020.

Figure 2 shows the preliminary site plan.



Overview



Monticello Commons
James City County, Virginia

Site Location and Study
Intersections

Scale: Not to Scale

Figure 1

1.5. Existing Roadway Network

Route 199 (Humelsine Parkway) is a four-lane divided Freeway with a posted speed limit of 60 mph. Humelsine Parkway has an average daily traffic (ADT) volume of approximately 30,000 vehicles per day within the vicinity of the site.



Looking east on Monticello Avenue at Windsormeade Way

Monticello Avenue is a four-lane divided Minor Arterial with a posted speed limit of 45 mph, and an ADT volume of approximately 23,800 vehicles per day across the property frontage.

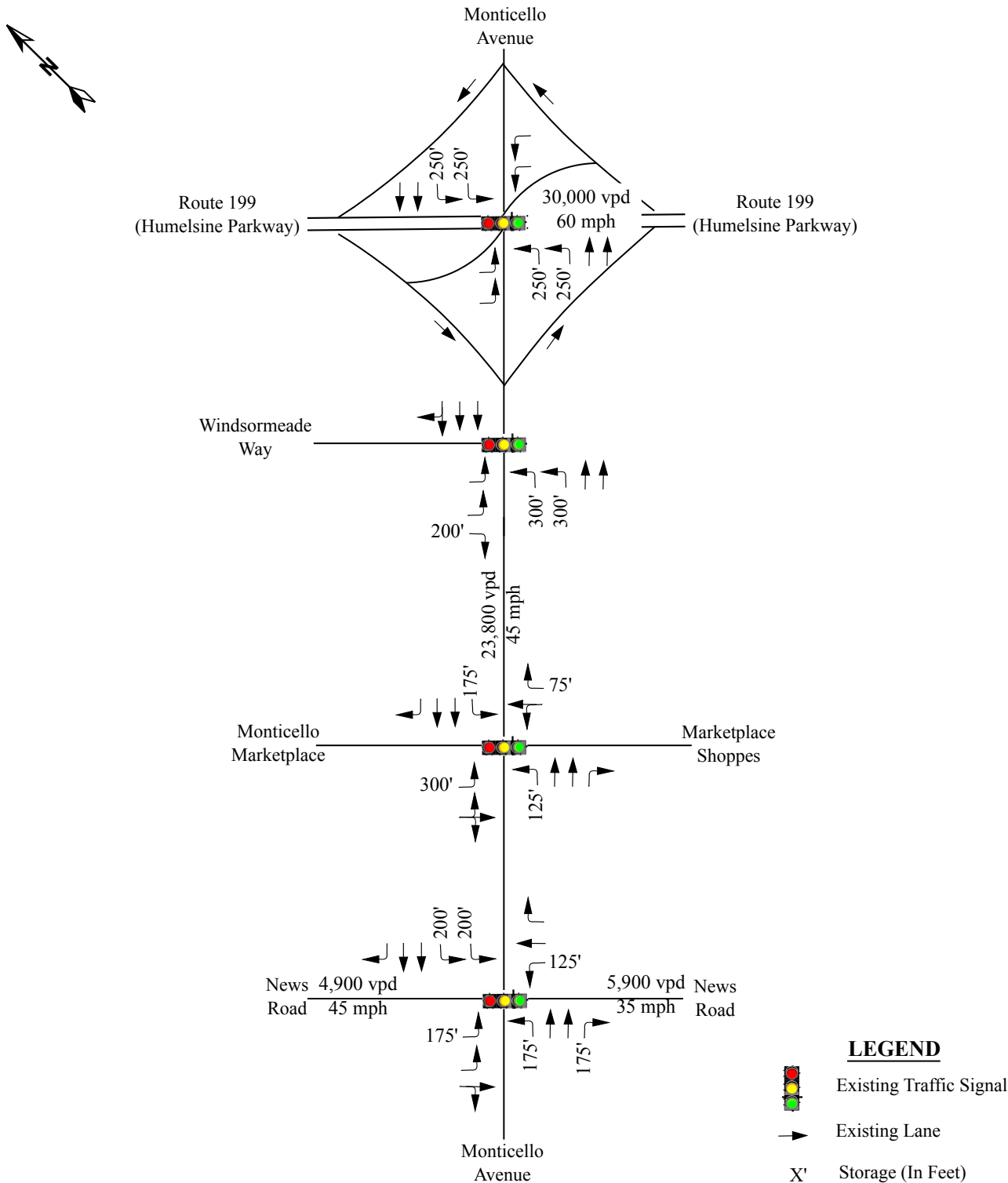
Windsormeade Way is a four-lane divided local road with a posted speed limit of 40 mph, and an ADT volume of approximately 6,900 vehicles per day.

Monticello Marketplace is a two-lane local road with an ADT volume of approximately 5,600 vehicles per day, and an unposted speed limit. For the purposes of this TIA, the speed limit is assumed to be 25 mph.

Marketplace Shoppes is a two-lane local road with an ADT volume of approximately 3,100 vehicles per day, and an unposted speed limit. For the purposes of this TIA, the speed limit is assumed to be 25 mph.

News Road is a four-lane Major Collector with a posted speed limit of 35 mph, and an ADT volume of approximately 5,900 vehicles per day to the south of Monticello Avenue. News Road has a posted speed limit of 45 mph and an ADT volume of approximately 4,900 vehicles per day to the north of Monticello Avenue.

Figure 3 shows the existing lane configurations.



2. TRAFFIC ANALYSIS PROCEDURE

The traffic capacity analysis was performed with Synchro 9.1 which is a comprehensive software package that allows the user to determine the level-of-service (LOS) for the study intersections based on the control delay thresholds specified in the 2010 Highway Capacity Manual (HCM). LOS is a qualitative measure of traffic operation that ranges from LOS A, which represents free-flow conditions, to LOS F, which represents congestion and long delays.

For signalized intersections, Synchro calculates the average control delay and queue length for each lane group, and the LOS for the overall intersection. For unsignalized intersections, Synchro calculates the average control delay and queue length for stop-controlled movements, but does not provide an overall LOS for the intersection. Table 1 shows the control delay thresholds for unsignalized and signalized movements.

TABLE 1
Highway Capacity Manual – Levels-of-Service and Delay

UNSIGNALIZED INTERSECTION		SIGNALIZED INTERSECTION	
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SECONDS)	LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SECONDS)
A	0-10	A	0-10
B	10-15	B	10-20
C	15-25	C	20-35
D	25-35	D	35-55
E	35-50	E	55-80
F	>50	F	>80

LOS D is typically an acceptable overall LOS for signalized intersections, and it is common for left-turn and minor street movements to experience LOS E or F at signalized and unsignalized intersections.

Note that all queues reported are the maximum SimTraffic queue based on an average of 10 microsimulation runs.

3. EXISTING (2016) PEAK HOUR CONDITIONS

Existing lane configurations and turn lane storage lengths were collected in the field by Ramey Kemp & Associates, Inc. (RKA). The PM peak hour (4:00 to 6:00 PM) turning movement counts were performed by Burns Service Inc. at the following intersections during the week of November 14, 2016:

- Monticello Avenue at Route 199 (Humelsine Parkway) interchange
- Monticello Avenue at Windsormeade Way
- Monticello Avenue at Monticello Marketplace / Marketplace Shoppes
- Monticello Avenue at News Road

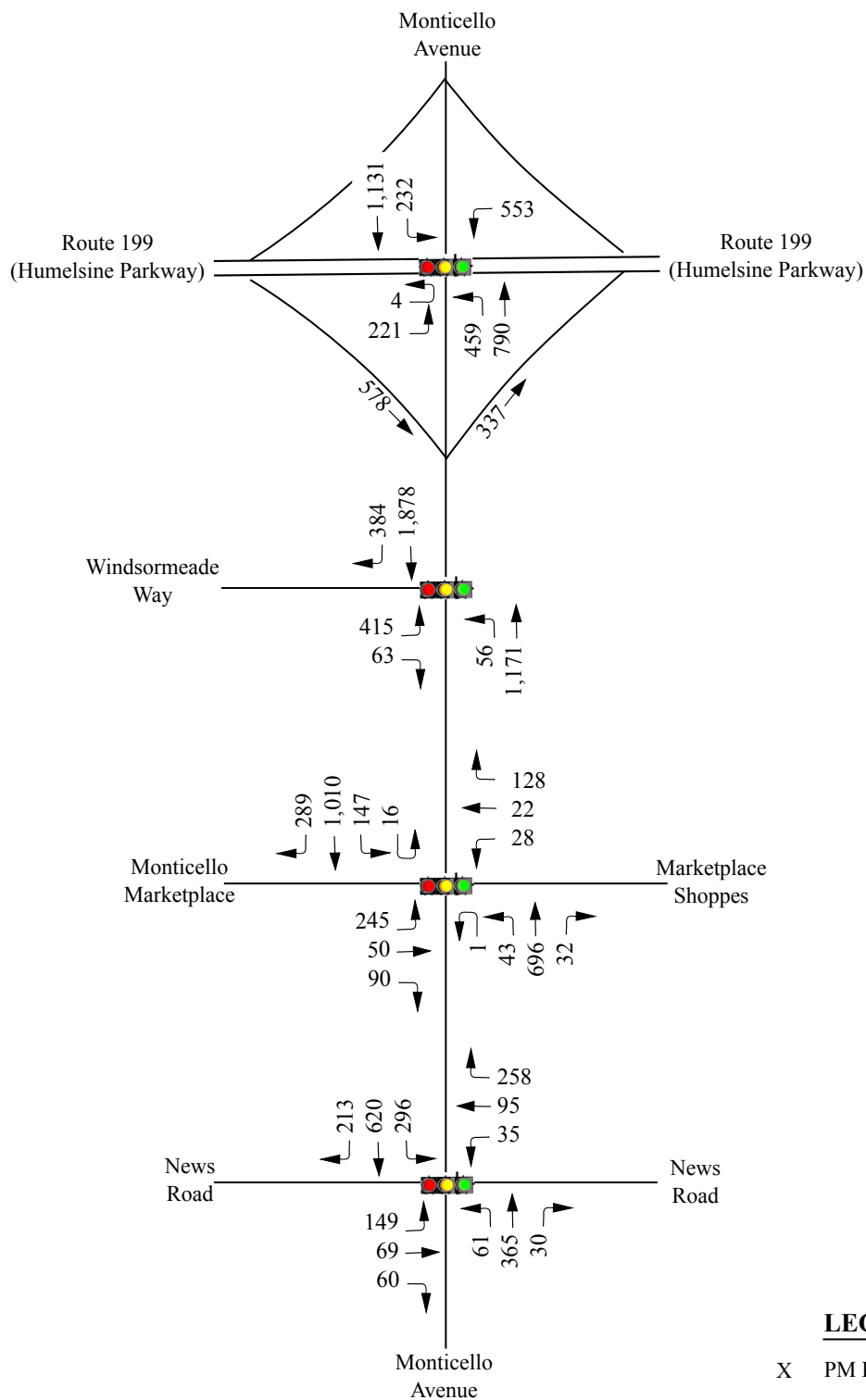
Figure 4 shows the existing PM peak hour volumes at the study intersections, and the count data are provided in the Appendix. Note that some through volumes were slightly increased and balanced as necessary.

Based on review comments provided by VDOT, a PM peak hour turning movement count was performed by RKA at the intersection of Monticello Avenue at Old News Road during the week of September 11, 2017. Based on field observation, many of the vehicles entering Old News Road are choosing to exit via the adjacent signals. Therefore, the volumes at the right-in / right-out were not balanced with the existing volumes.

3.1. Analysis of Existing (2016) Peak Hour Traffic

The existing (2016) weekday PM peak hour traffic volumes at the study intersections were analyzed to determine the current LOS under existing roadway conditions. The results of the analysis are presented in Section 8 of this report.

The calculated peak hour factor (PHF) was applied to each study intersection. To be conservative, a maximum PHF of 0.93 was applied to intersections with higher peak hour factors.



LEGEND

X PM Peak Hour



Monticello Commons
James City County, Virginia

Existing (2016)
Peak Hour Traffic Volumes

Scale: Not to Scale

Figure 4

4. NO-BUILD TRAFFIC CONDITIONS

In order to determine the traffic impact of the proposed development, a comparison of the future conditions of the study intersections must be made. This is done by analyzing the future build-out year of the development (2020) with and without the traffic generated by the proposed development. The future year condition without the development is called the no-build condition, and is determined by projecting the existing traffic to the build-out year using an annualized growth rate and adding it to traffic from approved (but not yet built) developments in the study area.

4.1. Background Traffic Growth

The historical ADT's on Route 199 and Monticello Avenue have decreased or remained the same over the past five years. Based on discussion with the County and VDOT, an annual growth rate of 1.0% per year was applied to the existing traffic volumes.

4.2. Approved Development Traffic

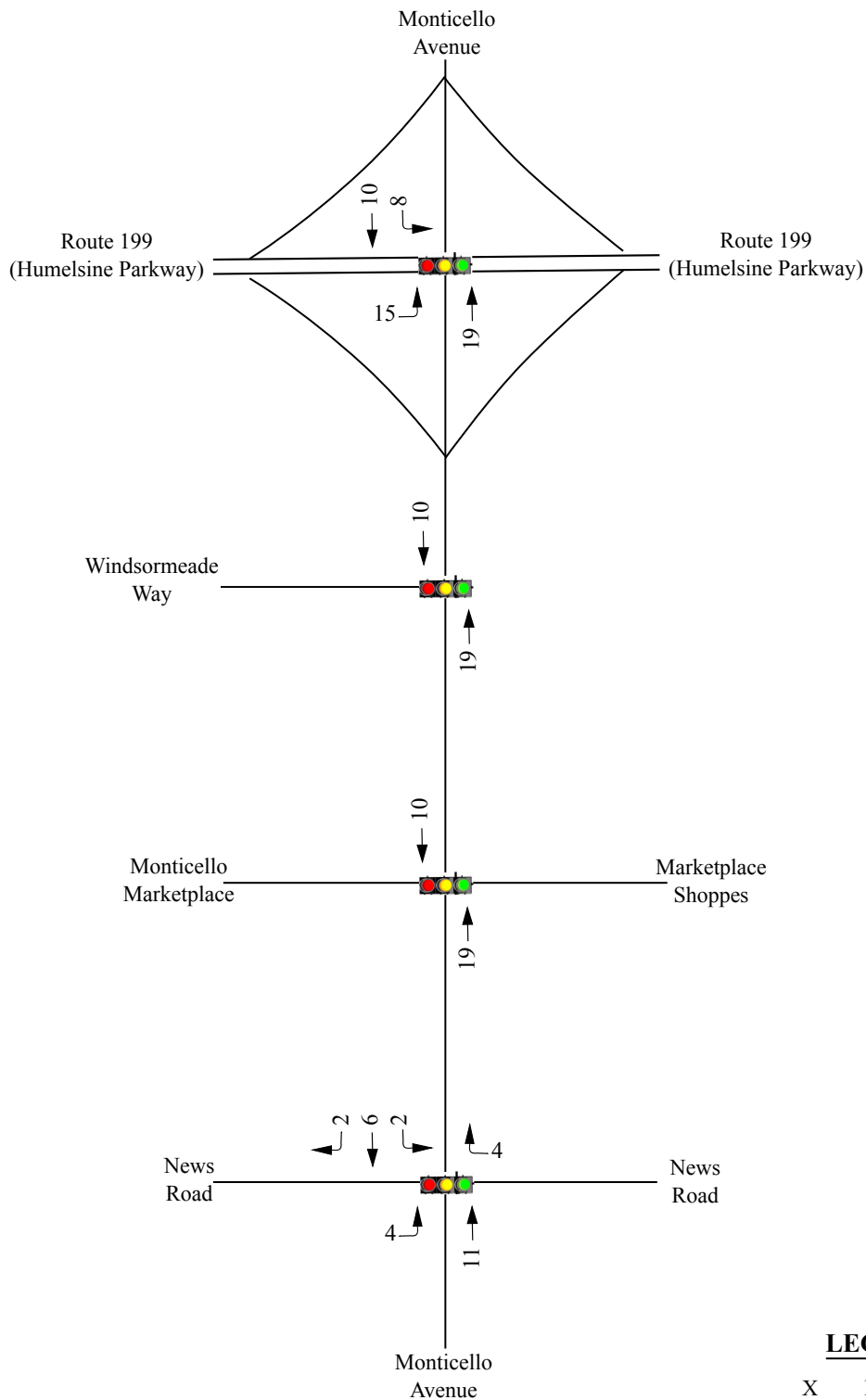
Based on discussion with the County and VDOT, it was determined that 52 single-family houses and 119 townhomes, in the Settler's Market at New Town neighborhood, have not been constructed. The trip potential, trip distribution, and trip assignment of the homes is based on the February 2006 TIA by DRW Consultants, LLC and is included in this TIA. The trip distribution and assignment figures are included in the Appendix. Figure 5 shows the total approved development trips.

4.3. No-build (2020) Peak Hour Traffic Conditions

The no-build (2020) peak hour traffic volumes were determined by growing the existing 2016 traffic volumes for four years, using an annual growth rate of 1.0%. Figure 6 shows the projected no-build (2020) peak hour traffic volumes.

4.4. Analysis of No-build Peak Hour Traffic Conditions

No-build (2020) conditions were analyzed with existing lane configurations and traffic control. The results of the no-build (2020) traffic conditions analyses are presented in Section 8 of this report.



LEGEND

X PM Peak Hour

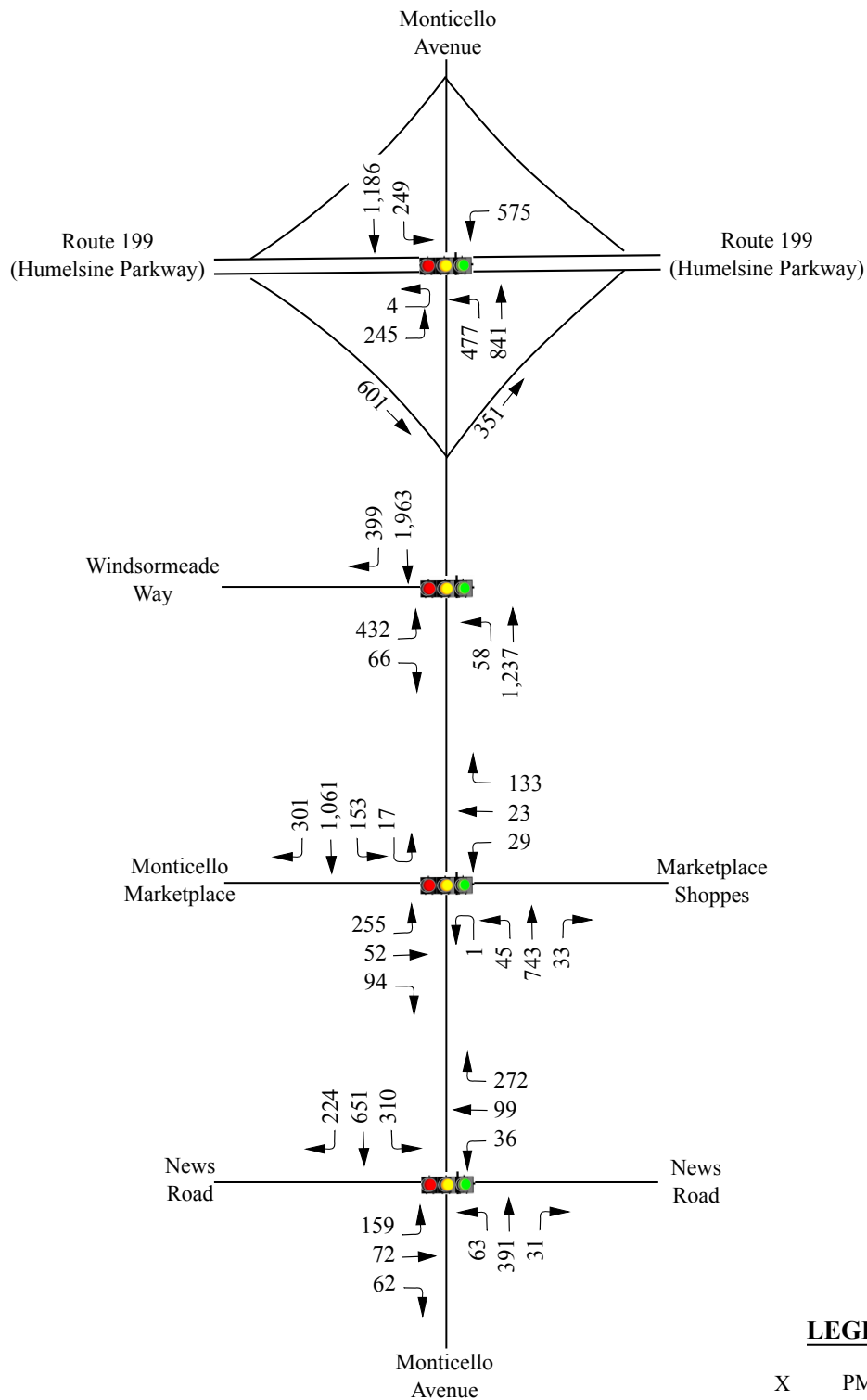


Monticello Commons
James City County, Virginia

Approved Development
Trips

Scale: Not to Scale

Figure 5



LEGEND

X PM Peak Hour



Monticello Commons
James City County, Virginia

No-Build (2020)
Peak Hour Traffic Volumes

Scale: Not to Scale

Figure 6

5. TRIP GENERATION

The average weekday daily and peak hour trip potential for the proposed development was calculated based on the ITE *Trip Generation Manual*, 9th Edition. Table 2 presents a summary of the trip generation calculations.

TABLE 2
ITE Trip Generation – 9th Edition – Weekday

Land Use (ITE Land Use Code)	Size	Average Daily Traffic (vpd)		PM Peak Hour (vph)	
		Enter	Exit	Enter	Exit
High-Turnover Sit-Down Restaurant (932)	13,000 s.f.	827	827	77	51
Quick Lubrication Vehicle Shop (941)	3 bays	60	60	9	7
Driveway Volumes		887	887	86	58
ITE Pass-By Trips: HTSD Restaurant – 43%		-355	-355	-27	-27
Net Primary Trips		532	532	59	31

Retail uses attract pass-by trips, which are made by drivers who are already driving by the site today and will visit the restaurants in the future because they are convenient. Table 2 shows the ITE pass-by trip adjustments that were applied in the study.

Note that the January 2017 TIA assumed a trip generation potential of 5,278 daily trips, but the current plan generates only 1,774 daily trips. This is a reduction of approximately 66% compared to the original TIA.

6. SITE TRIP DISTRIBUTION AND ASSIGNMENT

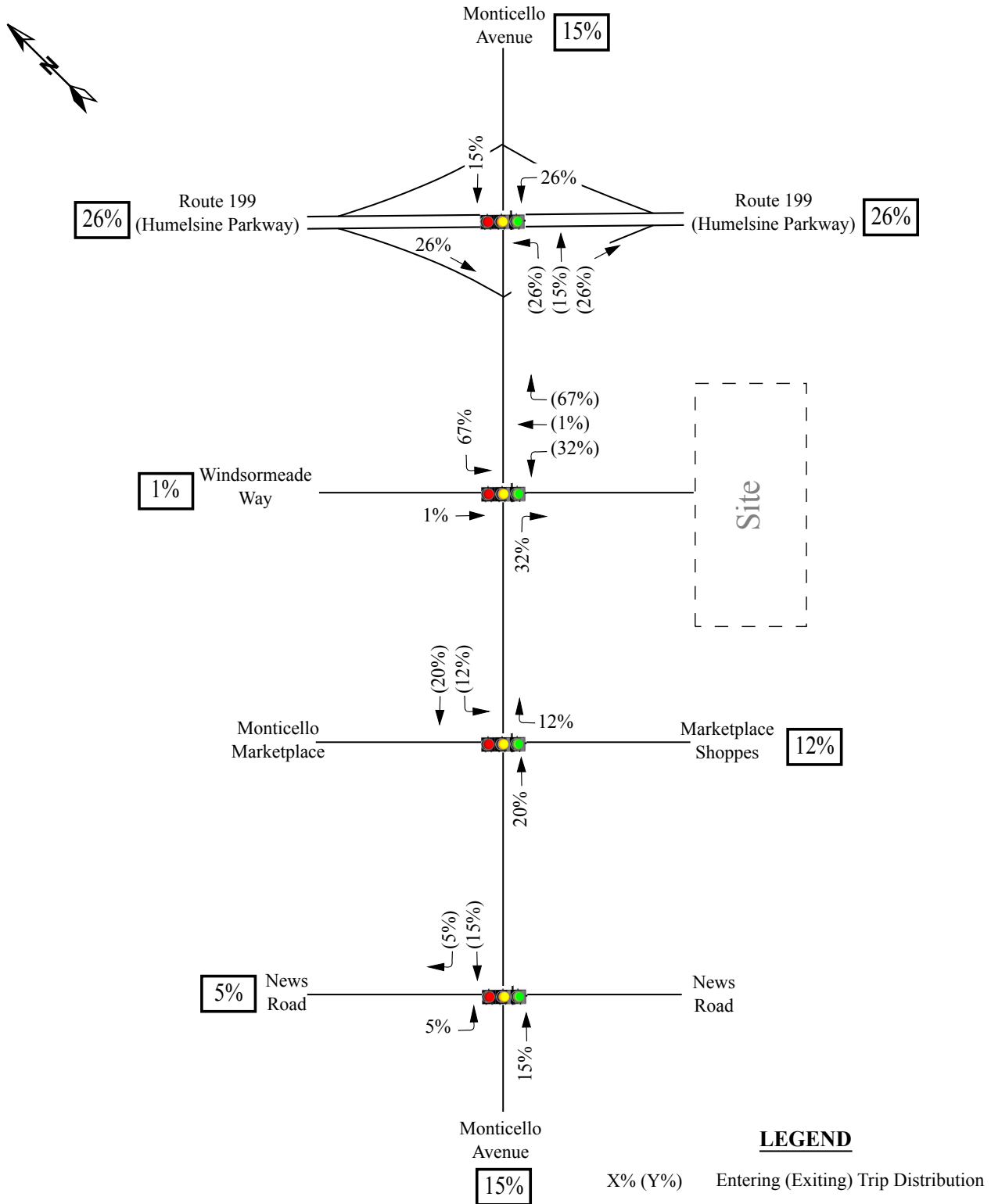
The primary site trip distribution for the proposed development was determined based on a review of existing traffic patterns, surrounding land uses, and engineering judgment:

- 26% to / from the north on Route 199
- 26% to / from the south on Route 199
- 15% to / from the east on Monticello Avenue
- 15% to / from the west on Monticello Avenue
- 12% to / from the south on Marketplace Shoppes
- 5% to / from the north on News Road
- 1% to / from the north on Windsormeade Way

The pass-by trip distribution is based on existing traffic patterns on Monticello Avenue, as follows:

- PM Peak – 65% westbound / 35% eastbound

Primary site trips were assigned to the study intersections based on the primary site trip distribution (Figure 7) and are shown in Figure 9. Pass-by site trips were assigned to the study intersections based on the pass-by trip distribution (Figure 8) and are shown in Figure 10. Primary and pass-by site trips were combined to determine the total site trips, which are shown in Figure 11.

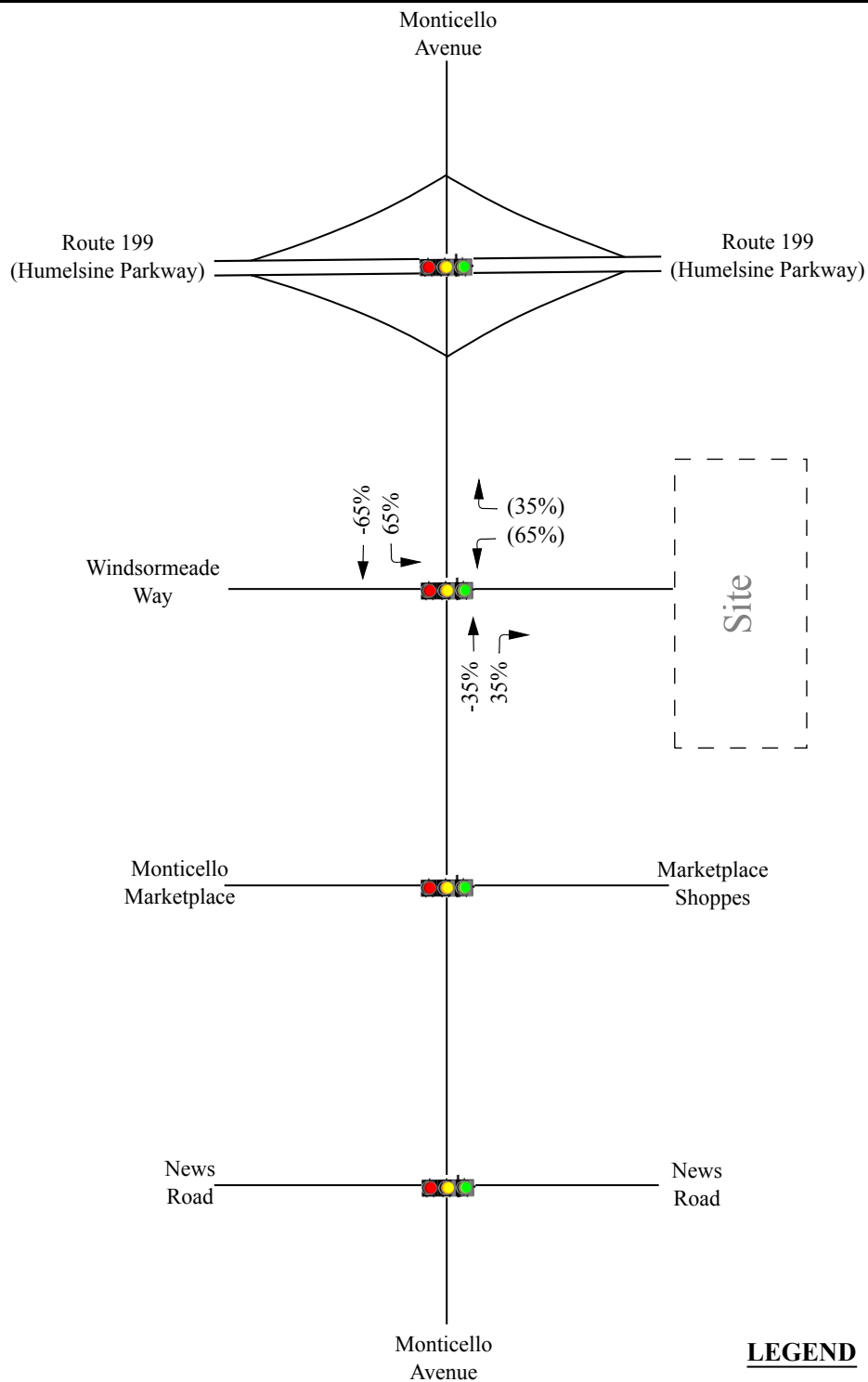
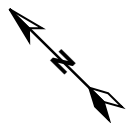


Monticello Commons
James City County, Virginia

Primary Site
Trip Distribution

Scale: Not to Scale

Figure 7



LEGEND

X% (Y%) Entering (Exiting) Pass-By Distribution

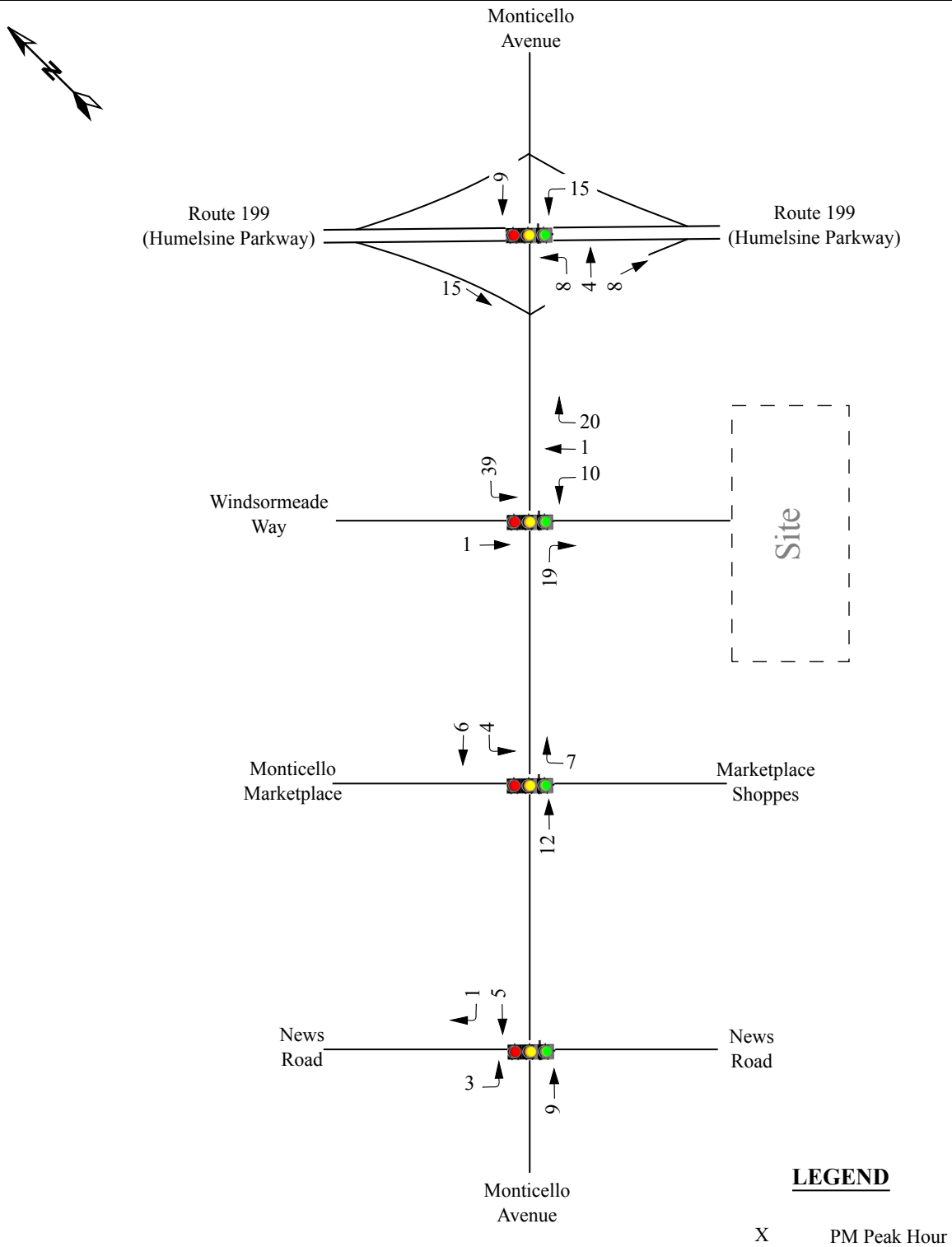


Monticello Commons
James City County, Virginia

Pass-By
Trip Distribution

Scale: Not to Scale

Figure 8

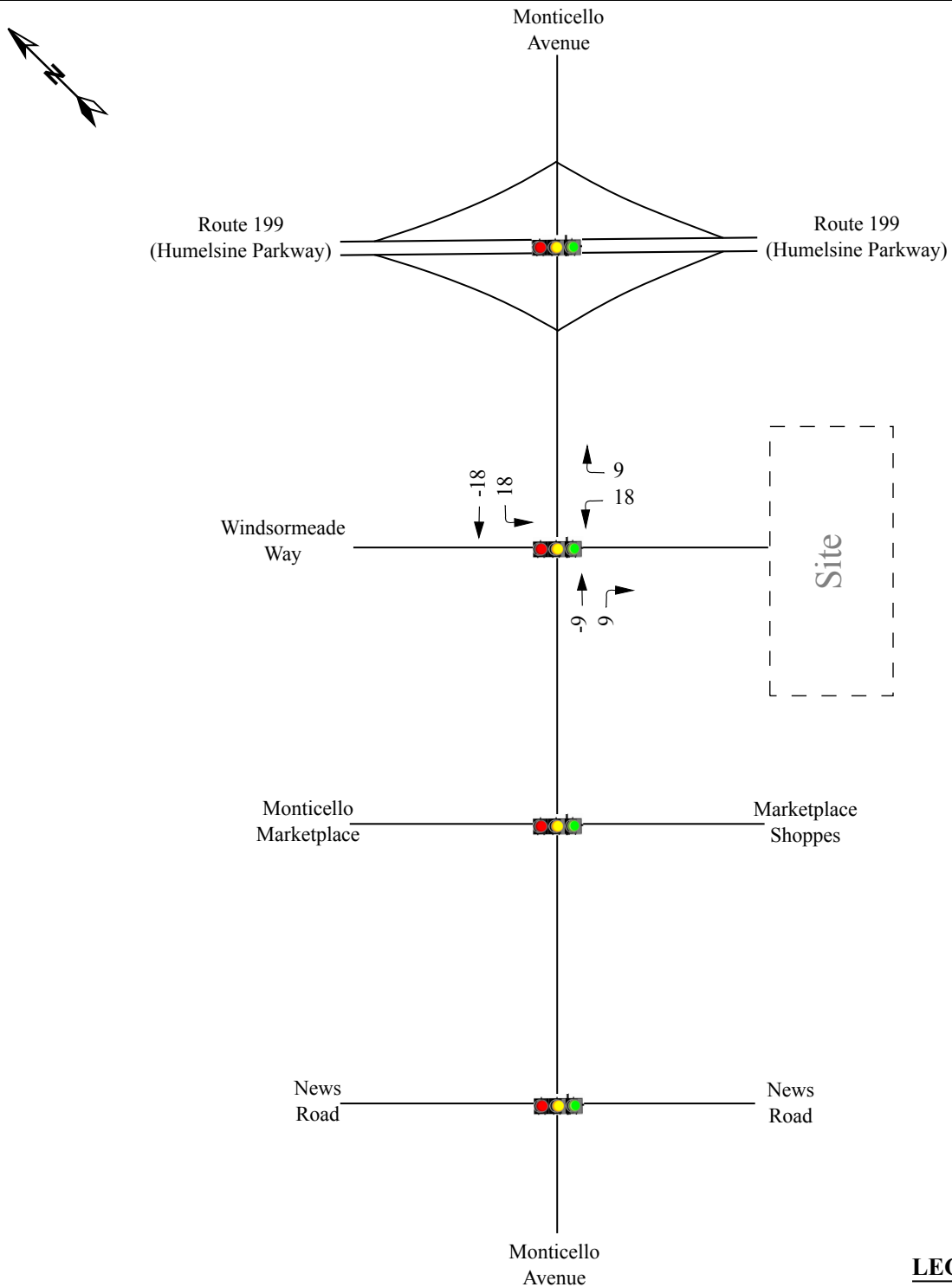


Monticello Commons
James City County, Virginia

Primary Site
Trip Assignment

Scale: Not to Scale

Figure 9



LEGEND

X PM Peak Hour

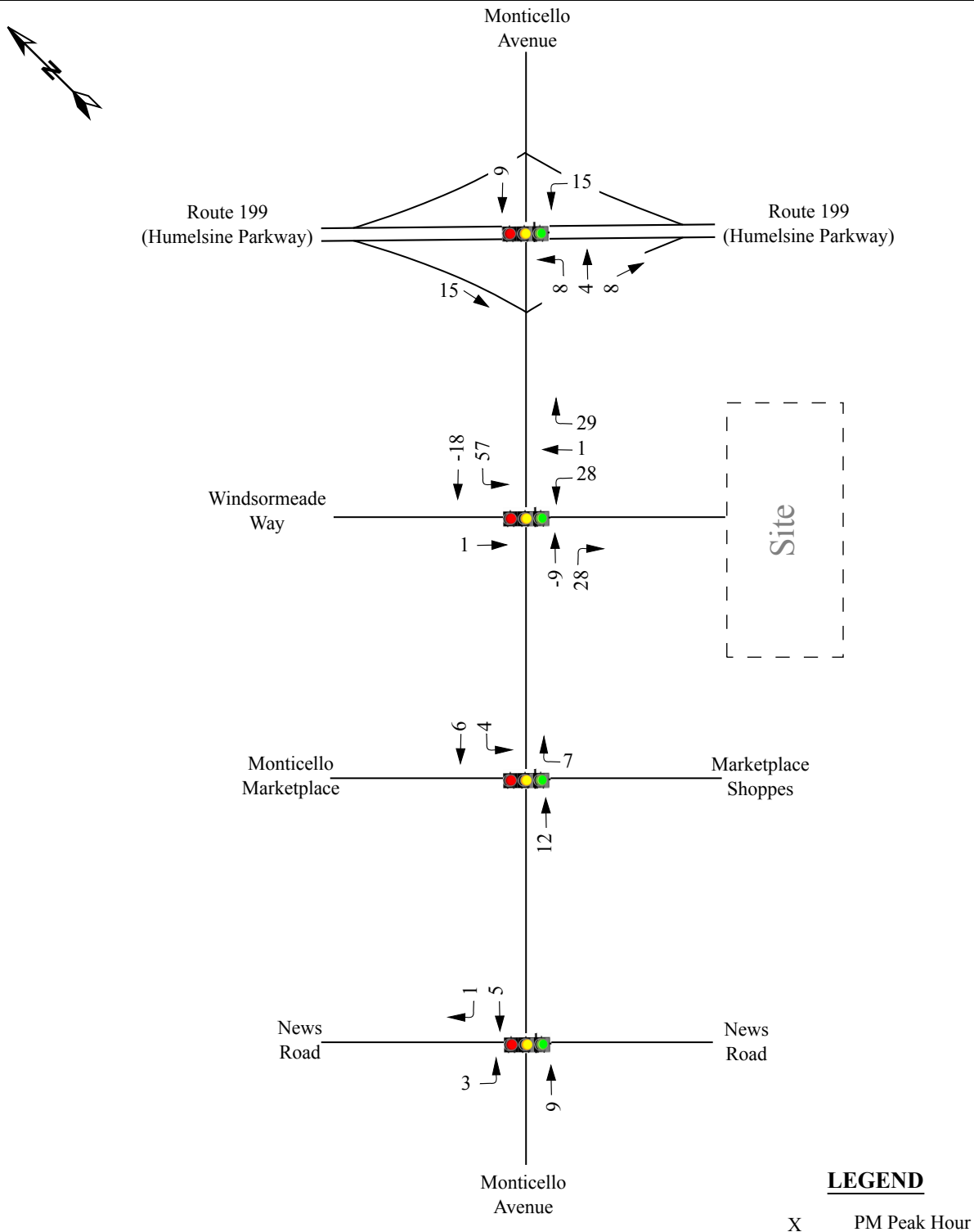


Monticello Commons
James City County, Virginia

Pass-By Site
Trip Assignment

Scale: Not to Scale

Figure 10



Monticello Commons
James City County, Virginia

Total Site
Trips

Scale: Not to Scale

Figure 11

7. BUILD TRAFFIC CONDITIONS

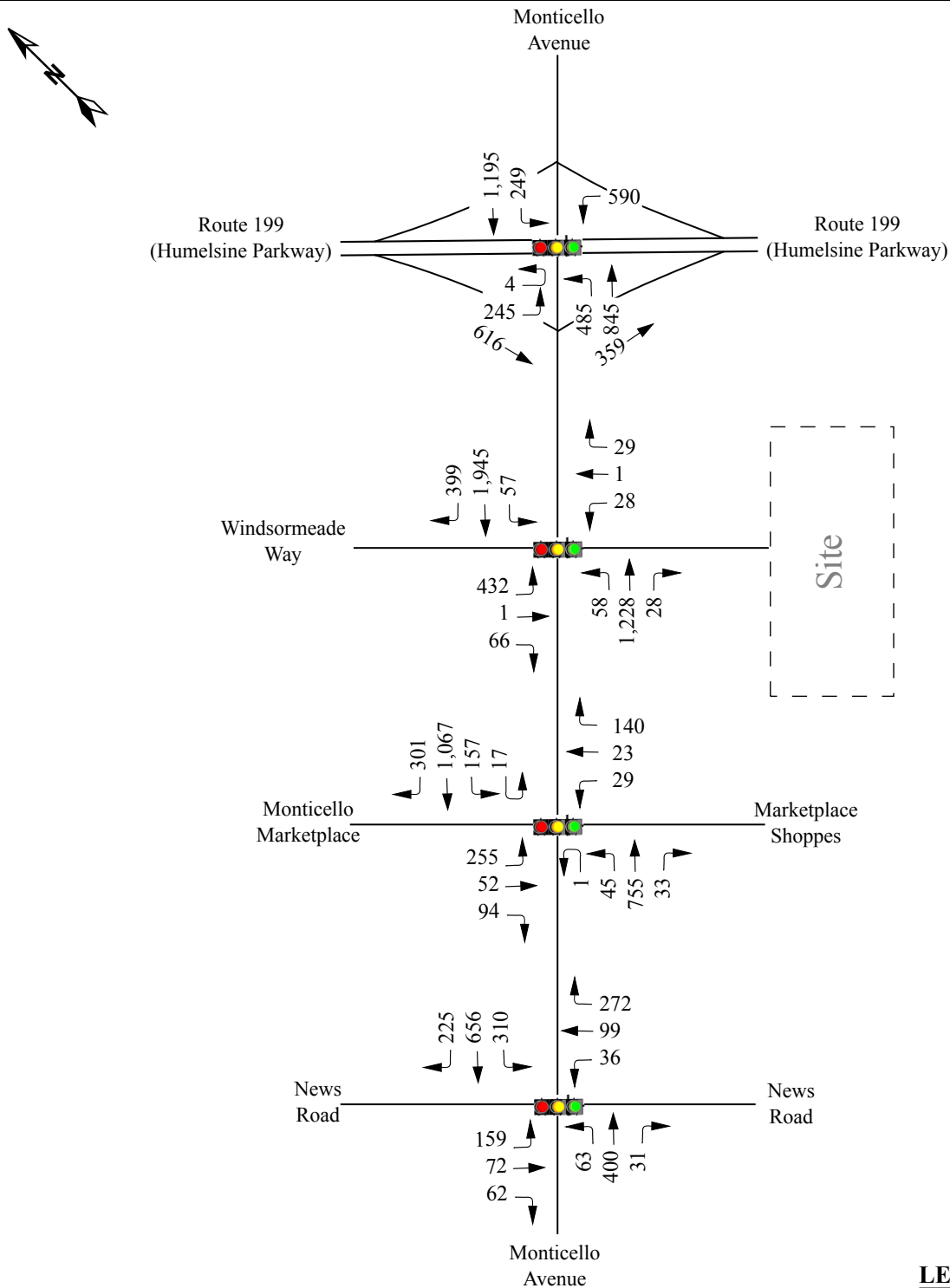
Build traffic represents the future build out year of a development. It is typically determined by adding the no-build traffic condition and the site traffic.

7.1. Build (2020) Peak Hour Traffic Conditions

Build (2020) conditions were determined by adding the no-build (2020) traffic volumes (Figure 6) with the total site trips (Figure 11). Figure 12 shows the projected build (2020) peak hour traffic volumes.

7.2. Analysis of Build Peak Hour Traffic Conditions

Build (2020) traffic volumes were analyzed with the recommended lane configurations and traffic control, and the results are presented in Section 8 of this report. This is the basis for the recommendations in this study.



LEGEND

X PM Peak Hour



Monticello Commons
James City County, Virginia

Build (2020)
Peak Hour Traffic Volumes

Scale: Not to Scale

Figure 12

8. CAPACITY ANALYSIS

8.1. Monticello Avenue at Route 199 (Humelsine Parkway) Interchange

The signalized intersection of Monticello Avenue at Route 199 (Humelsine Parkway) Interchange was analyzed under all traffic conditions. Table 3 presents a summary of the capacity analysis results, and the Synchro outputs are included in the Appendix.

Table 3
Analysis Summary of Monticello Avenue at Route 199 (Humelsine Parkway) Interchange

CONDITION	LANE GROUP	PM PEAK HOUR			
		Lane LOS	Lane Delay (sec)	Lane Queue (ft)	Overall LOS (Delay)
Existing (2016) Conditions	EBL	D	50.6	178	D (35.1 sec)
	EBT	B	15.1	270	
	WBL	E	62.4	350	
	WBT	C	32.0	870	
	NBL	B	14.3	367	
	SBL	D	54.3	154	
No-Build (2020) Conditions	EBL	D	49.3	178	D (36.3 sec)
	EBT	B	15.1	275	
	WBL	E	61.9	350	
	WBT	C	33.1	908	
	NBL	B	17.3	390	
	SBL	E	60.0	179	
Build (2020) Conditions	EBL	D	44.9	178	D (35.5 sec)
	EBT	B	11.4	267	
	WBL	E	61.9	350	
	WBT	D	35.4	895	
	NBL	B	16.9	391	
	SBL	E	59.1	184	

Capacity analysis indicates that this intersection currently operates at LOS D in the PM peak hour. Under no-build (2020) and build (2020) conditions, the intersection is expected to continue operating at LOS D during the PM peak hour with all movements operating at LOS E or better.

No improvements are warranted or recommended at this intersection.

8.2. Monticello Avenue at Windsormeade Way / Site Driveway

The signalized intersection of Monticello Avenue at Windsormeade Way / Site Driveway was analyzed under all traffic conditions. Table 4 presents a summary of the capacity analysis results, and the Synchro outputs are included in the Appendix.

Table 4
Analysis Summary of Monticello Avenue at Windsormeade Way / Site Driveway

CONDITION	LANE GROUP	PM PEAK HOUR			
		Lane LOS	Lane Delay (sec)	Lane Queue (ft)	Overall LOS (Delay)
Existing (2016) Conditions	EBL	E	66.4	96	B (13.0 sec)
	EBT	A	2.6	268	
	WBT/R	A	8.3	733	
	SBL	E	56.1	277	
	SBR	D	46.7	120	
No-Build (2020) Conditions	EBL	E	67.0	81	B (13.5 sec)
	EBT	A	3.0	264	
	WBT/R	A	8.8	739	
	SBL	E	56.6	296	
	SBR	D	46.6	129	
Build (2020) Conditions	EBL	E	65.3	81	C (22.6 sec)
	EBT	B	10.5	267	
	EBR	A	0.0	43	
	WBL	E	73.4	281	
	WBT/R	B	16.5	749	
	NBL/T	E	60.9	82	
	NBR	A	1.0	67	
	SBL	E	73.6	289	
	SBL/T	E	74.0	265	
	SBR	D	49.6	121	

Capacity analysis indicates that this intersection currently operates at LOS B in the PM peak hour. Under no-build (2020) conditions, the intersection is expected to continue operating at LOS B in the PM peak hour.

Under build (2020) conditions, the intersection is expected to operate at LOS C, with all movements operating at LOS E or better, during PM peak hour with the following improvements:

- Continue the eastbound right turn lane from the Monticello Avenue at Monticello Marketplace / Marketplace Shoppes intersection
- Construct one westbound left-turn lane on Monticello Avenue with 200 feet of storage

- Construct one shared left-thru lane, and one right-turn lane on the site driveway
- Restripe southbound Windsormeade Way as a left-turn lane, shared left-thru lane, and a right-turn lane

8.3. Monticello Avenue at Monticello Marketplace / Marketplace Shoppes

The signalized intersection of Monticello Avenue at Monticello Marketplace / Marketplace Shoppes was analyzed under all traffic conditions. Table 5 presents a summary of the capacity analysis results, and the Synchro outputs are included in the Appendix.

Table 5
Analysis Summary of Monticello Avenue at Monticello Marketplace / Marketplace Shoppes

CONDITION	LANE GROUP	PM PEAK HOUR			
		Lane LOS	Lane Delay (sec)	Lane Queue (ft)	Overall LOS (Delay)
Existing (2016) Conditions	EBL/U	E	71.0	208	C (21.8 sec)
	EBT	B	18.6	422	
	EBR	A	0.2	62	
	WBL/U	D	39.2	258	
	WBT	B	12.3	417	
	WBR	A	3.9	116	
	NBL/T	E	60.7	100	
	NBR	A	6.6	88	
	SBL	E	60.0	289	
	SBL/T/R	D	54.4	352	
No-Build (2020) Conditions	EBL/U	E	70.7	206	C (22.2 sec)
	EBT	B	19.2	400	
	EBR	A	0.2	82	
	WBL/U	D	40.8	255	
	WBT	B	12.6	384	
	WBR	A	3.8	116	
	NBL/T	E	60.2	103	
	NBR	A	7.2	116	
	SBL	E	61.0	335	
	SBL/T/R	D	50.0	381	
Build (2020) Conditions	EBL/U	E	67.3	202	C (20.0 sec)
	EBT	C	20.0	402	
	EBR	A	0.2	86	
	WBL/U	C	34.1	209	
	WBT	A	7.8	249	
	WBR	A	1.5	80	
	NBL/T	E	60.2	125	
	NBR	A	8.2	120	
	SBL	E	61.0	330	
	SBL/T/R	D	50.0	387	

Capacity analysis indicates that this intersection currently operates at LOS C in the PM peak hour. Under no-build (2020) and build (2020) conditions, the intersection is expected to continue operating at LOS C during the PM peak hour with all movements operating at LOS E or better. No improvements are warranted or recommended at this intersection.

8.4. Monticello Avenue at News Road

The signalized intersection of Monticello Avenue at News Road was analyzed under all traffic conditions. Table 6 presents a summary of the capacity analysis results, and the Synchro outputs are included in the Appendix.

Table 6
Analysis Summary of Monticello Avenue at News Road

CONDITION	LANE GROUP	PM PEAK HOUR			
		Lane LOS	Lane Delay (sec)	Lane Queue (ft)	Overall LOS (Delay)
Existing (2016) Conditions	EBL	E	60.6	127	C (22.9 sec)
	EBT	C	26.4	222	
	EBR	A	0.1	54	
	WBL	C	33.2	205	
	WBT	A	6.4	218	
	WBR	A	0.9	41	
	NBL	D	50.5	71	
	NBT	E	57.0	161	
	NBR	B	12.1	143	
	SBL	D	51.9	144	
No-Build (2020) Conditions	EBL	E	60.6	129	C (23.0 sec)
	EBT	C	27.0	244	
	EBR	A	0.1	58	
	WBL	C	32.2	220	
	WBT	A	6.9	273	
	WBR	A	0.9	84	
	NBL	D	50.3	73	
	NBT	E	57.0	149	
	NBR	B	12.0	148	
	SBL	D	51.8	137	
Build (2020) Conditions	EBL	E	60.6	179	C (22.8 sec)
	EBT	C	26.5	260	
	EBR	A	0.1	51	
	WBL	C	31.1	177	
	WBT	A	6.9	172	
	WBR	A	0.7	43	
	NBL	D	50.3	74	
	NBT	E	57.0	165	
	NBR	B	12.0	141	
	SBL	D	51.9	160	
	SBT/R	D	48.2	207	

Capacity analysis indicates that this intersection currently operates at LOS C in the PM peak hour. Under no-build (2020) and build (2020) conditions, the intersection is expected to continue operating at LOS C during the PM peak hour with all movements operating at LOS E or better. No improvements are warranted or recommended at this intersection.

9. RECOMMENDATIONS

Based on the traffic capacity analysis, the following roadway improvements are recommended to accommodate the projected 2020 traffic conditions with the proposed development:

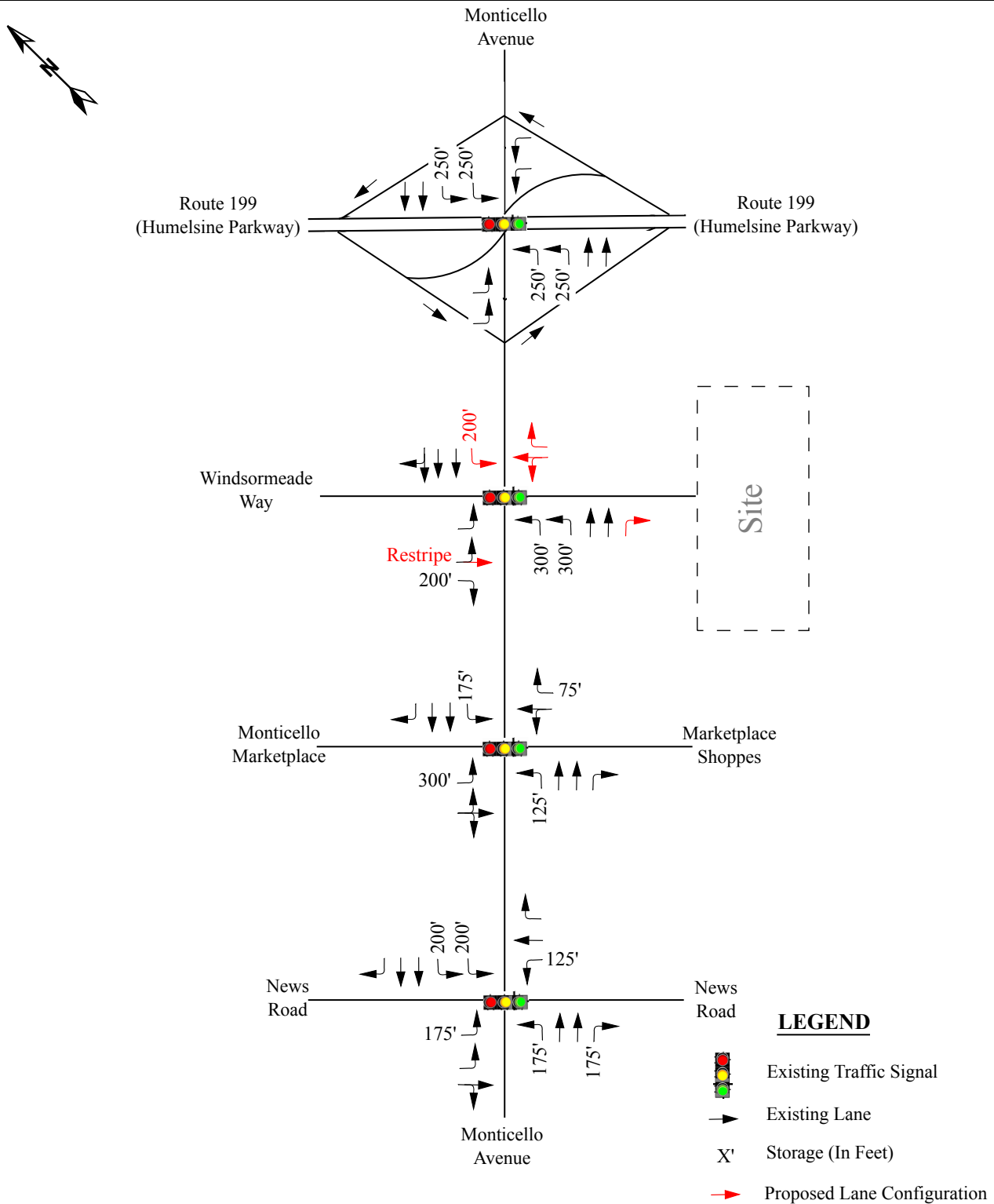
Monticello Avenue at Windsormeade Way / Site Driveway:

- Continue the eastbound right turn lane from the Monticello Avenue at Monticello Marketplace / Marketplace Shoppes intersection
- Construct one westbound left-turn lane on Monticello Avenue with 200 feet of storage
- Construct one shared left-thru lane, and one right-turn lane on the site driveway
- Restripe southbound Windsormeade Way as a left-turn lane, shared left-thru lane, and a right-turn lane

Based on the results of the TIA, we recommend approval of the AME and Limited Access break for the following reasons:

- All of the study intersections currently operate at an overall LOS D or better during the PM peak hour
- At build-out of the proposed development, all of the study intersections will continue to operate at LOS D or better during the PM peak hour, with all movements operating at LOS E or better
- As shown on Figure 6, the total approach volume at the Monticello Avenue at Windsormeade Way intersection for the no-build (2020) conditions is 4,155 vehicles. As shown on Figure 9, the proposed development is projected to add just 90 primary trips during the PM peak hour, which is an increase to the total approach volume of only 2%.

Figure 13 shows the recommended roadway improvements.



Monticello Commons James City County, Virginia

Recommended Lane
Configuration

Scale: Not to Scale

Figure 13

TECHNICAL APPENDIX

APPENDIX A

VDOT TIA PRE-SCOPE FORM AND REVIEW COMMENTS

PRE-SCOPE OF WORK MEETING FORM

Information on the Project Traffic Impact Analysis Base Assumptions

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

Contact Information

Consultant Name: Ramey Kemp & Associates, Inc. / Carl Hultgren, P.E., PTOE
 Tele: (804) 217-8560
 E-mail: chultgren@rameykemp.com

Developer/Owner Name: Tricor International Corporation / Jeremy Gorovitz
 Tele: (407) 629-2040
 E-mail: jeremy@tricor.net

Project Information

Project Name: Monticello Commons Locality/County: James City County

Project Location:
 (Attach regional and site specific location map) Refer to Figure 1

Submission Type Comp Plan ☐ Rezoning ☒ Site Plan ☐ Subd Plat ☐

Project Description:
 (Including details on the land use, acreage, phasing, access location, etc. Attach additional sheet if necessary)
 The property is located in the south quadrant of the Route 199 (Humelsine Parkway) at Monticello Avenue interchange. The conceptual plan includes up to 13,000 s.f. of high-turnover sit-down restaurant space, and one quick lubrication vehicle shop. The proposed access plan includes one new full-movement driveway on Monticello Avenue across from Windsor Hall Way, and cross-access to the adjacent parcel to the southwest.

Proposed Use(s):
 (Check all that apply; attach additional pages as necessary)
 Residential ☐ Commercial ☒ Mixed Use ☐ Other ☐

Residential Uses(s)

Number of Units: _____
 ITE LU Code(s): _____

Commercial Use(s)

ITE LU Code(s): 932 - 13,000 s.f.
 941 - 3 bays

 Square Ft or Other Variable: _____

Other Use(s)
 ITE LU Code(s): _____

 Independent Variable(s): _____

Total Peak Hour Trip Projection: Less than 100 ☐ 100 – 499 ☒ 500 – 999 ☐ 1,000 or more ☐

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

Traffic Impact Analysis Assumptions			
Study Period	Existing Year: 2016	Build-out Year: 2020	Design Year: 2020
Study Area Boundaries (Attach map)	North: See Figure 1	South:	
	East:	West:	
External Factors That Could Affect Project (Planned road improvements, other nearby developments)	Newtown TIA - to be provided by County		
Consistency With Comprehensive Plan (Land use, transportation plan)	Applicant is seeking rezoning		
Available Traffic Data (Historical, forecasts)	Route 199 (Humelsine Parkway) - 30,000 vpd in 2013 / 30,000 vpd in 2015 Monticello Avenue - 38,000 vpd in 2013 / 37,000 vpd in 2015 Windsormeade Way - 1,300 vpd in 2013 / 1,300 vpd in 2015		
Trip Distribution (Attach sketch)	Road Name: See Figure 2	Road Name:	
	Road Name:	Road Name:	
Annual Vehicle Trip Growth Rate:	1.0%	Peak Period for Study (check all that apply)	<input type="checkbox"/> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/> SAT
		Peak Hour of the Generator	
Study Intersections and/or Road Segments (Attach additional sheets as necessary)	1.Monticello Avenue at Route 199 (Humelsine Parkway) interchange	6.	
	2.Monticello Avenue at Windsormeade Way / Proposed Site Driveway	7.	
	3.Monticello Avenue at Monticello Marketplace / Marketplace Shoppes	8.	
	4.Monticello Avenue at News Road	9.	
	5.	10.	
Trip Adjustment Factors	Internal allowance: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Reduction: ____% trips	Pass-by allowance: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Reduction: ITE% trips	
Software Methodology	<input checked="" type="checkbox"/> Synchro <input type="checkbox"/> HCS (v.2000/+) <input type="checkbox"/> aaSIDRA <input type="checkbox"/> CORSIM <input checked="" type="checkbox"/> Other SimTraffic		
Traffic Signal Proposed or Affected (Analysis software to be used, progression speed, cycle length)	Synchro / SimTraffic 9 will be used to analyze LOS, delay, and queueing at the study intersections		

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

Improvement(s) Assumed or to be Considered	The need for turn lanes and other off-site improvements will be determined based on the results of the TIA.
Background Traffic Studies Considered	Newtown TIA - to be provided by County
Plan Submission	<input type="checkbox"/> Master Development Plan (MDP) <input checked="" type="checkbox"/> Generalized Development Plan (GDP) <input type="checkbox"/> Preliminary/Sketch Plan <input type="checkbox"/> Other Plan type (Final Site, Subd. Plan)
Additional Issues to be Addressed	<input checked="" type="checkbox"/> Queuing analysis <input type="checkbox"/> Actuation/Coordination <input type="checkbox"/> Weaving analysis <input type="checkbox"/> Merge analysis <input type="checkbox"/> Bike/Ped Accommodations <input checked="" type="checkbox"/> Intersection(s) <input type="checkbox"/> TDM Measures <input checked="" type="checkbox"/> Other AME Request

NOTES on ASSUMPTIONS:

The TIA will include three analysis scenarios:

- Existing (2016) Traffic Conditions
- No-Build (2020) Traffic Conditions
- Build (2020) Traffic Conditions

SIGNED: _____ DATE: _____
Applicant or Consultant

PRINT NAME: _____
Applicant or Consultant

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

**Monticello Avenue Commercial
James City County, VA
ITE Trip Generation – 9th Edition**

Land Use (ITE Land Use Code)	Size	Average Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
		Enter	Exit	Enter	Exit	Enter	Exit
High-Turnover Sit-Down Restaurant (932)	13,000 s.f.	827	827	78	63	77	51
Quick Lubrication Vehicle Shop (941)	3 bays	60	60	6	3	9	7
Driveway Volumes		887	887	84	66	86	58
ITE Pass-By Trips: HTSD Restaurant – 43%		-355	-355	-30	-30	-27	-27
Net Primary Trips		532	532	54	36	59	31

October 12, 2017



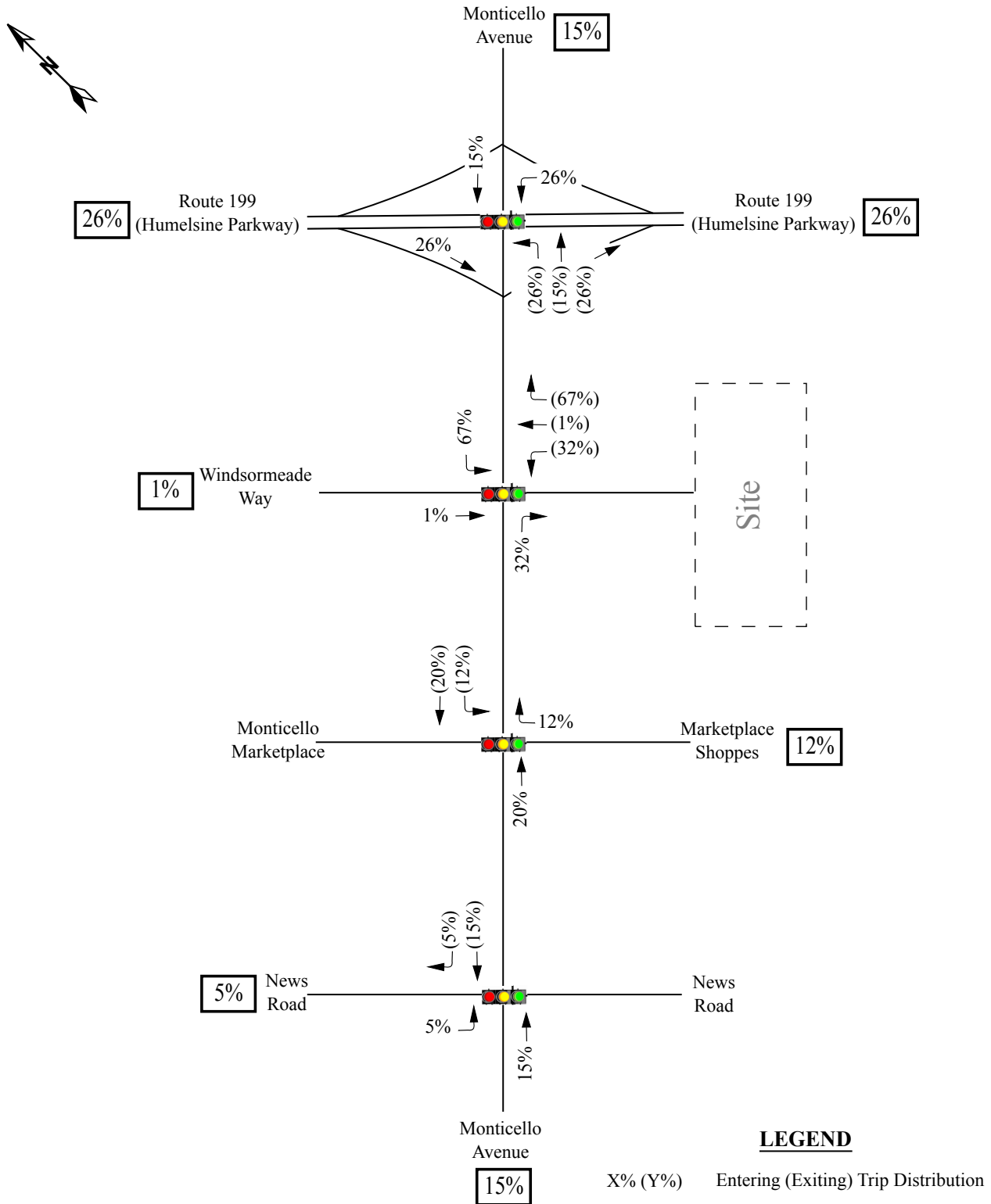
Overview

LEGEND

Study Intersection

Site Boundary

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>RAMEY KEMP & ASSOCIATES <small>TRANSPORTATION ENGINEERS</small></p> </div> <div style="text-align: center;"> <p>Monticello Commons James City County, Virginia</p> </div> <div style="text-align: center;"> <p>Site Location and Study Intersections</p> </div> </div>		Scale: Not to Scale	
		Figure 1	



Monticello Commons
James City County, Virginia

Primary Site
Trip Distribution

Scale: Not to Scale

Figure 8



Community Development

101-A Mounts Bay Road

P.O. Box 8784

Williamsburg, VA 23187-8784

P: 757-253-6671

F: 757-253-6822

community.development@jamescitycountyva.gov

jamescitycountyva.gov

Building Safety & Permits

757-253-6620

Engineering & Resource Protection

757-253-6670

Neighborhood Development

757-253-6640

Planning

757-253-6685

Zoning Enforcement

757-253-6671

February 3, 2017

Mr. Jeremy Gorovitz
Tricor
100 E Sybelia Ave., Ste. 120
Maitland, FL 32751

CC: Mr. Carl Hultgren,
Ramey Kemp & Associates
4343 Cox Road
Glen Allen, VA 23060

RE: C-0052-2016, Tricor – Williamsburg Retail Development (Traffic Study)

Thank you for the opportunity to review the traffic study for the proposed retail development at 3897 and 3905 Ironbound Road:

Planning:

1. As previously noted, This property is designated Neighborhood Commercial on the County's 2035 Comprehensive Plan Land Use Map, which is primarily reserved for uses serving the residents of the surrounding neighborhoods and having only a limited impact on nearby development. Staff has attached the development standards for the Neighborhood Commercial designation. Recommended uses for Neighborhood Commercial properties include neighborhood scale commercial, professional and office uses such as individual medical offices, branch banks, small service establishments, day care centers, places of public assembly, convenience stores with limited hours of operation, small restaurants and smaller public facilities. *Examples of uses which would be considered unacceptable include fast-food restaurants, 24-hour convenience stores and gas stations.*
2. As previously noted, these properties are currently zoned R-8, Rural Residential. In order to permit commercial development on the property, a rezoning would be required. Staff had previously recommended the [LB, Limited Business](#), zoning district as the most appropriate for this site. However, the proposed convenience store and fast food restaurant are not permitted uses in this district. Staff would be happy to discuss other zoning designations with you, should you consider moving forward.
3. The site location map on page 7 appears to indicate that the parcel at 4474 Old News Road is not included in the proposal. However, based on recent conversations, staff believed this parcel was now included. Please clarify. Staff has concerns regarding the feasibility of fitting all of the proposed uses within the area indicated on the site location map.
4. If 4474 is not included in the proposal, staff has additional concerns regarding the ability to align the necessary lanes with Windsor Meade Way, while still providing a sufficient area for queuing and safe traffic flow.
5. For the improvements listed on page 5, staff notes that no improvements to the signal system are listed. What would need to be done?
6. For the trip generation table on page 19, staff notes the substantial reduction in trips based on internal capture and pass-by trips. Staff will defer to VDOT on whether this methodology meets VDOT standards.

7. For any roadway improvements, the County would request that the applicant maintain or improve facilities bicycles and pedestrians (i.e. bike lanes and sidewalks).
8. Was the level of service analyzed with signal timings accounting for the fact that this segment is part of a coordinated corridor (not just optimized for this one intersection necessarily)? Would it operate with split phasing or as protected phasing?
9. Staff notes for the 2018 Build that the WBL and NBL/T movements show a level of service E. What improvements would be needed in order to bring these lanes to level of service C or better? Should you plan to submit a legislative application to the County, please refer to the County's [Traffic Impact Analysis Submittal Requirements Policy](#).
10. As this traffic study was intended to accompany VDOT's Access Management Exception Request application, please be aware that staff may have additional comments should a legislative case analysis be submitted.

Please do not hesitate to contact me at (757)253-6882 or savannah.pietrowski@jamescitycountyva.gov, should you have any questions or concerns. I'm also happy to set up a meeting to discuss your proposal further.

Respectfully,



Savannah Pietrowski
Senior Planner

Carl Hultgren

From: Holmberg, Ben (VDOT) <Ben.Holmberg@vdot.virginia.gov>
Sent: Wednesday, February 8, 2017 9:27 AM
To: Carl Hultgren
Cc: Fowler, Jason C., PE (VDOT); Brooks, Glenn (VDOT); Mike Bailey
Subject: RE: Monticello Avenue Commercial - TIA Submittal

Carl,

Please find below the comments from VDOT's Traffic Engineering department. There are a few critical issues which I did not bring up before such as the queueing length backing up even further into the Route 199 SPUI interchange and critical issues with intersection turning movements. These are issues that would be difficult to resolve for this entrance to be allowed. A couple of the comments are what we have already sent you, but they may bear repeating.

I believe we still have a copy of the plat and rezoning plan for Indigo Dam Road still in our office, and I will send it when I find it. Also, I'm sure that James City County still has a copy as well.

Please let us know if you have any questions for us.

Ben

* Figure 4 Existing Conditions Peak hour volumes are not balanced northbound and southbound between Monticello Marketplace/Marketplace Shoppes and Windsormeade Way. There is a gain of +142 eastbound and a loss of -479 westbound. It appears that a significant volume of traffic is assumed to be using Old News Road and the commercial entrance eastbound. No intersection turning movement counts at these locations were provided within the study. The Existing model codes 579 vehicles making a right in with 100 making a right out westbound at Old News Road. Please provide clarification as to how this traffic distribution was derived without count data to support.

* Accepted Department internal capture rate reductions to trips are identified in Traffic Impact Analysis Regulations 24VAC30-155 under D. Methodologies and Standard Assumptions. The trip internal capture reduction rates applied within the study are not recognized under Department standards. Consequently, these trip rates will need to be recalculated using state accepted rates.

* As this is an existing signalized corridor, traffic signal phasing and timing plans will need to be obtained from VDOT Installation and Maintenance Signal shop for use in establishing a baseline existing model. Clarification needs to be provided in the study as to how the signal timings/phasing etc. were derived.

* It appears all clearance intervals have been set to a default of 4 seconds yellow with 2 seconds of red time. Department standards mandate that intersection signal clearance intervals need to be calculated based on ITE specifications. These intervals have been implemented in the field and will need to be coded correctly in the submitted models.

* The Preliminary Concept Plan A Retail at Ironbound Road dated 6/20/16 appears to only include the proposed shopping center with an additional entrance on Ironbound Road. No traffic (site bound nor cut through) were assigned to this entrance. Clarification as to the proposed layout for this site will need to be provided.

* Section 8 Analysis Results tables provide lane queue lengths for lane group at each intersection. Clarification is needed as to where this MOE was obtained. Queue lengths will need to be provided and collected from SimTraffic. The Traffic Operations and Safety Analysis Manual will need to be consulted for specific allowable input parameters. Note that the

seeding interval duration will need to be long enough to sufficiently distribute the traffic throughout the network. Per TOSAM, in general, the minimum seeding interval duration is equal to the peak hour travel time through the network or twice as long as the off peak travel time. Consequently, the 3 minute model default seeding time will not be sufficient. In addition, four 15 minute recording intervals are required.

* Table 4 Analysis Summary of Monticello Avenue at Windsormeade Way/Site Driveway Build 2018 Conditions WBT/R denotes a lane queue of 889 feet. An approximate measurement from the westbound stop bar at Windsormeade to the Route 199 southbound off ramp gore is 670 feet. Consequently, through traffic westbound under the Build condition queues beyond the off ramp and almost into the SPU at Route 199. Under 2024 Build, Table 4 denotes this queue to extend to 1006' westbound.

* A comparison of the input Synchro intersection distances with aerial photo measurements results in significant differences which would impact operational analysis. For example, the Synchro distance input between News Road and Monticello Marketplace is 699'. Aerial photo measurements show this distance to be approximately 580' from center of intersection to center of intersection. All distances will need to be rechecked and coded appropriately.

* A comparison of the Existing, No Build 2018 and Build 2018 Synchro models show that the intersection distance westbound on Monticello between Windsormeade Way and Route 199 off-ramp/intersection node varies. The distance coded between Windsormeade Way and the Route 199 off-ramp under Existing conditions is 626', No Build 2018 (596') and Build 2018 (634'). As no ramp improvements/relocation is proposed, clarify why this distance varies between models. An aerial measurement between the Windsormeade Way center and off ramp gore is approximately 722'.

* The study submitted states that "LOS D is typically an acceptable overall LOS for signalized intersections, and it is common for left-turn and minor street movements to experience LOS E or F at signalized and unsignalized intersections." No movement should degrade from the existing levels of service as a result of trips generated by the development otherwise improvements should be incorporated in the design in order to mitigate the impacts of site trips.

* Construction site plans will need to be submitted for review and contain but not be limited to; intersection geometrics, lane configurations, corner radii, intersection sight distances, right of way etc.

Benjamin P. Holmberg, P.E.
Area Land Use Engineer
Virginia Department of Transportation
1700 N. Main Street
Suffolk, VA 23434
ben.holmberg@vdot.virginia.gov
O: 757-925-2590 C: 757-541-9068

From: Carl Hultgren [mailto:chultgren@rameykemp.com]
Sent: Saturday, February 04, 2017 3:49 PM
To: Holmberg, Ben (VDOT)
Cc: Fowler, Jason C., PE (VDOT); Brooks, Glenn (VDOT); Mike Bailey
Subject: RE: Monticello Avenue Commercial - TIA Submittal

Ben – thanks for the feedback.

The rezoning on Indigo Dam Road is news to us – can you email me a site plan and / or TIA?

After that, I can get back to you on the other bullets.

Thanks
Carl

From: Holmberg, Ben (VDOT) [<mailto:Ben.Holmberg@vdot.virginia.gov>]
Sent: Thursday, February 2, 2017 4:40 PM
To: Carl Hultgren
Cc: Fowler, Jason C., PE (VDOT); Brooks, Glenn (VDOT)
Subject: RE: Monticello Avenue Commercial - TIA Submittal

Mr. Hultgren,

I have been working with Glenn over at the Residency in reviewing the traffic impacts and the AM-E (access management) waiver application you've submitted. At this point, we cannot conduct a complete review.

Please provide and consider the information in the following bullets:

- The approval is contingent on entrance design factors such as the geometric features required for a commercial entrance: lane widths, turning lanes, intersection radii, sight distance, throat distance (to the first internal entrance or parking space). A site layout is required in order to determine if the intersection (with all its requirements) can be constructed on the parcels owned by the developers.
- A connection to Ironbound Road will be required to prevent all the trips to/from the site from being forced onto Ironbound Road and would provide an alternative access to this commercial site. There is potential for further development at the end of Indigo Dam Road, as a rezoning proposal (C-0094-2015) was received by James City County and VDOT (most recently on 01/07/2016). If approved, this shall be factored into the analysis as background traffic.
- If the AM-E is approved for this entrance, a limited access control change package will also need to be submitted for VDOT's review. There is currently a "Limited Access" line along Route 321, and no vehicular access can be constructed across this line, unless it is officially removed. After we recommend either approval or denial of this limited access break, the information will be submitted to the Commonwealth Transportation Board for a final decision.

Finally, there are a couple of comments/issues we have with the TIA, which should be addressed as well:

- The 3% of trips to/from Windsormeade Way in the TIA appears excessive due to the fact that this is not a thru road and the number of destinations in this direction is limited. It should be reduced to 1% of trips in the Primary Site Trip Distribution.
- Justify the projected internal capture rate of 23% used in the TIA. This appears excessive and would undercount the number of new trips generated by this development.

Please resubmit this application with the requested information so that we can consider whether or not this can be approved.

Thanks,

Ben

Benjamin P. Holmberg, P.E.
Area Land Use Engineer

Virginia Department of Transportation

1700 N. Main Street

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F: 757-925-6039

From: Carl Hultgren [<mailto:chultgren@rameykemp.com>]

Sent: Monday, January 09, 2017 8:40 AM

To: Brooks, Glenn (VDOT)

Cc: Jeff Rose (JRose@tricolor.net); Mike Bailey; Kellie Dean

Subject: RE: Monticello Avenue Commercial - TIA Submittal

Glenn,

Thanks for looking at this so quickly!

I looked at Table 3, and see that the delays on eastbound Monticello do improve from existing (LOS B – 15.7 sec) to build (LOS A – 7.4 sec). Throughout the analysis, we used the same cycle length (140 sec), and the splits are basically the same – eastbound gets 82 seconds in Existing, and 81 seconds in Build. When Synchro optimized the coordination offsets, it set the offset at 130 seconds for Existing, and 15 seconds for Build, which apparently reduces the delay on eastbound Monticello.

The average delay for westbound Monticello does increase slightly from existing (C – 30.9 seconds) to build (C – 33.0 seconds).

Thanks

Carl

Carl Hultgren, P.E., PTOE

Regional Manager

www.rameykemp.com



4343 Cox Road

Glen Allen, VA 23060

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APPENDIX B

TRAFFIC COUNT DATA

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Williamsburg(Monticello and 199 Interchange) PM Peak

Site Code :

Start Date : 11/17/2016

Page No : 1

Groups Printed- Cars + - Trucks

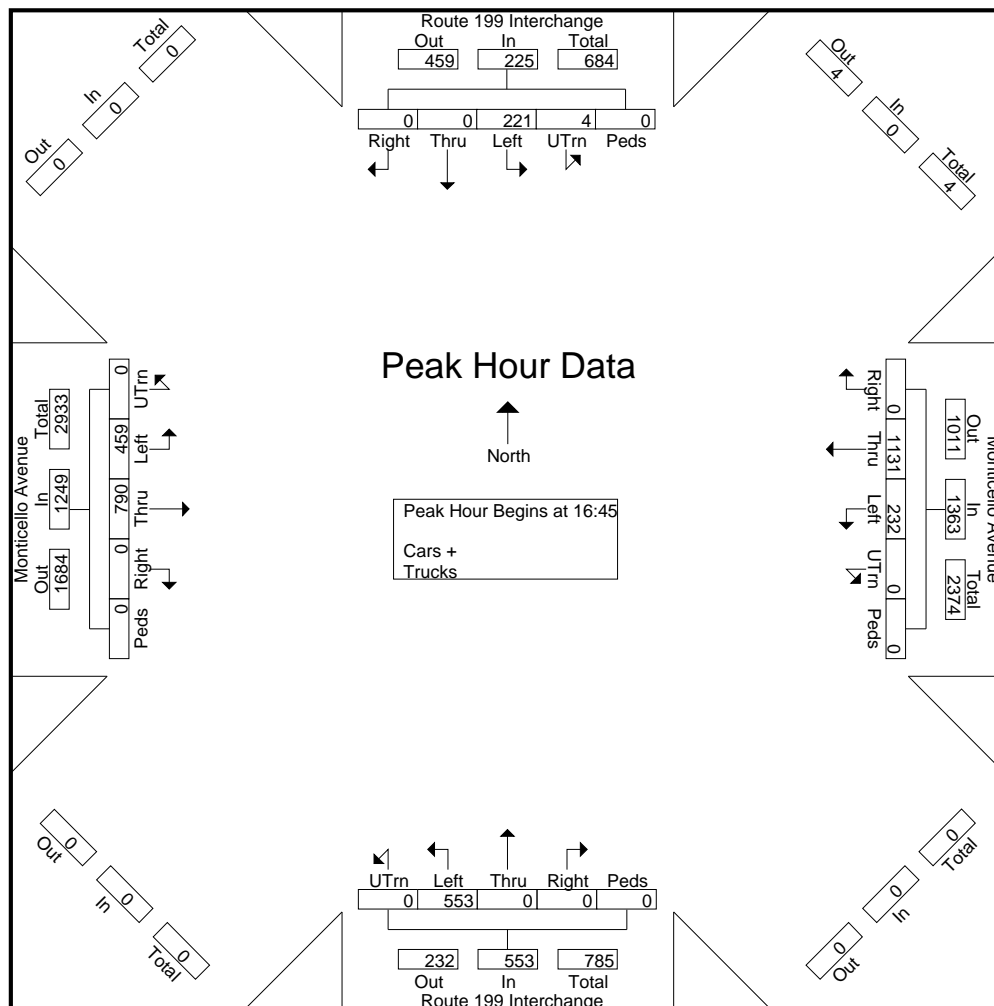
	Route 199 Interchange Southbound						Monticello Avenue Westbound						Route 199 Interchange Northbound						Monticello Avenue Eastbound						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
16:00	0	0	72	0	0	72	0	246	61	0	0	307	0	0	132	0	0	132	0	187	89	1	0	277	788
16:15	0	0	56	0	0	56	0	309	50	0	0	359	0	0	136	0	0	136	0	183	97	0	0	280	831
16:30	0	0	53	0	0	53	0	270	43	0	0	313	0	0	119	0	0	119	0	207	132	0	0	339	824
16:45	0	0	50	2	0	52	0	254	46	0	0	300	0	0	143	0	0	143	0	208	125	0	0	333	828
Total	0	0	231	2	0	233	0	1079	200	0	0	1279	0	0	530	0	0	530	0	785	443	1	0	1229	3271
17:00	0	0	54	2	0	56	0	283	80	0	0	363	0	0	136	0	0	136	0	168	92	0	0	260	815
17:15	0	0	52	0	0	52	0	330	56	0	0	386	0	0	119	0	0	119	0	209	125	0	0	334	891
17:30	0	0	65	0	0	65	0	264	50	0	0	314	0	0	155	0	0	155	0	205	117	0	0	322	856
17:45	0	0	43	1	0	44	0	246	57	0	0	303	0	0	146	0	0	146	0	170	90	0	0	260	753
Total	0	0	214	3	0	217	0	1123	243	0	0	1366	0	0	556	0	0	556	0	752	424	0	0	1176	3315
Grand Total	0	0	445	5	0	450	0	2202	443	0	0	2645	0	0	1086	0	0	1086	0	1537	867	1	0	2405	6586
Apprch %	0	0	98.9	1.1	0		0	83.3	16.7	0	0		0	0	100	0	0		0	63.9	36	0	0		
Total %	0	0	6.8	0.1	0	6.8	0	33.4	6.7	0	0	40.2	0	0	16.5	0	0	16.5	0	23.3	13.2	0	0	36.5	
Cars +	0	0	443	5	0	448	0	2202	443	0	0	2645	0	0	1086	0	0	1086	0	1537	866	1	0	2404	6583
% Cars +	0	0	99.6	100	0	99.6	0	100	100	0	0	100	0	0	100	0	0	100	0	100	99.9	100	0	100	100
Trucks	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
% Trucks	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Williamsburg(Monticello and 199 Interchange) PM Peak
Site Code :
Start Date : 11/17/2016
Page No : 2

	Route 199 Interchange Southbound						Monticello Avenue Westbound						Route 199 Interchange Northbound						Monticello Avenue Eastbound						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 16:45																									
16:45	0	0	50	2	0	52	0	254	46	0	0	300	0	0	143	0	0	143	0	208	125	0	0	333	828
17:00	0	0	54	2	0	56	0	283	80	0	0	363	0	0	136	0	0	136	0	168	92	0	0	260	815
17:15	0	0	52	0	0	52	0	330	56	0	0	386	0	0	119	0	0	119	0	209	125	0	0	334	891
17:30	0	0	65	0	0	65	0	264	50	0	0	314	0	0	155	0	0	155	0	205	117	0	0	322	856
Total Volume	0	0	221	4	0	225	0	1131	232	0	0	1363	0	0	553	0	0	553	0	790	459	0	0	1249	3390
% App. Total	0	0	98.2	1.8	0		0	83	17	0	0		0	0	100	0	0		0	63.3	36.7	0	0		
PHF	.000	.000	.850	.500	.000	.865	.000	.857	.725	.000	.000	.883	.000	.000	.892	.000	.000	.892	.000	.945	.918	.000	.000	.935	.951



Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Williamsburg(Monticello and Windsormeade) PM Peak

Site Code :

Start Date : 11/17/2016

Page No : 1

Groups Printed- Cars + - Trucks

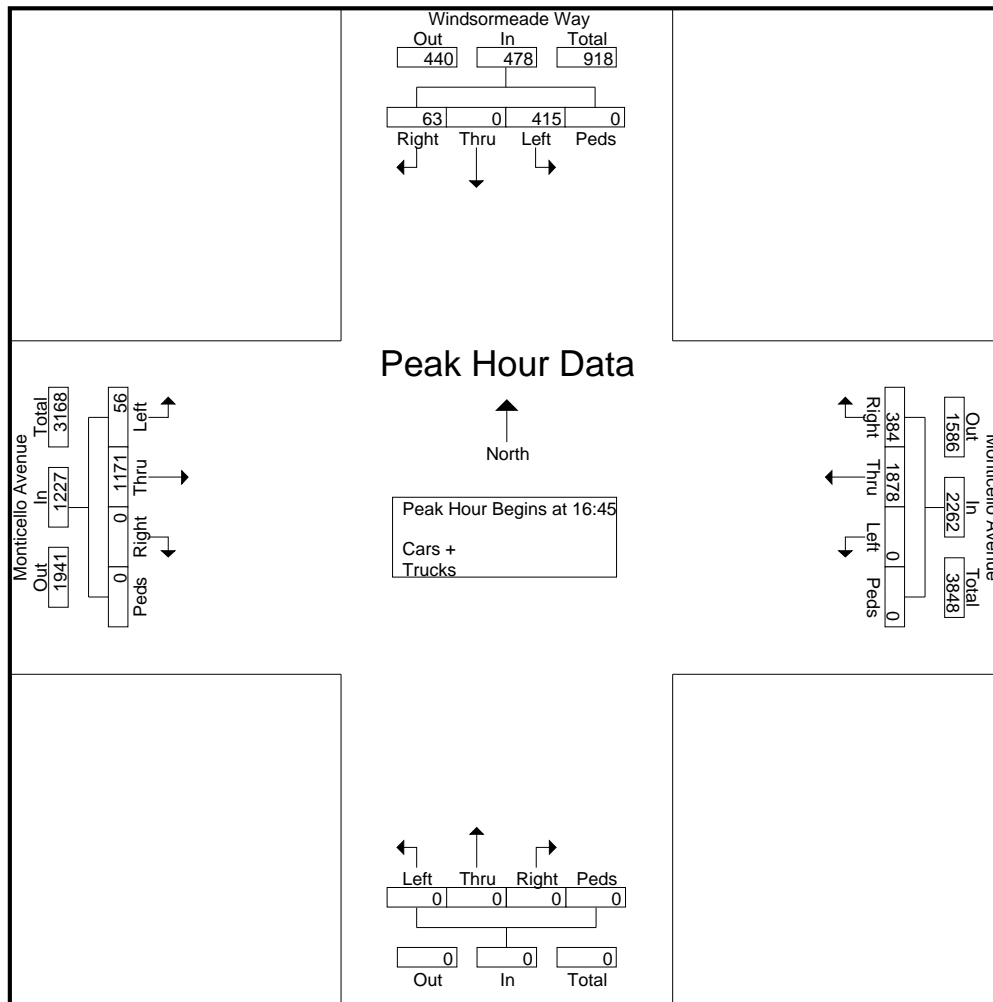
	Windsormeade Way Southbound					Monticello Avenue Westbound					Northbound					Monticello Avenue Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	5	0	98	0	103	97	408	0	0	505	0	0	0	0	0	0	265	12	0	277	885
16:15	20	0	104	0	124	102	444	0	0	546	0	0	0	0	0	0	275	13	0	288	958
16:30	16	0	118	0	134	96	419	0	0	515	0	0	0	0	0	0	285	14	0	299	948
16:45	12	0	112	0	124	96	455	0	0	551	0	0	0	0	0	0	300	15	0	315	990
Total	53	0	432	0	485	391	1726	0	0	2117	0	0	0	0	0	0	1125	54	0	1179	3781
17:00	18	0	97	0	115	94	436	0	0	530	0	0	0	0	0	0	268	16	0	284	929
17:15	15	0	104	0	119	107	490	0	0	597	0	0	0	0	0	0	300	11	0	311	1027
17:30	18	0	102	0	120	87	497	0	0	584	0	0	0	0	0	0	303	14	0	317	1021
17:45	10	48	77	0	135	115	416	36	0	567	0	0	0	0	0	0	207	6	0	213	915
Total	61	48	380	0	489	403	1839	36	0	2278	0	0	0	0	0	0	1078	47	0	1125	3892
Grand Total	114	48	812	0	974	794	3565	36	0	4395	0	0	0	0	0	0	2203	101	0	2304	7673
Apprch %	11.7	4.9	83.4	0		18.1	81.1	0.8	0		0	0	0	0	0	0	95.6	4.4	0		
Total %	1.5	0.6	10.6	0	12.7	10.3	46.5	0.5	0	57.3	0	0	0	0	0	0	28.7	1.3	0	30	
Cars +	114	48	812	0	974	793	3564	36	0	4393	0	0	0	0	0	0	2201	101	0	2302	7669
% Cars +	100	100	100	0	100	99.9	100	100	0	100	0	0	0	0	0	0	99.9	100	0	99.9	99.9
Trucks	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Trucks	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0.1

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Williamsburg(Monticello and Windsormeade) PM Peak
Site Code :
Start Date : 11/17/2016
Page No : 2

	Windsormeade Way Southbound					Monticello Avenue Westbound					Northbound					Monticello Avenue Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	12	0	112	0	124	96	455	0	0	551	0	0	0	0	0	0	300	15	0	315	990
17:00	18	0	97	0	115	94	436	0	0	530	0	0	0	0	0	0	268	16	0	284	929
17:15	15	0	104	0	119	107	490	0	0	597	0	0	0	0	0	0	300	11	0	311	1027
17:30	18	0	102	0	120	87	497	0	0	584	0	0	0	0	0	0	303	14	0	317	1021
Total Volume	63	0	415	0	478	384	1878	0	0	2262	0	0	0	0	0	0	1171	56	0	1227	3967
% App. Total	13.2	0	86.8	0		17	83	0	0		0	0	0	0		0	95.4	4.6	0		
PHF	.875	.000	.926	.000	.964	.897	.945	.000	.000	.947	.000	.000	.000	.000	.000	.000	.966	.875	.000	.968	.966



Ramey Kemp & Associates

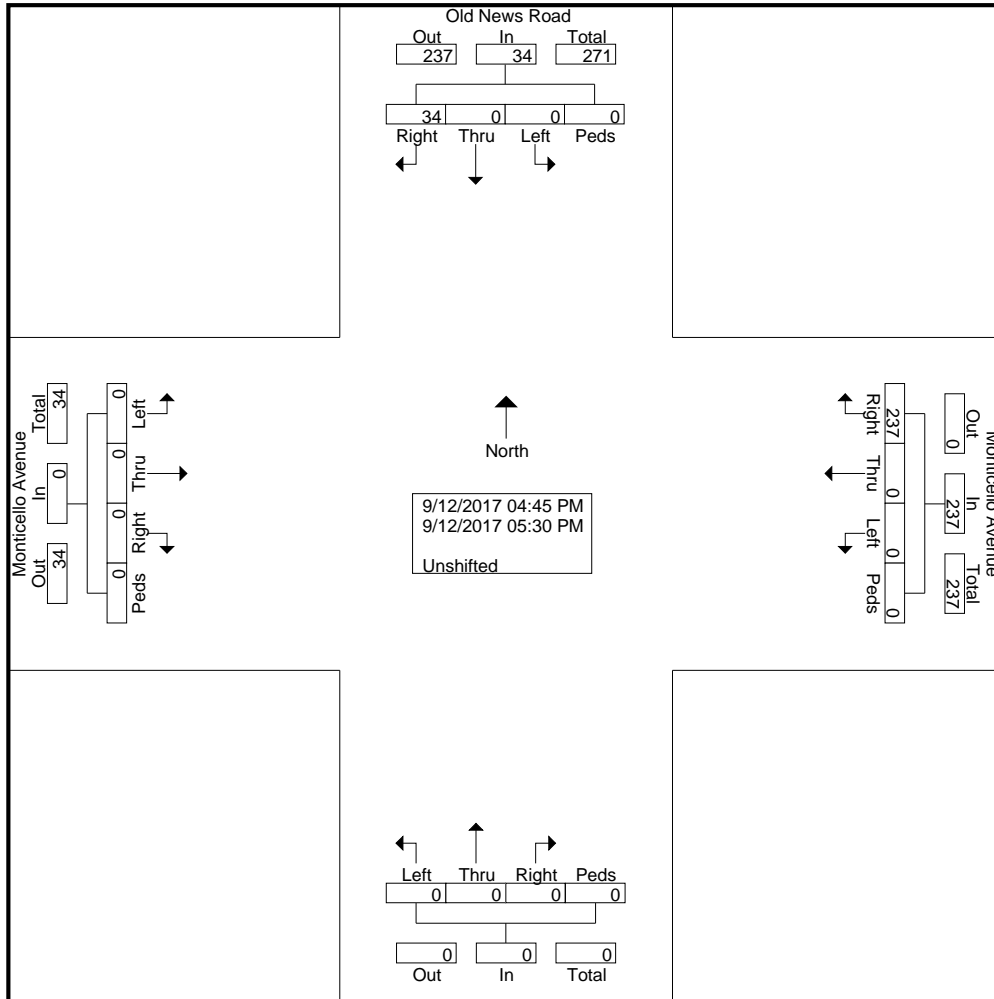
4343 Cox Road
Glen Allen, Virginia 23060

Counted By: Bailey
Weather: Clear
Equipment ID: 3295

File Name : Moticello at old news - PM
Site Code : 00000000
Start Date : 9/12/2017
Page No : 1

Groups Printed- Unshifted

	Old News Road Southbound					Monticello Avenue Westbound					Northbound					Monticello Avenue Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:45 PM	8	0	0	0	8	48	0	0	0	48	0	0	0	0	0	0	0	0	0	0	56
Total	8	0	0	0	8	48	0	0	0	48	0	0	0	0	0	0	0	0	0	0	56
05:00 PM	7	0	0	0	7	69	0	0	0	69	0	0	0	0	0	0	0	0	0	0	76
05:15 PM	8	0	0	0	8	70	0	0	0	70	0	0	0	0	0	0	0	0	0	0	78
05:30 PM	11	0	0	0	11	50	0	0	0	50	0	0	0	0	0	0	0	0	0	0	61
Grand Total	34	0	0	0	34	237	0	0	0	237	0	0	0	0	0	0	0	0	0	0	271
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	12.5	0	0	0	12.5	87.5	0	0	0	87.5	0	0	0	0	0	0	0	0	0	0	



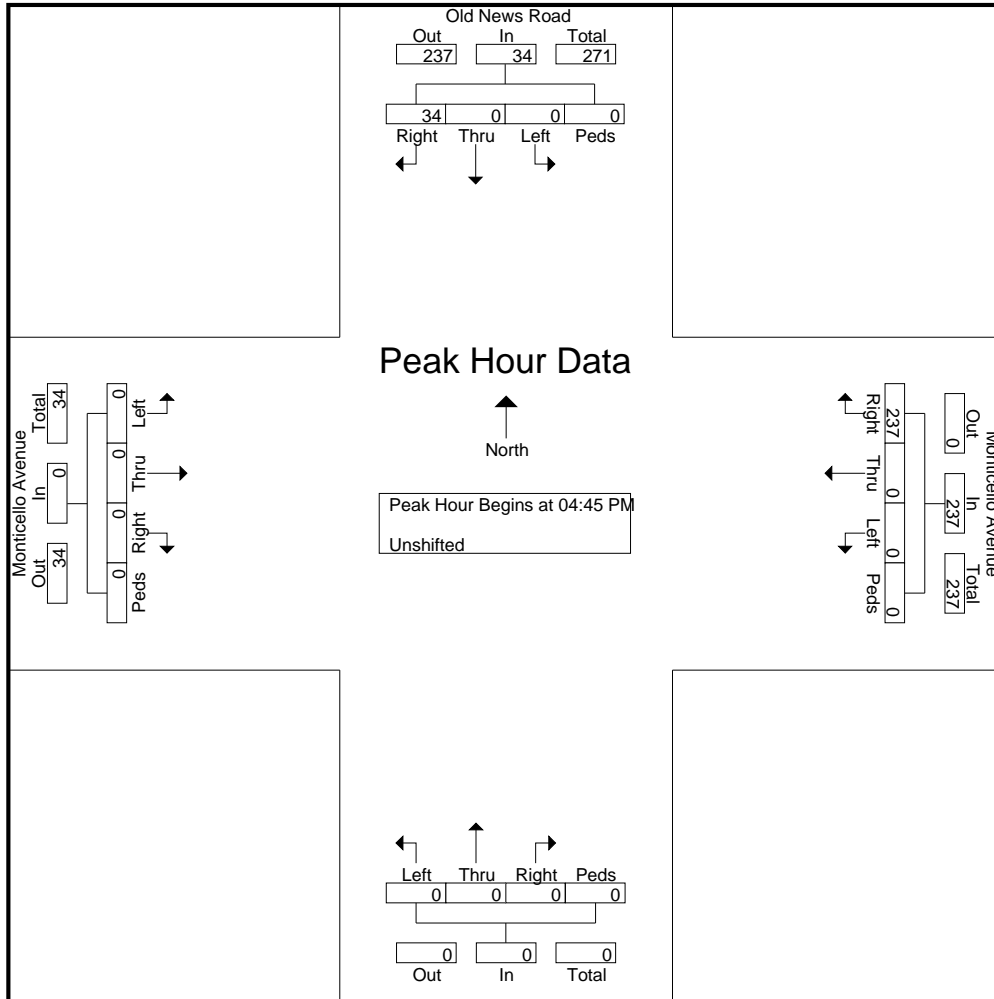
Ramey Kemp & Associates

4343 Cox Road
Glen Allen, Virginia 23060

Counted By: Bailey
Weather: Clear
Equipment ID: 3295

File Name : Moticello at old news - PM
Site Code : 00000000
Start Date : 9/12/2017
Page No : 2

	Old News Road Southbound					Monticello Avenue Westbound					Northbound					Monticello Avenue Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	8	0	0	0	8	48	0	0	0	48	0	0	0	0	0	0	0	0	0	0	56
05:00 PM	7	0	0	0	7	69	0	0	0	69	0	0	0	0	0	0	0	0	0	0	76
05:15 PM	8	0	0	0	8	70	0	0	0	70	0	0	0	0	0	0	0	0	0	0	78
05:30 PM	11	0	0	0	11	50	0	0	0	50	0	0	0	0	0	0	0	0	0	0	61
Total Volume	34	0	0	0	34	237	0	0	0	237	0	0	0	0	0	0	0	0	0	0	271
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.773	.000	.000	.000	.773	.846	.000	.000	.000	.846	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.869



Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Williamsburg(Monticello and Monticello Marketplace) PM Peak

Site Code :

Start Date : 11/17/2016

Page No : 1

Groups Printed- Cars + - Trucks

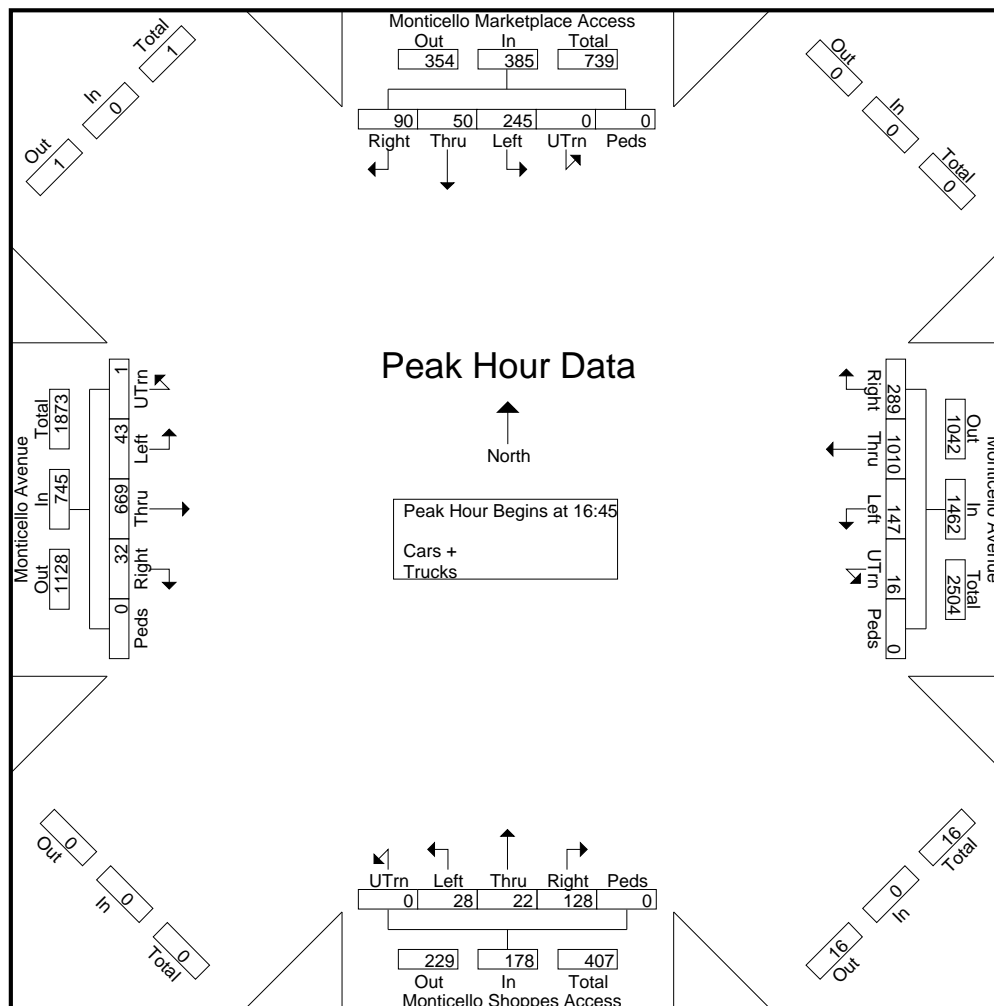
	Monticello Marketplace Access Southbound						Monticello Avenue Westbound						Monticello Shoppes Access Northbound						Monticello Avenue Eastbound						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
16:00	21	7	65	0	0	93	54	198	26	8	0	286	27	13	3	0	0	43	5	143	16	0	0	164	586
16:15	29	12	62	0	0	103	65	232	42	4	0	343	39	7	3	0	0	49	9	153	9	0	0	171	666
16:30	28	7	64	0	0	99	66	252	43	3	0	364	35	7	4	0	0	46	10	159	15	0	0	184	693
16:45	19	10	68	0	0	97	56	238	39	5	0	338	45	6	4	0	0	55	8	151	10	0	0	169	659
Total	97	36	259	0	0	392	241	920	150	20	0	1331	146	33	14	0	0	193	32	606	50	0	0	688	2604
17:00	21	20	68	0	0	109	87	216	26	4	0	333	27	2	5	0	0	34	8	155	11	1	0	175	651
17:15	28	9	51	0	0	88	64	266	47	6	0	383	30	7	9	0	0	46	11	191	14	0	0	216	733
17:30	22	11	58	0	0	91	82	290	35	1	0	408	26	7	10	0	0	43	5	172	8	0	0	185	727
17:45	27	17	51	0	0	95	68	239	23	1	0	331	31	5	5	0	0	41	11	148	8	0	0	167	634
Total	98	57	228	0	0	383	301	1011	131	12	0	1455	114	21	29	0	0	164	35	666	41	1	0	743	2745
Grand Total	195	93	487	0	0	775	542	1931	281	32	0	2786	260	54	43	0	0	357	67	1272	91	1	0	1431	5349
Apprch %	25.2	12	62.8	0	0		19.5	69.3	10.1	1.1	0		72.8	15.1	12	0	0		4.7	88.9	6.4	0.1	0		
Total %	3.6	1.7	9.1	0	0	14.5	10.1	36.1	5.3	0.6	0	52.1	4.9	1	0.8	0	0	6.7	1.3	23.8	1.7	0	0	26.8	
Cars +	195	93	487	0	0	775	542	1930	281	32	0	2785	260	54	43	0	0	357	67	1268	90	1	0	1426	5343
% Cars +	100	100	100	0	0	100	100	99.9	100	100	0	100	100	100	100	0	0	100	100	99.7	98.9	100	0	99.7	99.9
Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	1	0	0	5	6
% Trucks	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0.3	1.1	0	0	0.3	0.1

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Williamsburg(Monticello and Monticello Marketplace) PM Peak
Site Code :
Start Date : 11/17/2016
Page No : 2

	Monticello Marketplace Access Southbound						Monticello Avenue Westbound						Monticello Shoppes Access Northbound						Monticello Avenue Eastbound						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 16:45																									
16:45	19	10	68	0	0	97	56	238	39	5	0	338	45	6	4	0	0	55	8	151	10	0	0	169	659
17:00	21	20	68	0	0	109	87	216	26	4	0	333	27	2	5	0	0	34	8	155	11	1	0	175	651
17:15	28	9	51	0	0	88	64	266	47	6	0	383	30	7	9	0	0	46	11	191	14	0	0	216	733
17:30	22	11	58	0	0	91	82	290	35	1	0	408	26	7	10	0	0	43	5	172	8	0	0	185	727
Total Volume	90	50	245	0	0	385	289	1010	147	16	0	1462	128	22	28	0	0	178	32	669	43	1	0	745	2770
% App. Total	23.4	13	63.6	0	0		19.8	69.1	10.1	1.1	0		71.9	12.4	15.7	0	0		4.3	89.8	5.8	0.1	0		
PHF	.804	.625	.901	.000	.000	.883	.830	.871	.782	.667	.000	.896	.711	.786	.700	.000	.000	.809	.727	.876	.768	.250	.000	.862	.945



Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Williamsburg(Monticello and News) PM Peak

Site Code :

Start Date : 11/17/2016

Page No : 1

Groups Printed- Cars + - Trucks

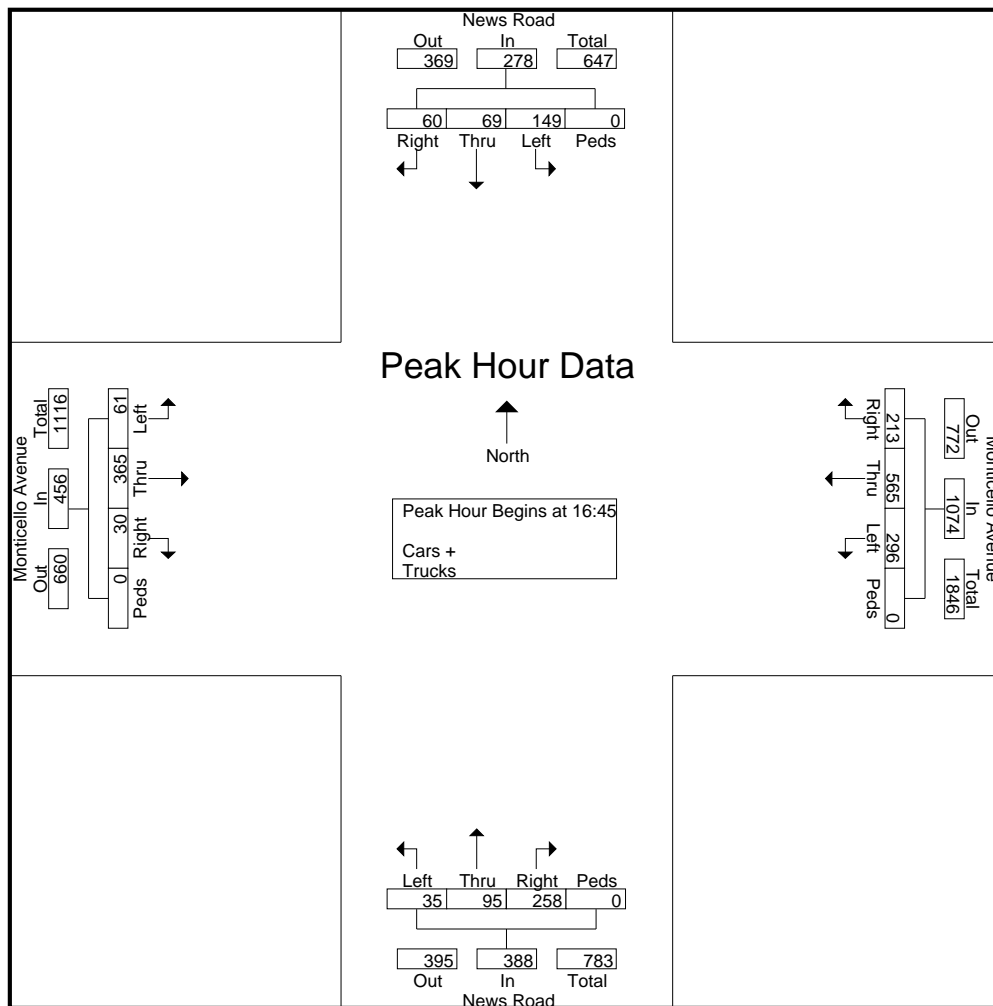
	News Road Southbound					Monticello Avenue Westbound					News Road Northbound					Monticello Avenue Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	7	22	36	0	65	58	125	57	0	240	74	21	4	0	99	3	94	9	0	106	510
16:15	19	23	35	0	77	65	152	62	0	279	53	18	8	0	79	9	78	20	0	107	542
16:30	22	22	37	0	81	51	126	76	0	253	73	29	10	0	112	4	88	11	0	103	549
16:45	16	19	31	0	66	54	124	52	0	230	66	20	12	0	98	8	74	17	0	99	493
Total	64	86	139	0	289	228	527	247	0	1002	266	88	34	0	388	24	334	57	0	415	2094
17:00	8	15	35	0	58	56	158	70	0	284	71	30	6	0	107	4	89	16	0	109	558
17:15	18	17	52	0	87	45	143	96	0	284	54	29	10	0	93	6	97	13	0	116	580
17:30	18	18	31	0	67	58	140	78	0	276	67	16	7	0	90	12	105	15	0	132	565
17:45	10	29	35	0	74	46	123	85	0	254	46	18	9	0	73	3	78	11	0	92	493
Total	54	79	153	0	286	205	564	329	0	1098	238	93	32	0	363	25	369	55	0	449	2196
Grand Total	118	165	292	0	575	433	1091	576	0	2100	504	181	66	0	751	49	703	112	0	864	4290
Apprch %	20.5	28.7	50.8	0		20.6	52	27.4	0		67.1	24.1	8.8	0		5.7	81.4	13	0		
Total %	2.8	3.8	6.8	0	13.4	10.1	25.4	13.4	0	49	11.7	4.2	1.5	0	17.5	1.1	16.4	2.6	0	20.1	
Cars +	118	165	291	0	574	432	1089	576	0	2097	503	181	66	0	750	49	703	112	0	864	4285
% Cars +	100	100	99.7	0	99.8	99.8	99.8	100	0	99.9	99.8	100	100	0	99.9	100	100	100	0	100	99.9
Trucks	0	0	1	0	1	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	5
% Trucks	0	0	0.3	0	0.2	0.2	0.2	0	0	0.1	0.2	0	0	0	0.1	0	0	0	0	0	0.1

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

File Name : Williamsburg(Monticello and News) PM Peak
Site Code :
Start Date : 11/17/2016
Page No : 2

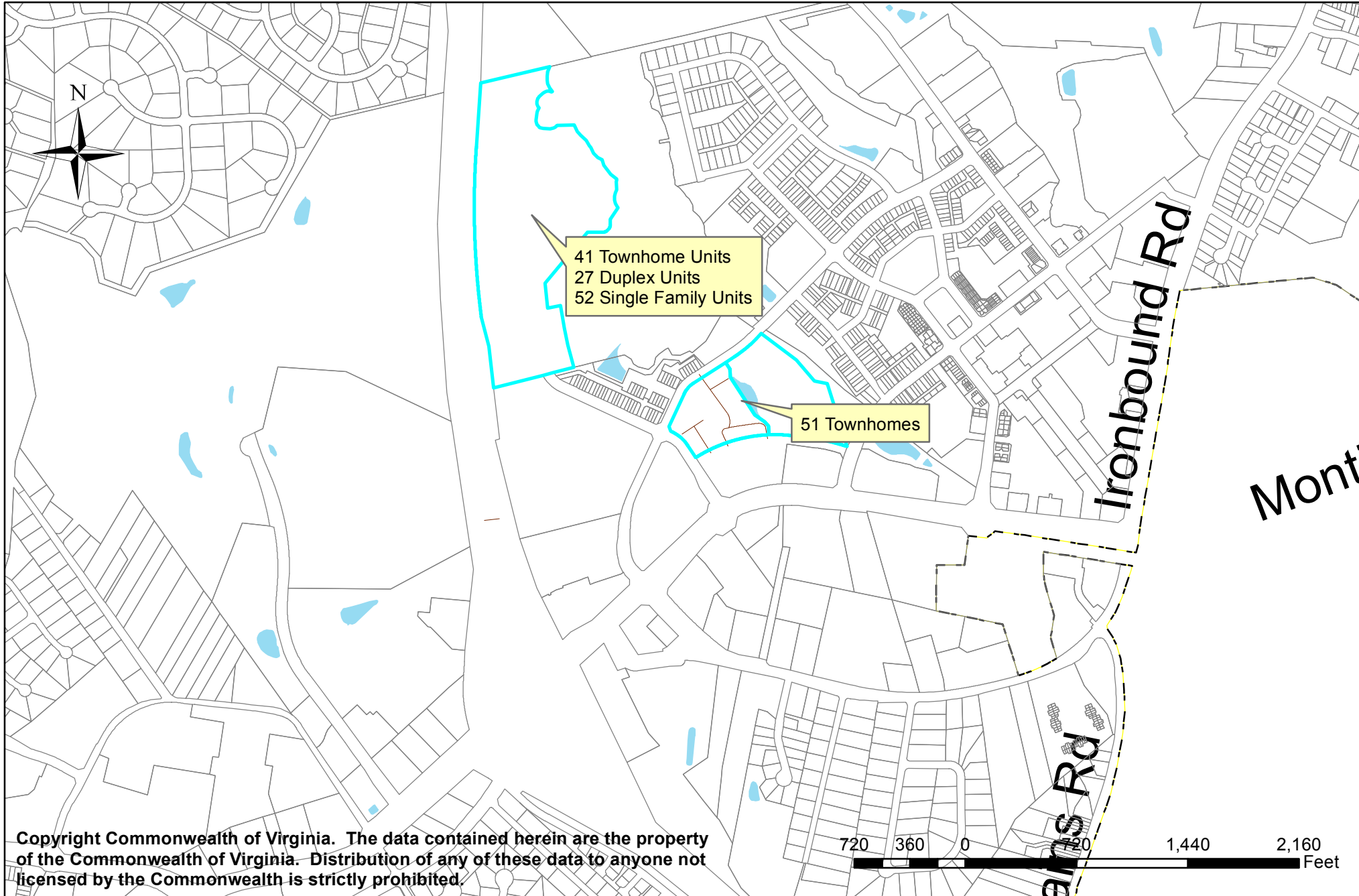
	News Road Southbound					Monticello Avenue Westbound					News Road Northbound					Monticello Avenue Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	16	19	31	0	66	54	124	52	0	230	66	20	12	0	98	8	74	17	0	99	493
17:00	8	15	35	0	58	56	158	70	0	284	71	30	6	0	107	4	89	16	0	109	558
17:15	18	17	52	0	87	45	143	96	0	284	54	29	10	0	93	6	97	13	0	116	580
17:30	18	18	31	0	67	58	140	78	0	276	67	16	7	0	90	12	105	15	0	132	565
Total Volume	60	69	149	0	278	213	565	296	0	1074	258	95	35	0	388	30	365	61	0	456	2196
% App. Total																					
PHF	.833	.908	.716	.000	.799	.918	.894	.771	.000	.945	.908	.792	.729	.000	.907	.625	.869	.897	.000	.864	.947

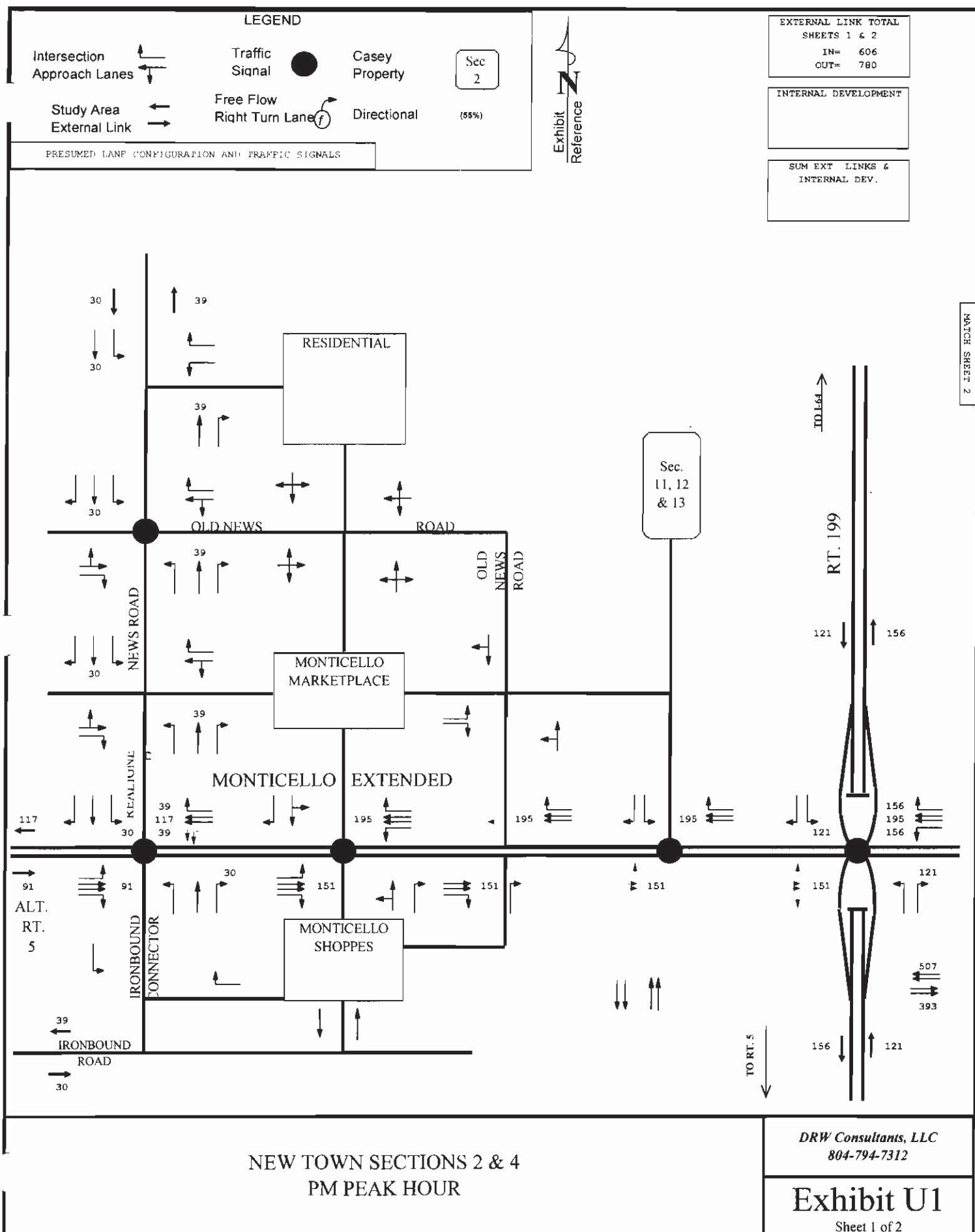


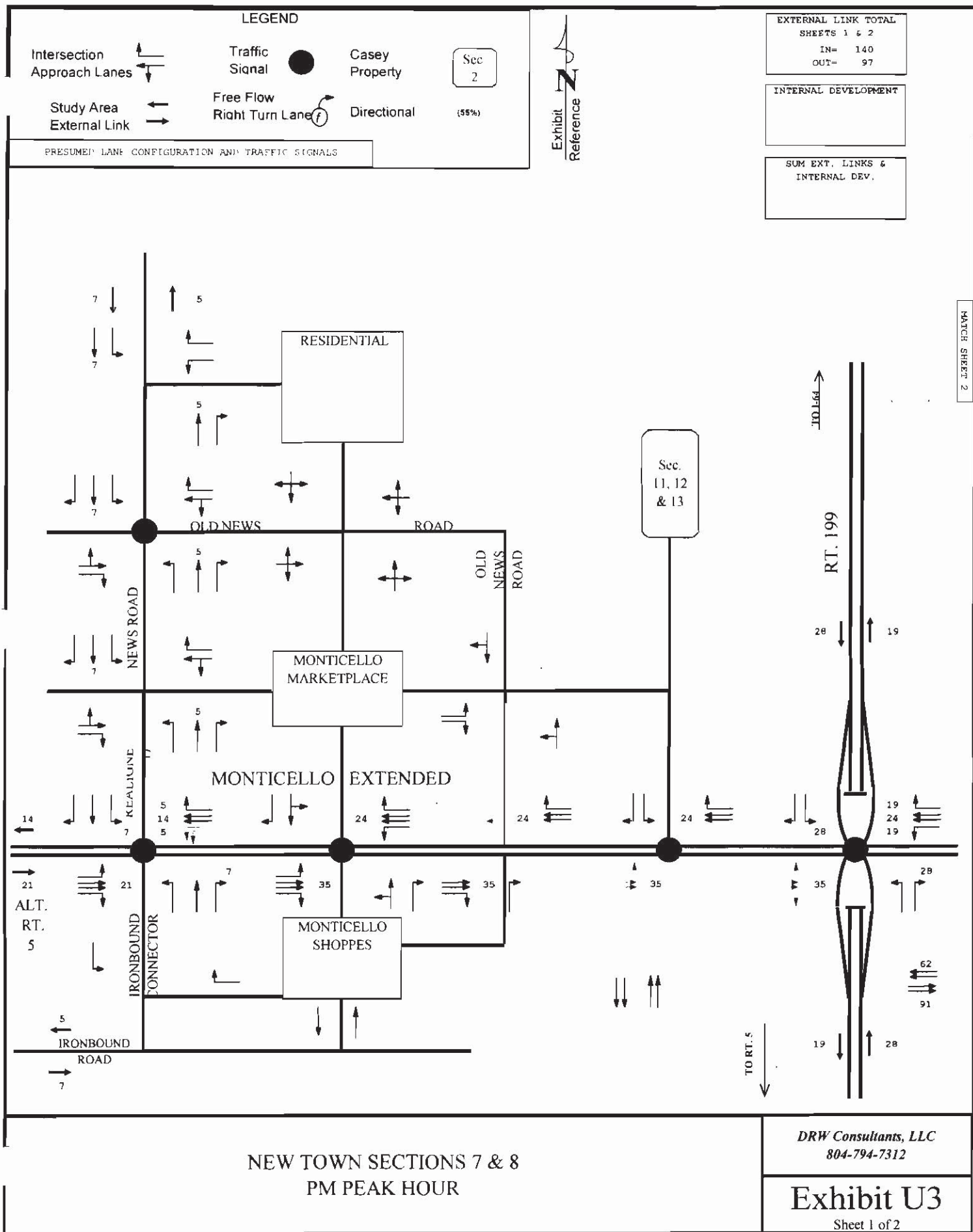
APPENDIX C

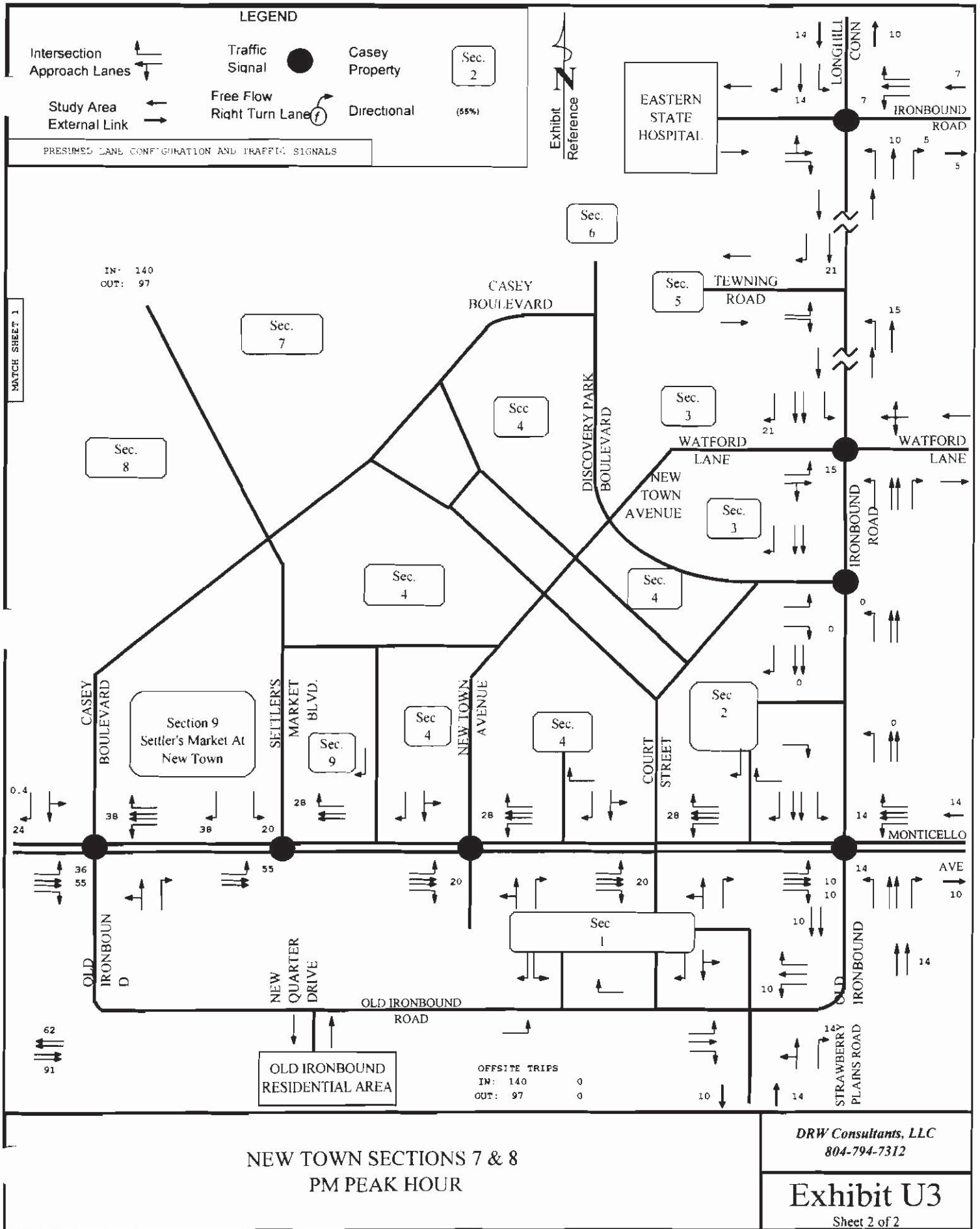
APPROVED DEVELOPMENTS

Pending New Town Units




























APPENDIX D

SYNCHRO OUTPUT EXISTING 2016 CONDITIONS

Monticello Avenue Retail - James City County, VA

Existing (2016) Conditions

1: Route 199 (EB On-Ramp)/Route 199 (WB On-Ramp) & Route 199 (WB On-Ramp)/Route 199 (EB Off

							
Lane Group	EBL	EBT	WBL	WBT	SEL2	SEL	NWL
Lane Configurations	 	 	 	 		 	 
Traffic Volume (vph)	459	790	232	1131	4	221	553
Future Volume (vph)	459	790	232	1131	4	221	553
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%		15%			
Storage Length (ft)	250		250			0	0
Storage Lanes	2		2			2	2
Taper Length (ft)	100		100			100	100
Satd. Flow (prot)	3433	3539	3176	3274	0	3433	3433
Flt Permitted	0.950		0.950			0.950	0.950
Satd. Flow (perm)	3433	3539	3176	3274	0	3433	3433
Right Turn on Red					Yes		
Satd. Flow (RTOR)						164	
Link Speed (mph)		45		45			
Link Distance (ft)		336		1063			
Travel Time (s)		5.1		16.1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)							
Lane Group Flow (vph)	494	849	249	1216	0	242	595
Turn Type	Prot	NA	Prot	NA	Prot	Prot	Prot
Protected Phases	5	2	1	6	7	7	3
Permitted Phases							
Detector Phase	5	2	1	6	7	7	3
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.0	16.0	13.0	16.0	13.0	13.0	13.0
Total Split (s)	30.0	75.0	20.0	65.0	35.0	35.0	35.0
Total Split (%)	23.1%	57.7%	15.4%	50.0%	26.9%	26.9%	26.9%
Yellow Time (s)	3.5	5.0	3.0	5.0	3.0	3.0	3.0
All-Red Time (s)	4.5	2.0	4.5	2.0	4.5	4.5	4.0
Lost Time Adjust (s)	-4.0	-3.0	-3.5	-3.0		-3.5	-3.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Min	None	C-Min	None	None	None
Act Effect Green (s)	25.5	72.7	16.0	63.2		29.3	29.3
Actuated g/C Ratio	0.20	0.56	0.12	0.49		0.23	0.23
v/c Ratio	0.74	0.43	0.64	0.76		0.27	0.77
Control Delay	50.6	15.1	62.4	32.0		14.3	54.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	50.6	15.1	62.4	32.0		14.3	54.3
LOS	D	B	E	C		B	D
Approach Delay		28.1		37.1			
Approach LOS		C		D			
Queue Length 50th (ft)	184	181	104	460		26	238
Queue Length 95th (ft)	246	184	150	539		61	306
Internal Link Dist (ft)		256		983			
Turn Bay Length (ft)	250		250				
Base Capacity (vph)	695	1980	396	1601		945	820

1: Route 199 (EB On-Ramp)/Route 199 (WB On-Ramp) & Route 199 (WB Off-Ramp)/Route 199 (EB Off Ramp) & Monticello Avenue

							
Lane Group	EBL	EBT	WBL	WBT	SEL2	SEL	NWL
Starvation Cap Reductn	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	0.71	0.43	0.63	0.76		0.26	0.73

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 103 (79%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 35.1

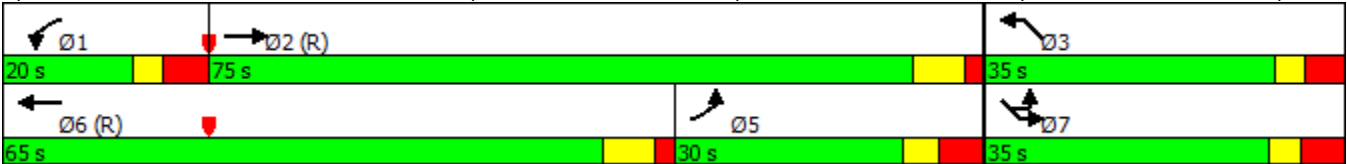
Intersection Capacity Utilization 70.1%

Analysis Period (min) 15

Intersection LOS: D













ICU Level of Service C

Splits and Phases: 1: Route 199 (EB On-Ramp)/Route 199 (WB On-Ramp) & Route 199 (WB Off-Ramp)/Route 199 (EB Off Ramp) & Monticello Avenue




Monticello Avenue Retail - James City County, VA
2: Monticello Avenue & Windsormeade Way

Existing (2016) Conditions
Timing Plan: PM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			 			
Traffic Volume (vph)	56	1171	1878	384	415	63
Future Volume (vph)	56	1171	1878	384	415	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	200
Storage Lanes	2			0	2	1
Taper Length (ft)	0				100	
Satd. Flow (prot)	3433	3539	4958	0	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	4958	0	3433	1583
Right Turn on Red				Yes		No
Satd. Flow (RTOR)			66			
Link Speed (mph)		45	45		40	
Link Distance (ft)		254	722		1163	
Travel Time (s)		3.8	10.9		19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	1259	2432	0	446	68
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	13.0	16.0	16.0		16.0	16.0
Total Split (s)	13.0	100.0	87.0		30.0	30.0
Total Split (%)	10.0%	76.9%	66.9%		23.1%	23.1%
Yellow Time (s)	4.0	5.0	5.0		3.5	3.5
All-Red Time (s)	4.0	1.0	1.0		3.5	3.5
Lost Time Adjust (s)	-4.0	-2.0	-2.0		-3.0	-3.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	9.7	98.1	87.1		23.9	23.9
Actuated g/C Ratio	0.07	0.75	0.67		0.18	0.18
v/c Ratio	0.23	0.47	0.73		0.71	0.23
Control Delay	66.4	2.6	8.3		56.1	46.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	66.4	2.6	8.3		56.1	46.7
LOS	E	A	A		E	D
Approach Delay		5.5	8.3		54.9	
Approach LOS		A	A		D	
Queue Length 50th (ft)	22	38	124		181	49
Queue Length 95th (ft)	m51	60	305		237	92
Internal Link Dist (ft)		174	642		1083	
Turn Bay Length (ft)						200
Base Capacity (vph)	256	2669	3342		686	316
Starvation Cap Reductn	0	0	0		0	0

Monticello Avenue Retail - James City County, VA
 2: Monticello Avenue & Windsormeade Way

Existing (2016) Conditions
 Timing Plan: PM Peak Hour

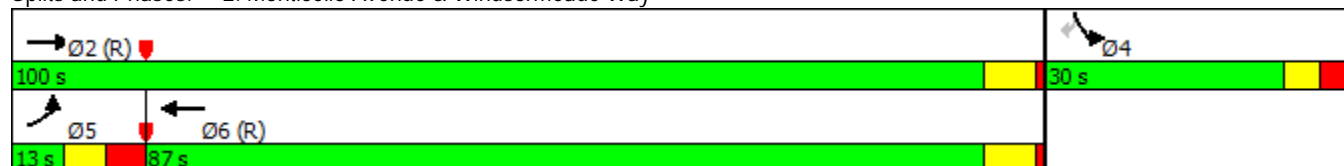
						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.23	0.47	0.73		0.65	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 58 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 13.0
 Intersection Capacity Utilization 63.4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 2: Monticello Avenue & Windsormeade Way
























Monticello Avenue Retail - James City County, VA

Existing (2016) Conditions

3: Marketplace Shoppes/Monticello Marketplace & Monticello Avenue













Timing Plan: PM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	43	696	32	16	147	1010	289	28	22	128	245
Future Volume (vph)	1	43	696	32	16	147	1010	289	28	22	128	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125		0		175		0	0		75	300
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		100				100			100			100
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	0	1812	1583	1681
Flt Permitted		0.950				0.950				0.973		0.950
Satd. Flow (perm)	0	1770	3539	1583	0	1770	3539	1583	0	1812	1583	1681
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				155				311			189	
Link Speed (mph)			45				45			25		
Link Distance (ft)			578				512			376		
Travel Time (s)			8.8				7.8			10.3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												20%
Lane Group Flow (vph)	0	47	748	34	0	175	1086	311	0	54	138	210
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases				2				6			3	
Detector Phase	5	5	2	2	1	1	6	6	3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.0	13.0	16.0	16.0	13.0	13.0	16.0	16.0	13.0	13.0	13.0	16.0
Total Split (s)	14.0	14.0	51.0	51.0	28.0	28.0	65.0	65.0	17.0	17.0	17.0	34.0
Total Split (%)	10.8%	10.8%	39.2%	39.2%	21.5%	21.5%	50.0%	50.0%	13.1%	13.1%	13.1%	26.2%
Yellow Time (s)	3.5	3.5	4.0	4.0	3.5	3.5	4.0	4.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.5	2.5	1.0	1.0	4.0	4.0	1.0	1.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		-2.0	-1.0	-1.0		-3.5	-1.0	-1.0		-3.0	-3.0	-3.0
Total Lost Time (s)		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effect Green (s)		10.0	53.6	53.6		24.7	70.6	70.6		11.7	11.7	24.0
Actuated g/C Ratio		0.08	0.41	0.41		0.19	0.54	0.54		0.09	0.09	0.18
v/c Ratio		0.35	0.51	0.05		0.52	0.57	0.31		0.33	0.44	0.68
Control Delay		71.0	18.6	0.2		39.2	12.3	3.9		60.7	6.6	60.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		71.0	18.6	0.2		39.2	12.3	3.9		60.7	6.6	60.0
LOS		E	B	A		D	B	A		E	A	E
Approach Delay			20.8				13.6			21.8		
Approach LOS			C				B			C		
Queue Length 50th (ft)		40	173	0		114	241	27		43	0	174
Queue Length 95th (ft)		83	215	m0		m202	443	119		87	21	252
Internal Link Dist (ft)			498				432			296		
Turn Bay Length (ft)		125				175					75	300
Base Capacity (vph)		144	1497	759		360	1923	1002		183	329	387
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↕	
Traffic Volume (vph)	50	90
Future Volume (vph)	50	90
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Satd. Flow (prot)	1623	0
Flt Permitted	0.987	
Satd. Flow (perm)	1623	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	33	
Link Speed (mph)	25	
Link Distance (ft)	461	
Travel Time (s)	12.6	
Peak Hour Factor	0.93	0.93
Shared Lane Traffic (%)		
Lane Group Flow (vph)	204	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	16.0	
Total Split (s)	34.0	
Total Split (%)	26.2%	
Yellow Time (s)	3.0	
All-Red Time (s)	4.0	
Lost Time Adjust (s)	-3.0	
Total Lost Time (s)	4.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	24.0	
Actuated g/C Ratio	0.18	
v/c Ratio	0.63	
Control Delay	48.7	
Queue Delay	0.0	
Total Delay	48.7	
LOS	D	
Approach Delay	54.4	
Approach LOS	D	
Queue Length 50th (ft)	141	
Queue Length 95th (ft)	218	
Internal Link Dist (ft)	381	
Turn Bay Length (ft)		
Base Capacity (vph)	399	
Starvation Cap Reductn	0	

3: Marketplace Shoppes/Monticello Marketplace & Monticello Avenue

Timing Plan: PM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.33	0.50	0.04		0.49	0.56	0.31		0.30	0.42	0.54

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 105 (81%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 21.8

Intersection LOS: C

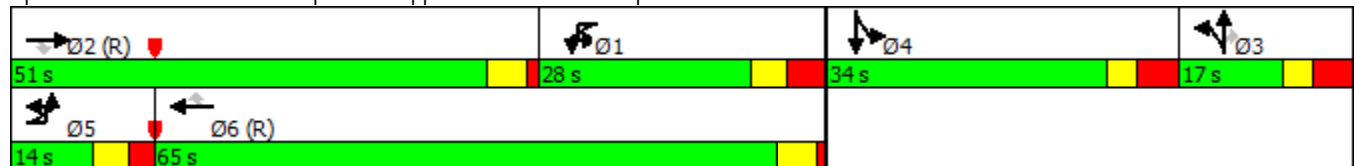
Intersection Capacity Utilization 60.4%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 3: Marketplace Shoppes/Monticello Marketplace & Monticello Avenue





























Lane Group	SBT	SBR
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.51	
Intersection Summary		

Monticello Avenue Retail - James City County, VA

4: News Road & Monticello Avenue













Existing (2016) Conditions

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	365	30	296	620	213	35	95	258	149	69	60
Future Volume (vph)	61	365	30	296	620	213	35	95	258	149	69	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	125		0	175		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583	3433	1732	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1770	1863	1583	3433	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			229			277		30	
Link Speed (mph)		35			45			35			45	
Link Distance (ft)		714			578			591			770	
Travel Time (s)		13.9			8.8			11.5			11.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	392	32	318	667	229	38	102	277	160	139	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	13.0	16.0	16.0	13.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	
Total Split (s)	18.0	40.0	40.0	28.0	50.0	50.0	35.0	35.0	35.0	27.0	27.0	
Total Split (%)	13.8%	30.8%	30.8%	21.5%	38.5%	38.5%	26.9%	26.9%	26.9%	20.8%	20.8%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.5	1.5	3.0	1.5	1.5	4.5	4.5	4.5	4.5	4.5	
Lost Time Adjust (s)	-2.5	-1.5	-1.5	-2.5	-1.5	-1.5	-4.0	-4.0	-4.0	-4.0	-4.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Act Effect Green (s)	12.7	56.4	56.4	23.3	69.5	69.5	16.6	16.6	16.6	17.7	17.7	
Actuated g/C Ratio	0.10	0.43	0.43	0.18	0.53	0.53	0.13	0.13	0.13	0.14	0.14	
v/c Ratio	0.38	0.26	0.04	0.52	0.35	0.24	0.17	0.43	0.62	0.34	0.53	
Control Delay	60.6	26.4	0.1	33.2	6.4	0.9	50.5	57.0	12.1	51.9	47.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	60.6	26.4	0.1	33.2	6.4	0.9	50.5	57.0	12.1	51.9	47.4	
LOS	E	C	A	C	A	A	D	E	B	D	D	
Approach Delay		29.3			12.4			26.6			49.8	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	53	108	0	116	37	0	29	81	0	63	86	
Queue Length 95th (ft)	98	182	0	169	145	22	61	133	80	93	148	
Internal Link Dist (ft)		634			498			511			690	
Turn Bay Length (ft)	200		200	200			125			175		
Base Capacity (vph)	198	1534	779	662	1892	952	422	444	588	610	332	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	

4: News Road & Monticello Avenue

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.26	0.04	0.48	0.35	0.24	0.09	0.23	0.47	0.26	0.42	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 22.9

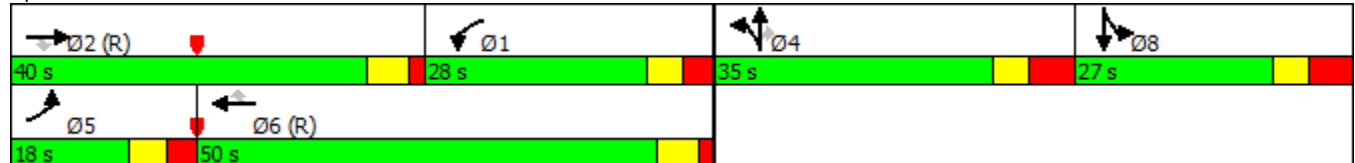
Intersection Capacity Utilization 46.1%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

Splits and Phases: 4: News Road & Monticello Avenue



Queuing and Blocking Report
Monticello Avenue Retail - James City County, VA

Existing (2016) Conditions
PM Peak Hour

Intersection: 1: Route 199 (EB On-Ramp)/Route 199 (WB On-Ramp) & Route 199 (WB Off-Ramp)/Route

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	NW	NW
Directions Served	L	L	T	T	L	L	T	T	<L	L	L	L
Maximum Queue (ft)	176	178	270	266	223	350	870	866	154	146	367	355
Average Queue (ft)	157	168	224	187	138	285	581	557	91	73	232	214
95th Queue (ft)	195	199	315	285	223	425	1022	1002	142	132	346	325
Link Distance (ft)			178	178			918	918	329	329	451	451
Upstream Blk Time (%)	4	22	39	11			13	13			0	0
Queuing Penalty (veh)	0	0	246	71			0	0			0	0
Storage Bay Dist (ft)	250	250			250	250						
Storage Blk Time (%)	4	22	39		0	0	45					
Queuing Penalty (veh)	15	88	180		0	2	104					

Intersection: 2: Monticello Avenue & Windsormeade Way

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	L	L	T	T	T	T	TR	L	L	R
Maximum Queue (ft)	96	77	250	268	585	733	628	277	244	120
Average Queue (ft)	40	22	83	81	267	347	223	172	143	42
95th Queue (ft)	78	59	194	200	485	667	458	259	230	96
Link Distance (ft)	181	181	181	181	641	641	641	1063	1063	
Upstream Blk Time (%)			2	2	0	0	0			
Queuing Penalty (veh)			5	5	1	3	1			
Storage Bay Dist (ft)										200
Storage Blk Time (%)									2	
Queuing Penalty (veh)									2	

Queuing and Blocking Report
Monticello Avenue Retail - James City County, VA

Existing (2016) Conditions
PM Peak Hour

Intersection: 3: Marketplace Shoppes/Monticello Marketplace & Monticello Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B23	B23	B23	NB
Directions Served	UL	T	T	R	UL	T	T	R	T	T	T	LT
Maximum Queue (ft)	208	422	398	62	258	405	417	116	45	47	17	100
Average Queue (ft)	48	169	162	8	109	144	150	43	7	7	1	34
95th Queue (ft)	129	329	308	46	212	321	333	90	29	30	8	78
Link Distance (ft)		438	438	438		435	435	435	53	53	53	314
Upstream Blk Time (%)		0	0			0	0		0	0		
Queuing Penalty (veh)		0	0			3	3		1	0		
Storage Bay Dist (ft)	125				175							
Storage Blk Time (%)	0	16			3	5						2
Queuing Penalty (veh)	1	7			13	7						3

Intersection: 3: Marketplace Shoppes/Monticello Marketplace & Monticello Avenue

Movement	NB	SB	SB
Directions Served	R	L	LTR
Maximum Queue (ft)	88	289	352
Average Queue (ft)	37	127	205
95th Queue (ft)	72	244	318
Link Distance (ft)			383
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)	75	300	
Storage Blk Time (%)	1	0	1
Queuing Penalty (veh)	1	0	2

Queuing and Blocking Report
Monticello Avenue Retail - James City County, VA

Existing (2016) Conditions
PM Peak Hour

Intersection: 4: News Road & Monticello Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R
Maximum Queue (ft)	127	222	193	54	194	205	189	218	41	71	161	143
Average Queue (ft)	57	127	89	15	58	79	35	49	4	20	70	64
95th Queue (ft)	108	204	169	42	140	164	129	151	22	53	129	111
Link Distance (ft)		666	666				438	438	438		497	497
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200	200	200				125		
Storage Blk Time (%)		1	0		0	1	0				2	
Queuing Penalty (veh)		1	0		1	2	1				1	

Intersection: 4: News Road & Monticello Avenue

Movement	SB	SB	SB
Directions Served	L	L	TR
Maximum Queue (ft)	138	144	205
Average Queue (ft)	61	77	84
95th Queue (ft)	115	131	160
Link Distance (ft)		684	684
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	175		
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Zone Summary

Zone wide Queuing Penalty: 767














APPENDIX E

SYNCHRO OUTPUT NO-BUILD 2020 CONDITIONS

Monticello Avenue Retail - James City County, VA

No-Build (2020) Conditions PM

1: Route 199 (EB On-Ramp)/Route 199 (WB On-Ramp) & Route 199 (WB Off-Ramp)/Route 199 (EB Off-Ramp)

							
Lane Group	EBL	EBT	WBL	WBT	SEL2	SEL	NWL
Lane Configurations							
Traffic Volume (vph)	477	841	249	1186	4	245	575
Future Volume (vph)	477	841	249	1186	4	245	575
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%		15%			
Storage Length (ft)	250		250			0	0
Storage Lanes	2		2			2	2
Taper Length (ft)	100		100			100	100
Satd. Flow (prot)	3433	3539	3176	3274	0	3433	3433
Flt Permitted	0.950		0.950			0.950	0.950
Satd. Flow (perm)	3433	3539	3176	3274	0	3433	3433
Right Turn on Red					Yes		
Satd. Flow (RTOR)						164	
Link Speed (mph)		45		45			
Link Distance (ft)		336		1063			
Travel Time (s)		5.1		16.1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)							
Lane Group Flow (vph)	513	904	268	1275	0	267	618
Turn Type	Prot	NA	Prot	NA	Prot	Prot	Prot
Protected Phases	5	2	1	6	7	7	3
Permitted Phases							
Detector Phase	5	2	1	6	7	7	3
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.0	16.0	13.0	16.0	13.0	13.0	13.0
Total Split (s)	32.0	77.0	21.0	66.0	32.0	32.0	32.0
Total Split (%)	24.6%	59.2%	16.2%	50.8%	24.6%	24.6%	24.6%
Yellow Time (s)	3.5	5.0	3.0	5.0	3.0	3.0	3.0
All-Red Time (s)	4.5	2.0	4.5	2.0	4.5	4.5	4.0
Lost Time Adjust (s)	-4.0	-3.0	-3.5	-3.0		-3.5	-3.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Min	None	C-Min	None	None	None
Act Effect Green (s)	26.7	73.2	16.8	63.4		28.0	28.0
Actuated g/C Ratio	0.21	0.56	0.13	0.49		0.22	0.22
v/c Ratio	0.73	0.45	0.65	0.80		0.31	0.84
Control Delay	49.3	15.1	61.9	33.1		17.3	60.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	49.3	15.1	61.9	33.1		17.3	60.0
LOS	D	B	E	C		B	E
Approach Delay		27.5		38.1			
Approach LOS		C		D			
Queue Length 50th (ft)	186	125	112	477		36	258
Queue Length 95th (ft)	252	191	159	572		74	#336
Internal Link Dist (ft)		256		983			
Turn Bay Length (ft)	250		250				
Base Capacity (vph)	741	2009	419	1599		879	751

Monticello Avenue Retail - James City County, VA

No-Build (2020) Conditions PM

1: Route 199 (EB On-Ramp)/Route 199 (WB On-Ramp) & Route 199 (WB Off-Ramp)/Route 199 (EB Off Ramp) & Monticello Avenue

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Lane Group	EBL	EBT	WBL	WBT	SEL2	SEL	NWL
Starvation Cap Reductn	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	0.69	0.45	0.64	0.80		0.30	0.82

Intersection Summary

Area Type:

Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 19 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 36.3

Intersection Capacity Utilization 72.8%

Analysis Period (min) 15

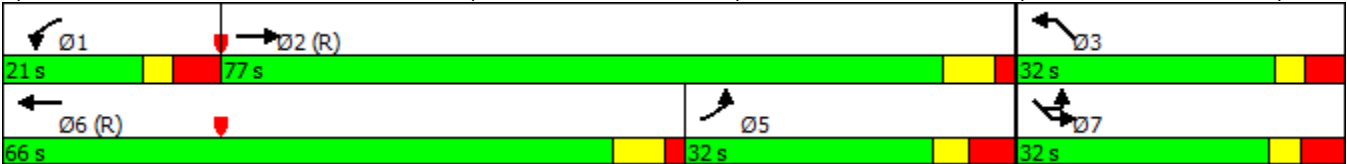
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: D

















ICU Level of Service C

Splits and Phases: 1: Route 199 (EB On-Ramp)/Route 199 (WB On-Ramp) & Route 199 (WB Off-Ramp)/Route 199 (EB Off Ramp) & Monticello Avenue









Monticello Avenue Retail - James City County, VA
2: Monticello Avenue & Windsormeade Way

No-Build (2020) Conditions PM
Timing Plan: PM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	 	 	  		 	
Traffic Volume (vph)	58	1237	1963	399	432	66
Future Volume (vph)	58	1237	1963	399	432	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	200
Storage Lanes	2			0	2	1
Taper Length (ft)	0				100	
Satd. Flow (prot)	3433	3539	4958	0	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	4958	0	3433	1583
Right Turn on Red				Yes		No
Satd. Flow (RTOR)			66			
Link Speed (mph)		45	45		40	
Link Distance (ft)		254	722		1163	
Travel Time (s)		3.8	10.9		19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	1330	2540	0	465	71
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	13.0	16.0	16.0		16.0	16.0
Total Split (s)	13.0	100.0	87.0		30.0	30.0
Total Split (%)	10.0%	76.9%	66.9%		23.1%	23.1%
Yellow Time (s)	4.0	5.0	5.0		3.5	3.5
All-Red Time (s)	4.0	1.0	1.0		3.5	3.5
Lost Time Adjust (s)	-4.0	-2.0	-2.0		-3.0	-3.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min		None	None
Act Effct Green (s)	9.6	97.7	86.8		24.3	24.3
Actuated g/C Ratio	0.07	0.75	0.67		0.19	0.19
v/c Ratio	0.25	0.50	0.76		0.72	0.24
Control Delay	67.0	3.0	8.8		56.6	46.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	67.0	3.0	8.8		56.6	46.6
LOS	E	A	A		E	D
Approach Delay		5.8	8.8		55.3	
Approach LOS		A	A		E	
Queue Length 50th (ft)	25	41	141		189	51
Queue Length 95th (ft)	m51	76	329		248	97
Internal Link Dist (ft)		174	642		1083	
Turn Bay Length (ft)						200
Base Capacity (vph)	253	2659	3333		686	316
Starvation Cap Reductn	0	0	0		0	0

Monticello Avenue Retail - James City County, VA
 2: Monticello Avenue & Windsormeade Way

No-Build (2020) Conditions PM
 Timing Plan: PM Peak Hour

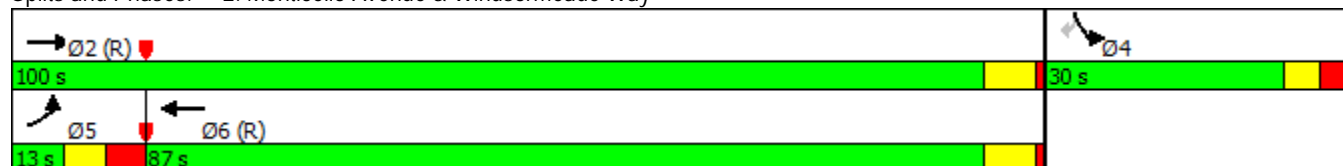
						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.25	0.50	0.76		0.68	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 104 (80%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 13.5
 Intersection Capacity Utilization 65.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 2: Monticello Avenue & Windsormeade Way
























Monticello Avenue Retail - James City County, VA













No-Build (2020) Conditions PM

3: Marketplace Shoppes/Monticello Marketplace & Monticello Avenue

Timing Plan: PM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	45	743	33	17	153	1061	301	29	23	133	255
Future Volume (vph)	1	45	743	33	17	153	1061	301	29	23	133	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125		0		175		0	0		75	300
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		100				100			100			100
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	0	1812	1583	1681
Flt Permitted		0.950				0.950				0.973		0.950
Satd. Flow (perm)	0	1770	3539	1583	0	1770	3539	1583	0	1812	1583	1681
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				155				314			189	
Link Speed (mph)			45				45			25		
Link Distance (ft)			578				512			376		
Travel Time (s)			8.8				7.8			10.3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												20%
Lane Group Flow (vph)	0	49	799	35	0	183	1141	324	0	56	143	219
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases				2				6			3	
Detector Phase	5	5	2	2	1	1	6	6	3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.0	13.0	16.0	16.0	13.0	13.0	16.0	16.0	13.0	13.0	13.0	16.0
Total Split (s)	13.0	13.0	51.0	51.0	28.0	28.0	66.0	66.0	18.0	18.0	18.0	33.0
Total Split (%)	10.0%	10.0%	39.2%	39.2%	21.5%	21.5%	50.8%	50.8%	13.8%	13.8%	13.8%	25.4%
Yellow Time (s)	3.5	3.5	4.0	4.0	3.5	3.5	4.0	4.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.5	2.5	1.0	1.0	4.0	4.0	1.0	1.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		-2.0	-1.0	-1.0		-3.5	-1.0	-1.0		-3.0	-3.0	-3.0
Total Lost Time (s)		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effect Green (s)		9.4	53.6	53.6		24.1	70.5	70.5		12.0	12.0	24.3
Actuated g/C Ratio		0.07	0.41	0.41		0.19	0.54	0.54		0.09	0.09	0.19
v/c Ratio		0.38	0.55	0.05		0.56	0.59	0.32		0.34	0.45	0.70
Control Delay		70.7	19.2	0.2		40.8	12.6	3.8		60.2	7.2	61.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		70.7	19.2	0.2		40.8	12.6	3.8		60.2	7.2	61.0
LOS		E	B	A		D	B	A		E	A	E
Approach Delay			21.3				14.0			22.1		
Approach LOS			C				B			C		
Queue Length 50th (ft)		35	307	0		129	271	39		45	0	182
Queue Length 95th (ft)		88	221	m1		m210	478	m107		89	26	266
Internal Link Dist (ft)			498				432			296		
Turn Bay Length (ft)		125				175					75	300
Base Capacity (vph)		132	1481	752		351	1919	1002		195	339	374
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↕	
Traffic Volume (vph)	52	94
Future Volume (vph)	52	94
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Satd. Flow (prot)	1623	0
Flt Permitted	0.987	
Satd. Flow (perm)	1623	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	32	
Link Speed (mph)	25	
Link Distance (ft)	461	
Travel Time (s)	12.6	
Peak Hour Factor	0.93	0.93
Shared Lane Traffic (%)		
Lane Group Flow (vph)	212	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	16.0	
Total Split (s)	33.0	
Total Split (%)	25.4%	
Yellow Time (s)	3.0	
All-Red Time (s)	4.0	
Lost Time Adjust (s)	-3.0	
Total Lost Time (s)	4.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	24.3	
Actuated g/C Ratio	0.19	
v/c Ratio	0.64	
Control Delay	50.0	
Queue Delay	0.0	
Total Delay	50.0	
LOS	D	
Approach Delay	55.6	
Approach LOS	E	
Queue Length 50th (ft)	148	
Queue Length 95th (ft)	230	
Internal Link Dist (ft)	381	
Turn Bay Length (ft)		
Base Capacity (vph)	386	
Starvation Cap Reductn	0	

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.37	0.54	0.05		0.52	0.59	0.32		0.29	0.42	0.59

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 20 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 22.2

Intersection LOS: C

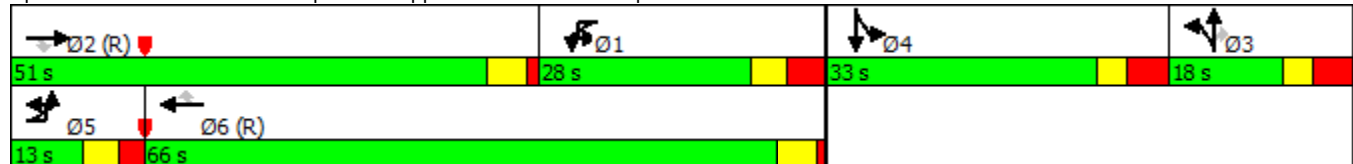
Intersection Capacity Utilization 62.8%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 3: Marketplace Shoppes/Monticello Marketplace & Monticello Avenue





























Lane Group	SBT	SBR
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.55	
Intersection Summary		













Monticello Avenue Retail - James City County, VA

No-Build (2020) Conditions PM

4: News Road & Monticello Avenue

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	391	31	310	651	224	36	99	272	159	72	62
Future Volume (vph)	63	391	31	310	651	224	36	99	272	159	72	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	125		0	175		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583	3433	1732	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1770	1863	1583	3433	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			241			292		29	
Link Speed (mph)		35			45			35			45	
Link Distance (ft)		714			578			591			770	
Travel Time (s)		13.9			8.8			11.5			11.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	420	33	333	700	241	39	106	292	171	144	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	13.0	16.0	16.0	13.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	
Total Split (s)	17.0	38.0	38.0	29.0	50.0	50.0	36.0	36.0	36.0	27.0	27.0	
Total Split (%)	13.1%	29.2%	29.2%	22.3%	38.5%	38.5%	27.7%	27.7%	27.7%	20.8%	20.8%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.5	1.5	3.0	1.5	1.5	4.5	4.5	4.5	4.5	4.5	
Lost Time Adjust (s)	-2.5	-1.5	-1.5	-2.5	-1.5	-1.5	-4.0	-4.0	-4.0	-4.0	-4.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Min	Min	None	C-Min	C-Min	None	None	None	None	None	
Act Effect Green (s)	12.8	56.1	56.1	22.8	68.7	68.7	16.9	16.9	16.9	18.2	18.2	
Actuated g/C Ratio	0.10	0.43	0.43	0.18	0.53	0.53	0.13	0.13	0.13	0.14	0.14	
v/c Ratio	0.39	0.28	0.04	0.55	0.37	0.25	0.17	0.44	0.64	0.36	0.54	
Control Delay	60.6	27.0	0.1	32.2	6.9	0.9	50.3	57.0	12.0	51.8	48.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	60.6	27.0	0.1	32.2	6.9	0.9	50.3	57.0	12.0	51.8	48.1	
LOS	E	C	A	C	A	A	D	E	B	D	D	
Approach Delay		29.7			12.4			26.3			50.1	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	55	117	0	125	49	0	30	84	0	68	91	
Queue Length 95th (ft)	100	198	0	167	165	27	62	137	82	98	153	
Internal Link Dist (ft)		634			498			511			690	
Turn Bay Length (ft)	200		200	200			125			175		
Base Capacity (vph)	191	1527	776	683	1869	949	435	458	609	613	333	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.28	0.04	0.49	0.37	0.25	0.09	0.23	0.48	0.28	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 46 (35%), Referenced to phase 6:WBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 23.0







Intersection Capacity Utilization 47.2%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

Splits and Phases: 4: News Road & Monticello Avenue

 Ø2	 Ø1	 Ø4	 Ø8
38 s	29 s	36 s	27 s
 Ø5	 Ø6 (R)		
17 s	50 s		

Queuing and Blocking Report
Monticello Avenue Retail - James City County, VA

No-Build (2020) Conditions PM

PM Peak Hour

Intersection: 1: Route 199 (EB On-Ramp)/Route 199 (WB On-Ramp) & Route 199 (WB Off-Ramp)/Route

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	NW	NW
Directions Served	L	L	T	T	L	L	T	T	<L	L	L	L
Maximum Queue (ft)	176	178	275	269	231	350	908	905	179	160	390	377
Average Queue (ft)	154	168	225	199	146	290	626	609	105	88	246	230
95th Queue (ft)	197	197	308	287	237	434	1074	1072	158	148	366	341
Link Distance (ft)			178	178			918	918	329	329	451	451
Upstream Blk Time (%)	2	19	32	13			21	22			0	0
Queuing Penalty (veh)	0	0	209	87			0	0			0	0
Storage Bay Dist (ft)	250	250			250	250						
Storage Blk Time (%)	2	19	32		0	1	49					
Queuing Penalty (veh)	7	80	151		0	8	122					

Intersection: 2: Monticello Avenue & Windsormeade Way

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	L	L	T	T	T	T	TR	L	L	R
Maximum Queue (ft)	81	57	256	264	663	739	648	296	280	129
Average Queue (ft)	36	18	100	100	266	365	237	192	164	48
95th Queue (ft)	68	47	218	225	471	704	488	276	249	104
Link Distance (ft)	181	181	181	181	641	641	641	1063	1063	
Upstream Blk Time (%)			2	3	0	1	0			
Queuing Penalty (veh)			7	8	2	5	2			
Storage Bay Dist (ft)										200
Storage Blk Time (%)									4	
Queuing Penalty (veh)									3	

Intersection: 3: Marketplace Shoppes/Monticello Marketplace & Monticello Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B23	B23	B23	NB
Directions Served	UL	T	T	R	UL	T	T	R	T	T	T	LT
Maximum Queue (ft)	206	400	396	82	255	384	369	116	37	39	17	103
Average Queue (ft)	52	187	184	10	112	139	147	42	6	4	1	34
95th Queue (ft)	143	339	332	57	210	303	301	92	26	23	10	81
Link Distance (ft)		438	438	438		435	435	435	53	53	53	314
Upstream Blk Time (%)		0	0	0		0	0		0	0	0	
Queuing Penalty (veh)		0	0	0		2	2		0	0	0	
Storage Bay Dist (ft)	125				175							
Storage Blk Time (%)	1	24			3	3						2
Queuing Penalty (veh)	2	11			15	5						3

Intersection: 3: Marketplace Shoppes/Monticello Marketplace & Monticello Avenue

Movement	NB	SB	SB
Directions Served	R	L	LTR
Maximum Queue (ft)	116	335	381
Average Queue (ft)	41	138	218
95th Queue (ft)	85	268	329
Link Distance (ft)			383
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)	75	300	
Storage Blk Time (%)	2	0	2
Queuing Penalty (veh)	1	0	3

Queuing and Blocking Report
 Monticello Avenue Retail - James City County, VA

No-Build (2020) Conditions PM
 PM Peak Hour

Intersection: 4: News Road & Monticello Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R
Maximum Queue (ft)	129	244	214	58	168	220	263	273	84	73	149	148
Average Queue (ft)	54	135	94	18	56	78	80	94	11	21	63	70
95th Queue (ft)	108	210	179	48	128	164	212	229	46	54	121	119
Link Distance (ft)		666	666				438	438	438		497	497
Upstream Blk Time (%)							0					
Queuing Penalty (veh)							0					
Storage Bay Dist (ft)	200			200	200	200				125		
Storage Blk Time (%)		2	0		0	0	1				2	
Queuing Penalty (veh)		1	0		0	0	4				1	

Intersection: 4: News Road & Monticello Avenue

Movement	SB	SB	SB
Directions Served	L	L	TR
Maximum Queue (ft)	119	137	181
Average Queue (ft)	47	65	76
95th Queue (ft)	99	116	144
Link Distance (ft)		684	684
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	175		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Zone Summary

Zone wide Queuing Penalty: 744














APPENDIX F

**SYNCHRO OUTPUT
BUILD 2020 CONDITIONS**

Monticello Avenue Retail - James City County, VA

Build (2020) Conditions PM

1: Route 199 (EB On-Ramp)/Route 199 (WB On-Ramp) & Route 199 (WB Off-Ramp)/Route 199 (EB Off-Ramp)

							
Lane Group	EBL	EBT	WBL	WBT	SEL2	SEL	NWL
Lane Configurations							
Traffic Volume (vph)	485	845	249	1195	4	245	590
Future Volume (vph)	485	845	249	1195	4	245	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%		15%			
Storage Length (ft)	250		250			0	0
Storage Lanes	2		2			2	2
Taper Length (ft)	100		100			100	100
Satd. Flow (prot)	3433	3539	3176	3274	0	3433	3433
Flt Permitted	0.950		0.950			0.950	0.950
Satd. Flow (perm)	3433	3539	3176	3274	0	3433	3433
Right Turn on Red					Yes		
Satd. Flow (RTOR)						164	
Link Speed (mph)		45		45			
Link Distance (ft)		336		1063			
Travel Time (s)		5.1		16.1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)							
Lane Group Flow (vph)	522	909	268	1285	0	267	634
Turn Type	Prot	NA	Prot	NA	Prot	Prot	Prot
Protected Phases	5	2	1	6	7	7	3
Permitted Phases							
Detector Phase	5	2	1	6	7	7	3
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.0	16.0	13.0	16.0	13.0	13.0	13.0
Total Split (s)	33.0	76.0	21.0	64.0	33.0	33.0	33.0
Total Split (%)	25.4%	58.5%	16.2%	49.2%	25.4%	25.4%	25.4%
Yellow Time (s)	3.5	5.0	3.0	5.0	3.0	3.0	3.0
All-Red Time (s)	4.5	2.0	4.5	2.0	4.5	4.5	4.0
Lost Time Adjust (s)	-4.0	-3.0	-3.5	-3.0		-3.5	-3.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Min	None	C-Min	None	None	None
Act Effect Green (s)	27.3	72.4	16.8	62.0		28.8	28.8
Actuated g/C Ratio	0.21	0.56	0.13	0.48		0.22	0.22
v/c Ratio	0.72	0.46	0.65	0.82		0.30	0.84
Control Delay	44.9	11.4	61.9	35.4		16.9	59.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	44.9	11.4	61.9	35.4		16.9	59.1
LOS	D	B	E	D		B	E
Approach Delay		23.6		40.0			
Approach LOS		C		D			
Queue Length 50th (ft)	228	127	112	495		36	263
Queue Length 95th (ft)	259	164	159	598		73	#336
Internal Link Dist (ft)		256		983			
Turn Bay Length (ft)	250		250				
Base Capacity (vph)	765	1985	419	1560		901	774

							
Lane Group	EBL	EBT	WBL	WBT	SEL2	SEL	NWL
Starvation Cap Reductn	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	0.68	0.46	0.64	0.82		0.30	0.82

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 35.5

Intersection Capacity Utilization 73.7%

Analysis Period (min) 15

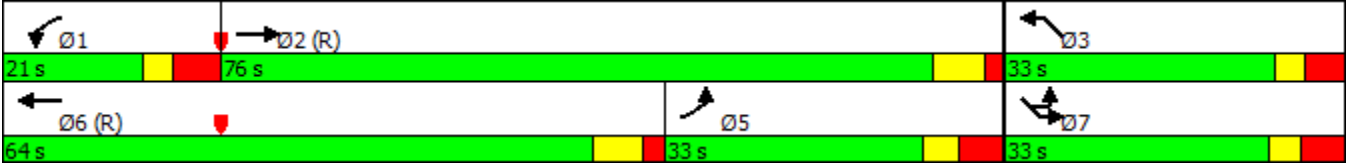
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Intersection LOS: D

ICU Level of Service D























Splits and Phases: 1: Route 199 (EB On-Ramp)/Route 199 (WB On-Ramp) & Route 199 (WB Off-Ramp)/Route 199 (EB Off Ramp) & Monticello Avenue



Monticello Avenue Retail - James City County, VA
2: Site Driveway/Windsormeade Way & Monticello Avenue













Build (2020) Conditions PM

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	1228	28	57	1945	399	28	1	29	432	1	66
Future Volume (vph)	58	1228	28	57	1945	399	28	1	29	432	1	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0		0	0		200
Storage Lanes	2		1	1		0	0		1	1		1
Taper Length (ft)	0			100			100			100		
Satd. Flow (prot)	3433	3539	1583	1770	4953	0	0	1777	1583	1681	1686	1583
Flt Permitted	0.950			0.950				0.954		0.950	0.953	
Satd. Flow (perm)	3433	3539	1583	1770	4953	0	0	1777	1583	1681	1686	1583
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			151		54				143			
Link Speed (mph)		45			45			25			40	
Link Distance (ft)		254			722			364			1163	
Travel Time (s)		3.8			10.9			9.9			19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	62	1320	30	61	2520	0	0	31	31	232	234	71
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2					4	4			8
Detector Phase	5	2	2	1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.0	16.0	16.0	13.0	16.0		16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	13.0	75.0	75.0	14.0	76.0		16.0	16.0	16.0	25.0	25.0	25.0
Total Split (%)	10.0%	57.7%	57.7%	10.8%	58.5%		12.3%	12.3%	12.3%	19.2%	19.2%	19.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0		3.5	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	4.0	1.0	1.0	2.0	1.0		3.5	3.5	3.5	2.0	2.0	2.0
Lost Time Adjust (s)	-4.0	-2.0	-2.0	-2.0	-2.0			-2.0	-2.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			5.0	5.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Act Effect Green (s)	9.2	77.5	77.5	9.7	78.3			9.5	9.5	22.2	22.2	22.2
Actuated g/C Ratio	0.07	0.60	0.60	0.07	0.60			0.07	0.07	0.17	0.17	0.17
v/c Ratio	0.26	0.63	0.03	0.47	0.84			0.24	0.12	0.81	0.81	0.26
Control Delay	65.3	10.5	0.0	73.4	16.5			60.9	1.0	73.6	74.0	49.6
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	10.5	0.0	73.4	16.5			60.9	1.0	73.6	74.0	49.6
LOS	E	B	A	E	B			E	A	E	E	D
Approach Delay		12.7			17.8			31.0			70.6	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)	25	200	0	47	681			25	0	197	200	52
Queue Length 95th (ft)	m46	233	m0	m69	643			58	0	#342	#343	100
Internal Link Dist (ft)		174			642			284			1083	
Turn Bay Length (ft)				200								200
Base Capacity (vph)	243	2110	1005	137	3005			150	264	293	294	276
Starvation Cap Reductn	0	0	0	0	0			0	0	0	0	0

Monticello Avenue Retail - James City County, VA
 2: Site Driveway/Windsormeade Way & Monticello Avenue

Build (2020) Conditions PM
 Timing Plan: PM Peak Hour






















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0			0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	0
Reduced v/c Ratio	0.26	0.63	0.03	0.45	0.84			0.21	0.12	0.79	0.80	0.26

Intersection Summary













Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 116 (89%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 22.6
 Intersection Capacity Utilization 72.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Site Driveway/Windsormeade Way & Monticello Avenue

 Ø1	 Ø2 (R)	 Ø4	 Ø8
14 s	75 s	16 s	25 s
 Ø5	 Ø6 (R)		
13 s	76 s		

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	45	755	33	17	157	1067	301	29	23	140	255
Future Volume (vph)	1	45	755	33	17	157	1067	301	29	23	140	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125		0		175		0	0		75	300
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		100				100			100			100
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	0	1812	1583	1681
Flt Permitted		0.950				0.950				0.973		0.950
Satd. Flow (perm)	0	1770	3539	1583	0	1770	3539	1583	0	1812	1583	1681
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				155				312			189	
Link Speed (mph)			45				45			25		
Link Distance (ft)			578				512			376		
Travel Time (s)			8.8				7.8			10.3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												20%
Lane Group Flow (vph)	0	49	812	35	0	187	1147	324	0	56	151	219
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases				2				6			3	
Detector Phase	5	5	2	2	1	1	6	6	3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.0	13.0	16.0	16.0	13.0	13.0	16.0	16.0	13.0	13.0	13.0	16.0
Total Split (s)	13.0	13.0	50.0	50.0	29.0	29.0	66.0	66.0	18.0	18.0	18.0	33.0
Total Split (%)	10.0%	10.0%	38.5%	38.5%	22.3%	22.3%	50.8%	50.8%	13.8%	13.8%	13.8%	25.4%
Yellow Time (s)	3.5	3.5	4.0	4.0	3.5	3.5	4.0	4.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.5	2.5	1.0	1.0	4.0	4.0	1.0	1.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		-2.0	-1.0	-1.0		-3.5	-1.0	-1.0		-3.0	-3.0	-3.0
Total Lost Time (s)		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effect Green (s)		9.4	53.5	53.5		24.2	70.5	70.5		12.0	12.0	24.3
Actuated g/C Ratio		0.07	0.41	0.41		0.19	0.54	0.54		0.09	0.09	0.19
v/c Ratio		0.38	0.56	0.05		0.57	0.60	0.32		0.34	0.48	0.70
Control Delay		67.3	19.9	0.2		34.1	7.8	1.5		60.2	8.2	61.0
Queue Delay		0.0	0.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		67.3	20.0	0.2		34.1	7.8	1.5		60.2	8.2	61.0
LOS		E	C	A		C	A	A		E	A	E
Approach Delay			21.8				9.5			22.3		
Approach LOS			C				A			C		
Queue Length 50th (ft)		32	312	0		133	123	5		45	0	182
Queue Length 95th (ft)		87	224	m1		m181	345	m40		89	33	266
Internal Link Dist (ft)			498				432			296		
Turn Bay Length (ft)		125				175					75	300
Base Capacity (vph)		132	1471	748		358	1919	1001		195	339	374
Starvation Cap Reductn		0	93	0		0	0	0		0	0	0

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↕	
Traffic Volume (vph)	52	94
Future Volume (vph)	52	94
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Satd. Flow (prot)	1623	0
Flt Permitted	0.987	
Satd. Flow (perm)	1623	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	32	
Link Speed (mph)	25	
Link Distance (ft)	461	
Travel Time (s)	12.6	
Peak Hour Factor	0.93	0.93
Shared Lane Traffic (%)		
Lane Group Flow (vph)	212	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	16.0	
Total Split (s)	33.0	
Total Split (%)	25.4%	
Yellow Time (s)	3.0	
All-Red Time (s)	4.0	
Lost Time Adjust (s)	-3.0	
Total Lost Time (s)	4.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	24.3	
Actuated g/C Ratio	0.19	
v/c Ratio	0.64	
Control Delay	50.0	
Queue Delay	0.0	
Total Delay	50.0	
LOS	D	
Approach Delay	55.6	
Approach LOS	E	
Queue Length 50th (ft)	148	
Queue Length 95th (ft)	230	
Internal Link Dist (ft)	381	
Turn Bay Length (ft)		
Base Capacity (vph)	386	
Starvation Cap Reductn	0	

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.37	0.59	0.05		0.52	0.60	0.32		0.29	0.45	0.59

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 17 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 20.0

Intersection LOS: C

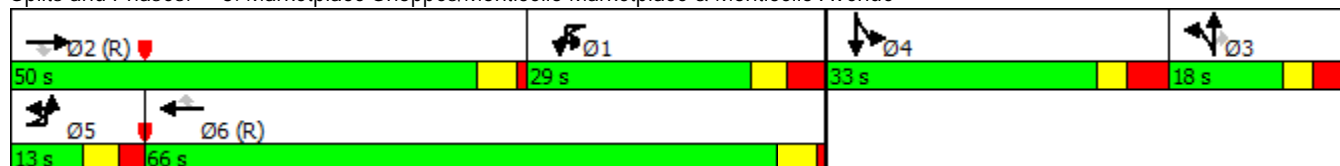
Intersection Capacity Utilization 63.8%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 3: Marketplace Shoppes/Monticello Marketplace & Monticello Avenue





























Lane Group	SBT	SBR
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.55	
Intersection Summary		

Monticello Avenue Retail - James City County, VA

Build (2020) Conditions PM

4: News Road & Monticello Avenue













Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	400	31	310	656	225	36	99	272	162	72	62
Future Volume (vph)	63	400	31	310	656	225	36	99	272	162	72	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	125		0	175		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583	3433	1732	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1770	1863	1583	3433	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			242			292		29	
Link Speed (mph)		35			45			35			45	
Link Distance (ft)		714			578			591			770	
Travel Time (s)		13.9			8.8			11.5			11.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	430	33	333	705	242	39	106	292	174	144	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	13.0	16.0	16.0	13.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	
Total Split (s)	16.0	42.0	42.0	29.0	55.0	55.0	34.0	34.0	34.0	25.0	25.0	
Total Split (%)	12.3%	32.3%	32.3%	22.3%	42.3%	42.3%	26.2%	26.2%	26.2%	19.2%	19.2%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.5	1.5	3.0	1.5	1.5	4.5	4.5	4.5	4.5	4.5	
Lost Time Adjust (s)	-2.5	-1.5	-1.5	-2.5	-1.5	-1.5	-4.0	-4.0	-4.0	-4.0	-4.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Act Effect Green (s)	12.8	56.9	56.9	22.0	68.7	68.7	16.9	16.9	16.9	18.1	18.1	
Actuated g/C Ratio	0.10	0.44	0.44	0.17	0.53	0.53	0.13	0.13	0.13	0.14	0.14	
v/c Ratio	0.39	0.28	0.04	0.57	0.38	0.25	0.17	0.44	0.64	0.36	0.54	
Control Delay	60.6	26.5	0.1	31.1	6.9	0.7	50.3	57.0	12.0	51.9	48.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	60.6	26.5	0.1	31.1	6.9	0.7	50.3	57.0	12.0	51.9	48.2	
LOS	E	C	A	C	A	A	D	E	B	D	D	
Approach Delay		29.3			12.0			26.3			50.2	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	55	119	0	118	50	0	30	84	0	69	91	
Queue Length 95th (ft)	100	202	0	158	131	12	62	137	82	100	153	
Internal Link Dist (ft)		634			498			511			690	
Turn Bay Length (ft)	200		200	200			125			175		
Base Capacity (vph)	185	1549	785	679	1870	950	408	429	589	570	312	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	

Monticello Avenue Retail - James City County, VA
4: News Road & Monticello Avenue

Build (2020) Conditions PM

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.28	0.04	0.49	0.38	0.25	0.10	0.25	0.50	0.31	0.46	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 40 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 22.8

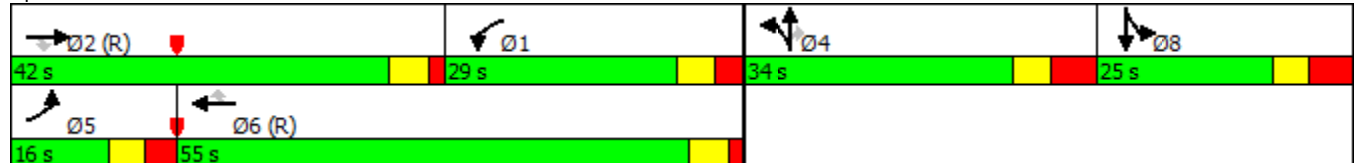
Intersection Capacity Utilization 47.4%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

Splits and Phases: 4: News Road & Monticello Avenue



Queuing and Blocking Report
Monticello Avenue Retail - James City County, VA

Build (2020) Conditions PM
PM Peak Hour

Intersection: 1: Route 199 (EB On-Ramp)/Route 199 (WB On-Ramp) & Route 199 (WB Off-Ramp)/Route

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	NW	NW
Directions Served	L	L	T	T	L	L	T	T	<L	L	L	L
Maximum Queue (ft)	176	178	267	255	238	350	895	878	184	159	391	367
Average Queue (ft)	155	166	216	167	146	299	627	602	100	86	256	235
95th Queue (ft)	192	200	320	256	228	429	1054	1038	157	144	368	343
Link Distance (ft)			178	178			918	918	329	329	451	451
Upstream Blk Time (%)	3	17	34	7			17	16			0	0
Queuing Penalty (veh)	0	0	227	44			0	0			0	0
Storage Bay Dist (ft)	250	250			250	250						
Storage Blk Time (%)	3	17	34		0	2	49					
Queuing Penalty (veh)	14	70	165		1	9	123					

Intersection: 2: Site Driveway/Windsormeade Way & Monticello Avenue

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	T	TR	LT	R	L
Maximum Queue (ft)	81	70	266	267	43	281	715	749	730	82	67	289
Average Queue (ft)	36	20	144	136	6	72	339	441	323	27	19	178
95th Queue (ft)	70	50	262	253	28	199	677	839	710	65	49	260
Link Distance (ft)	171	171	171	171	171		645	645	645	296	296	1064
Upstream Blk Time (%)			8	6			3	4	1			
Queuing Penalty (veh)			20	16			20	33	9			
Storage Bay Dist (ft)						200						
Storage Blk Time (%)						0	17					
Queuing Penalty (veh)						0	10					

Intersection: 2: Site Driveway/Windsormeade Way & Monticello Avenue

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	265	121
Average Queue (ft)	152	43
95th Queue (ft)	233	96
Link Distance (ft)	1064	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)	3	
Queuing Penalty (veh)	2	

Intersection: 3: Marketplace Shoppes/Monticello Marketplace & Monticello Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B23	B23	B23	NB
Directions Served	UL	T	T	R	UL	T	T	R	T	T	T	LT
Maximum Queue (ft)	202	397	402	86	209	247	249	80	30	45	10	125
Average Queue (ft)	49	166	166	9	97	76	85	28	5	5	0	39
95th Queue (ft)	131	333	328	57	177	179	191	63	21	28	7	93
Link Distance (ft)		438	438	438		435	435	435	53	53	53	314
Upstream Blk Time (%)		0	0	0						0		
Queuing Penalty (veh)		0	1	0						0		
Storage Bay Dist (ft)	125				175							
Storage Blk Time (%)	0	17			1	1						4
Queuing Penalty (veh)	2	8			8	1						5

Intersection: 3: Marketplace Shoppes/Monticello Marketplace & Monticello Avenue

Movement	NB	SB	SB
Directions Served	R	L	LTR
Maximum Queue (ft)	120	330	387
Average Queue (ft)	44	144	227
95th Queue (ft)	89	275	348
Link Distance (ft)			383
Upstream Blk Time (%)		0	1
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)	75	300	
Storage Blk Time (%)	2	0	3
Queuing Penalty (veh)	1	0	4

Queuing and Blocking Report
Monticello Avenue Retail - James City County, VA

Build (2020) Conditions PM

PM Peak Hour

Intersection: 4: News Road & Monticello Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R
Maximum Queue (ft)	179	260	232	51	171	177	172	171	43	74	165	141
Average Queue (ft)	57	142	107	17	52	75	35	46	4	23	80	70
95th Queue (ft)	121	228	202	45	127	146	110	124	21	57	145	118
Link Distance (ft)		666	666				438	438	438		497	497
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200	200	200				125		
Storage Blk Time (%)		2	1		0	0	0				3	
Queuing Penalty (veh)		2	0		0	1	0				1	

Intersection: 4: News Road & Monticello Avenue

Movement	SB	SB	SB
Directions Served	L	L	TR
Maximum Queue (ft)	146	160	207
Average Queue (ft)	64	80	89
95th Queue (ft)	124	141	167
Link Distance (ft)		684	684
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	175		
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Zone Summary

Zone wide Queuing Penalty: 798



Charleston, SC - Charlotte, NC - Raleigh, NC - Richmond, VA - Winston-Salem, NC

ITEM SUMMARY

DATE: 12/4/2019

TO: The Planning Commission

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

SUBJECT: Planning Director's Report December 2019

ATTACHMENTS:

	Description	Type
☐	Memorandum	Cover Memo
☐	Spreadsheet Listing New Cases Received	Exhibit

REVIEWERS:

Department	Reviewer	Action	Date
Planning Commission	Holt, Paul	Approved	11/27/2019 - 12:00 PM
Planning Commission	Holt, Paul	Approved	11/27/2019 - 12:00 PM
Publication Management	Burcham, Nan	Approved	11/27/2019 - 12:59 PM
Planning Commission	Holt, Paul	Approved	11/27/2019 - 1:27 PM

PLANNING DIRECTOR'S REPORT

December 2019

This report summarizes the status of selected Department of Community Development activities during the past month.

- **Planning**

- **Monthly Case Report:** For a list of all cases received in the last month, please see the attached documents.

- **Board Action Results:**

- November 12, 2019**

- SUP-19-0016. 3021 Ironbound Road Tourist Home
(Approved 5-0)
 - AFD-19-0001. 7150 Richmond Road, Hill Pleasant Farm AFD Withdrawal
(Approved 5-0)
 - SUP-19-0017. Hill Pleasant Farm Solar Farm
(Approved 5-0)
 - Z-18-0002/Z-19-0010/MP-18-0002. Stonehouse Rezoning and Proffer and Master Plan Amendment
(Approved 4-1)

- **Comprehensive Plan Update**

The Community Participation Team (CPT) met on Nov. 4 to review the agenda, presentation, station activities and individual roles for the Nov. 18 Summit on the Future. The Planning Team distributed printed and digital Summit promotional materials to CPT and Board of Supervisors members; advertised the Summit in print, radio and online media outlets as well as on County social media and podcasts; and CPT members attended additional public engagement events to raise awareness of the Summit.

On Nov. 18 approximately 140 community members participated in the Summit on the Future. The Summit was held from 6:30 – 8:30 p.m. in six locations: the County Government Center Board Room, Berkeley Middle School, James River Elementary School, Jamestown High School, Lois S. Hornsby Middle School, and Toano Middle School. The main activities included the following:

- Board of Supervisor members and the County Administrator welcomed attendees and introduced Leigh Anne King and Vlad Gavrilovic, who gave an overview of the Comprehensive Plan and Engage 2045 Process, a report on the State of James City County, and a summary of key Citizen Survey findings.
- After initial presentations, participants logged in with smart phones and Wi-Fi enabled devices to join live polling of questions related to community vision and values. Paper surveys were available as an alternative. Of the 140 participants, approximately 20 people participated in the live polling from home via Cox Cable channel 48/1048.

- After the community polling, participants were directed to station activities at the Summit locations or to an online questionnaire if not present at the meeting. Station activities included: Where You Live and Work Map; Places to Preserve - Places to Change Map; Visual Preference Survey; Share Your Big Ideas for 2045; and an Ask a Planner station.
- Summit participants were also asked to answer a Summit Exit Questionnaire to provide feedback for future events.

The online questionnaire and visual preference survey may be found at jamescitycountyva.gov/3720/Questionnaire and will be open for responses until Dec. 18. Online responses rates have been growing since the questionnaire was posted on Nov. 18.

- **Building Safety & Permits**

- Allen Turner recently passed the nationally recognized Qualified Elevator Inspector examination and is now a QEI certified elevator inspector. Marty Smith recently passed all 3 International Code Council Certified Building Official examinations and is now a Certified Building Official. Congratulations to both!

New Cases for December 2019						
Case Type	Plan Number	Case Title	Address	Description	Assigned To	District
Agricultural and Forestal District	AFD-19-0003	811 and 917 Stewarts Rd. Barnes Swamp AFD Addition	811 STEWARTS RD	Proposed addition of 44.74 acres to the Barnes Swamp AFD at 811 and 917 Stewarts Road.	Thomas Wysong	Stonehouse
Conceptual Plan	C-19-0082	6623 Richmond Rd. Car Club and Fitt-In	6623-B RICHMOND RD B	Conceptual plan for review of proposed uses in existing units for master plan consistency at 6623 Richmond Road.	Jose Ribeiro	Stonehouse
	C-19-0085	3640 News Rd. BLA	3640 NEWS RD	Conceptual plan for a boundary line adjustment between 3640 and 3668 News Road.	Thomas Wysong	Powhatan
	C-19-0088	8356 Diascund Road Rezoning	8356 DIASCUND RD	Conceptual plan for rezoning a portion of 8356 Diascund Road to M-1 and a minor subdivision on the remaining A-1 portion of the property.	Thomas Wysong	Powhatan
	C-19-0089	New Town Maintenance Building	5585 DISCOVERY PARK BLVD	Conceptual plan for a 2 story structure to be used as vehicle and material storage for the New Town Commercial and Residential Associations at 5585 Discovery Park Boulevard.	Brett Meadows	Jamestown
	C-19-0090	2600 Meadow Lake Dr. and 101 Leisure Road BLA	2600 MEADOW LAKE DR	Conceptual plan for a boundary line adjustment between 2600 Meadow Lake Drive and 101 Leisure Road.	Brett Meadows	Stonehouse
	C-19-0092	2201 & 2349 John Tyler Hwy Over 55 Community	2201 JOHN TYLER HWY	Conceptual plan for an age restricted community at 2201 and 2349 John Tyler Highway.	Thomas Wysong	Berkeley
Subdivision	S-19-0098	2754 Lake Powell Rd. Subdivision	2754 LAKE POWELL RD	Proposed 2 lot subdivision of 2754 Lake Powell Road.	Thomas Leininger	Roberts
	S-19-0103	Green Mount Industrial Park, Ph. 2 Lots 2-4	1651 GREEN MOUNT PKWY	Proposed subdivision of Green Mount Industrial Park, Phase 2 Lots 2-4.	Tori Haynes	Roberts
	S-19-0105	258 Sandy Bay Road Courthouse Plat	258 SANDY BAY RD	Courthouse plat review for 258 Sandy Bay Road.	Tori Haynes/Ellen Cook	Berkeley
	S-19-0107	2589 & 2599 Greensprings Rd. BLA	2589 GREENSPRINGS RD	Boundary line adjustment between 2589 and 2599 Greensprings Road.	Jose Ribeiro	Berkeley
Site Plan	SP-19-0097	Busch Gardens - Festa Italia Expansion SP Amend.	7851 POCAHONTAS TRL	Site plan amendment for the location of temporary soil stockpiles at Busch Gardens.	John Risinger	Roberts
	SP-19-0105	Walnut Farm Subdivision Sign	7375 RICHMOND RD	Site plan for a subdivision entrance sign for the Walnut Farm subdivision.	Tori Haynes	Stonehouse
	SP-19-0110	Village at Candle Station Pedestrian Path	7470 WICKS RD	Site plan amendment for a pedestrian path at the Village at Candle Station.	Jose Ribeiro	Stonehouse
	SP-19-0112	HRSD Kingsmill Pump Station	7801 POCAHONTAS TRL	Site plan for replacing HRSD force mains and rehabilitating the Kingsmill Pump Station.	Scott Whyte	Roberts
	SP-19-0114	Busch Gardens - Germany Expansion	7851 POCAHONTAS TRL	Site plan for the Busch Gardens Germany Expansion.	Scott Whyte	Roberts
	SP-19-0116	Chickahominy Riverfront Park Sewage Disposal System	1350 JOHN TYLER HWY	Site plan for a mass sewage disposal system at Chickahominy Riverfront Park.	Brett Meadows	Powhatan
Special Use Permit	SUP-19-0012	Tiki Tree and Landscape	6283 CENTERVILLE RD	Proposed Special Use Permit for a contractor's shed and storage area at 6283 Centerville Road.	Brett Meadows	Stonehouse
	SUP-19-0024	Monticello Avenue Shops	4744 OLD NEWS RD	Proposed Special Use Permit for a commerical development at 4744 Old News Road and 3897 and 3905 Ironbound Road.	Thomas Leininger	Jamestown
Rezoning	Z-19-0018	Monticello Avenue Shops Rezoning	4744 OLD NEWS RD	Proposed Rezoning from R-8 to B-1 for a commerical development at 4744 Old News Road and 3897 and 3905 Ironbound Road.	Thomas Leininger	Jamestown