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
August 5, 2020
6:00 PM

A. CALL TO ORDER

1. This meeting will be held electronically pursuant to the Continuity of Government Ordinance adopted by the Board of Supervisors on April 14, 2020 and will be aired live on the County's government public access channel, JCC TV 48, via Live Stream on the County website: https://jamescitycountyva.gov/220/Live-Stream, and via the County's YouTube channel: https://www.youtube.com/user/jamescitycounty. Citizen comments may be submitted via US Mail to the Planning Commission Secretary, PO Box 8784, Williamsburg, VA 23187, via electronic mail to community.development@jamescitycountyva.gov, or by leaving a message at 757-253-6750. Citizens may attend and participate in the electronic meeting via Zoom at https://zoom.us/j/98552055526 or dial any of the following numbers for listen-only audio of the meeting: 929-205-6099, 312-626-6799, 301-715-8592, 346-248-7799, 669-900-6833, or 253-215-8782 using Webinar ID: 985 5205 5526. Any public comment received through the above means will be shared at the meeting. Citizens using the link above who would like to speak during public comment and any public hearing will also be able to speak during those times.
2. Zoom Meeting Instructions

B. ROLL CALL

1. Virtual Meeting Resolution

C. PUBLIC COMMENT

D. REPORTS OF THE COMMISSION

E. CONSENT AGENDA

1. Minutes of the July 1, 2020 Regular Meeting

F. PUBLIC HEARINGS

1. SUP-20-0008. 7-Eleven Convenience Store with Gas Pumps and Drive-Through Restaurant at Quarterpath

G. PLANNING COMMISSION CONSIDERATIONS

H. PLANNING DIRECTOR'S REPORT

1. Planning Director's Report - August 2020

I. PLANNING COMMISSION DISCUSSION AND REQUESTS

J. ADJOURNMENT

AGENDA ITEM NO. A.1.

ITEM SUMMARY

DATE:	8/5/2020
TO:	The Planning Commission
FROM:	Paul D. Holt, III, Secretary
SUBJECT:	This meeting will be held electronically pursuant to the Continuity of Government Ordinance adopted by the Board of Supervisors on April 14, 2020 and will be aired live on the County's government public access channel, JCC TV 48, via Live Stream on the County website: https://jamescitycountyva.gov/220/Live-Stream, and via the County's YouTube channel: https://www.youtube.com/user/jamescitycounty. Citizen comments may be submitted via US Mail to the Planning Commission Secretary, PO Box 8784, Williamsburg, VA 23187, via electronic mail to community.development@jamescitycountyva.gov, or by leaving a message at 757-253-6750. Citizens may attend and participate in the electronic meeting via Zoom at https://zoom.us/j/98552055526 or dial any of the following numbers for listen-only audio of the meeting: 929-205-6099, 312-626-6799, 301-715-8592, 346-248-7799, 669-900-6833, or 253-215-8782 using Webinar ID: 985 5205 5526. Any public comment received through the above means will be shared at the meeting. Citizens using the link above who would like to speak during public comment and any public hearing will also be able to speak during those times.

REVIEWERS:

Department	Reviewer	Action	Date
Planning Commission	Holt, Paul	Approved	7/28/2020 - 7:32 AM
Planning Commission	Holt, Paul	Approved	7/28/2020 - 7:33 AM
Publication Management	Burcham, Nan	Approved	7/28/2020 - 8:00 AM
Planning Commission	Holt, Paul	Approved	7/28/2020 - 8:07 AM

AGENDA ITEM NO. A.2.

ITEM SUMMARY

DATE: 8/5/2020

TO: The Planning Commission

FROM: Paul D. Holt, III, Secretary

SUBJECT: Zoom Meeting Instructions

ATTACHMENTS:

	Description	Type
	Zoom Meeting Instructions	Backup Material

REVIEWERS:

Department	Reviewer	Action	Date
Planning Commission	Holt, Paul	Approved	7/28/2020 - 7:33 AM
Planning Commission	Holt, Paul	Approved	7/28/2020 - 7:34 AM
Publication Management	Burcham, Nan	Approved	7/28/2020 - 8:04 AM
Planning Commission	Holt, Paul	Approved	7/28/2020 - 8:08 AM

Zoom Instructions for Participants before a Meeting

1. You will need a computer, tablet, or smartphone with speaker or headphones. You will have the opportunity to check your audio immediately upon joining a meeting.

2. You will receive notice for a videoconference or conference call via email. The notification will include a link to "Join via computer" as well as phone numbers for a conference call option. It will also include the 9-digit (usually) Meeting ID.

Join the Videoconference

1. At the start time of your meeting, click on the link in your invitation to join via computer. You may be instructed to download the Zoom application.

2. You have an opportunity to test your computer's audio and microphone at this point by clicking on "Test Computer Audio." Once you are satisfied that your audio works, click on "Join audio by computer."

You may also join a meeting without clicking on the invitation link by going to join.zoom.us on any browser and entering the Meeting ID provided by your committee analyst.

Join Audio via Phone (Recommended for best connection)

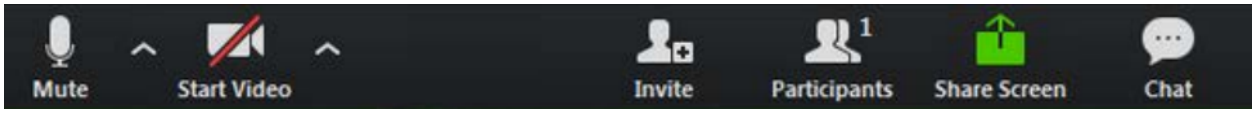
If you have sluggish internet connection, your computer or phone lacks a microphone, or for issues with hearing the audio, you can join via telephone while remaining on the video conference:

1. On your phone, dial the teleconferencing number provided in your invitation.

2. Enter the Meeting ID number (also provided in your invitation) when prompted using your touch-tone keypad. 3. If you have already joined the meeting via computer, you will have the option to enter your 2-digit participant ID to be associated with your computer.

During the Meeting

Using the participant controls in the lower left corner of the Zoom screen you can:



- Mute/Unmute your microphone (far left)
- Turn on/off camera ("Start/Stop Video")
- Invite other participants
- View Participant list – opens a pop-out screen that includes a "Raise Hand" icon that you may use to raise a virtual hand
- Change your screen name that is seen in the participant list and video window
- Share your screen

On your Zoom screen you will also see a choice to toggle between "speaker" and "gallery" view. "Speaker view" shows the active speaker. "Gallery view" tiles all of the meeting participants (like a grid).

AGENDA ITEM NO. B.1.

ITEM SUMMARY

DATE: 8/5/2020

TO: The Planning Commission

FROM: Paul D. Holt, III, Secretary

SUBJECT: Virtual Meeting Resolution

ATTACHMENTS:

	Description	Type
🗋	Virtual Meeting Resolution	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Planning Commission	Holt, Paul	Approved	7/28/2020 - 7:36 AM
Planning Commission	Holt, Paul	Approved	7/28/2020 - 7:36 AM
Publication Management	Burcham, Nan	Approved	7/28/2020 - 8:04 AM
Planning Commission	Holt, Paul	Approved	7/28/2020 - 8:08 AM

R E S O L U T I O N

PLANNING COMMISSION VIRTUAL MEETING

WHEREAS, on March 24, 2020, the James City County Board of Supervisors (the "Board") adopted an emergency Ordinance to ensure the continuity of government in response to the coronavirus pandemic negatively affecting the health, safety, and welfare of the citizens of James City County (the "County"); and

WHEREAS, on April 14, 2020, the Board readopted the continuity of government Ordinance (the "Ordinance"), which, under certain circumstances, permits the Board and its subordinate boards, committees, and commissions to conduct regularly scheduled, special, or emergency meetings solely by electronic or telephonic means without a quorum of members physically present (a "Virtual Meeting"); and

WHEREAS, the Planning Commission is a subordinate Commission of the Board and is therefore eligible to conduct a Virtual Meeting; and

WHEREAS, the Planning Commission desires to conduct a Virtual Meeting on August 5, 2020, at which time those items listed on the agenda attached hereto (the "Agenda") will be considered; and

WHEREAS, each of the members of the Planning Commission have reviewed each the items listed on the Agenda and have determined that consideration of each is necessary to ensure the continuation of the essential functions of the government during the emergency described in the Ordinance.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of James City County, Virginia, hereby finds and declares that immediate consideration of each of the items set forth in the Agenda is necessary to ensure the continuation of essential functions of the government during the emergency declared by the Board and further described in the Ordinance.

_____
Rich Krapf
Chairman, Planning Commission

ATTEST:

_____
Paul D. Holt III
Secretary to the Planning Commission

	VOTES		
	AYE	NAY	ABSTAIN
NULL	____	____	____
ROSE	____	____	____
POLSTER	____	____	____
HALDEMAN	____	____	____
O'CONNOR	____	____	____
LEVERENZ	____	____	____
KRAPF	____	____	____

Adopted by the Planning Commission of James City County, Virginia, this 5th day of August, 2020.

VMtg-PC-August-res

AGENDA ITEM NO. E.1.

ITEM SUMMARY

DATE: 8/5/2020

TO: The Planning Commission

FROM: Paul D. Holt, III, Secretary

SUBJECT: Minutes of the July 1, 2020 Regular Meeting

ATTACHMENTS:

	Description	Type
🗋	Minutes of the July 1, 2020 Regular Meeting	Minutes

REVIEWERS:

Department	Reviewer	Action	Date
Planning Commission	Holt, Paul	Approved	7/29/2020 - 3:37 PM
Planning Commission	Holt, Paul	Approved	7/29/2020 - 3:37 PM
Publication Management	Burcham, Nan	Approved	7/29/2020 - 3:40 PM
Planning Commission	Holt, Paul	Approved	7/29/2020 - 3:40 PM

M I N U T E S
JAMES CITY COUNTY PLANNING COMMISSION
REGULAR MEETING
County Government Center Board Room
101 Mounts Bay Road, Williamsburg VA 23185
July 1, 2020
6:00 PM

A. CALL TO ORDER

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

1. The meeting will be held electronically pursuant to the Continuity of Government Ordinance adopted by the Board of Supervisors on April 14, 2020 and will be aired live on the County's government public access channel, JCC TV 48, via Live Stream on the County website: https://jamescitycountyva.gov/220/Live-Stream, and via the County's YouTube channel: https://www.youtube.com/user/jamescitycounty. Citizen comments may be submitted via US Mail to the Planning Commission Secretary, PO Box 8784, Williamsburg, VA 23187, via electronic mail to community.development@jamescitycountyva.gov, or by leaving a message at 757-253-6750. Citizens may attend and participate in the electronic meeting via Zoom at https://zoom.us/j/96036607381or dial any of the following numbers for listen-only audio of the meeting: 929-205-6099, 312-626-6799, 301-715-8592, 346-248-7799, 669-900-6833, or 253-215-8782 using Webinar ID: 960 3660 7381. Any public comment received through the above means will be shared at the meeting. Citizens using the link above who would like to speak during public comment and any public hearing will also be able to speak during those times.

2. Zoom Meeting Instructions

B. ROLL CALL

Planning Commissioners Present:
Jack Haldeman
Rich Krapf
Tim O'Connor
Frank Polster
Julia Leverenz
Rob Rose
Barbara Null

Staff Present:
Paul Holt, Director of Community Development and Planning
Max Hlavin, Deputy County Attorney
Terry Costello, Deputy Zoning Administrator
Brett Meadows, Planner

1. Virtual Meeting Resolution

A motion to Approve was made by Jack Haldeman, the motion result was Passed.
AYES: 7 NAYS: 0 ABSTAIN: 0 ABSENT: 0
Ayes: Haldeman, Krapf, Leverenz, Null, O'Connor, Polster, Rose

Mr. Krapf provided a summary of the resolution allowing the Planning Commission to hold the virtual meeting.

Mr. Jack Haldeman made a motion to approve the resolution.

On a roll call vote, the Commission voted to approve the resolution. (7-0)

C. PUBLIC COMMENT

Mr. Krapf opened Public Comment.

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

D. REPORTS OF THE COMMISSION

Mr. Haldeman stated that the Development Review Committee (DRC) met on June 17, 2020. Mr. Haldeman further stated that the meeting was held electronically, pursuant to the Board of Supervisors Continuity of Government Ordinance.

Mr. Haldeman stated that the Committee reviewed SP-20-0015. Virginia Health Services, Colonial Heritage. Mr. Haldeman noted that there were concerns over the roof pitch on the single-story sections which is not consistent with the design guidelines. Mr. Haldeman noted that the steeper pitch serves to hide rooftop equipment. Mr. Haldeman stated that the Committee found the pitch of the roof to be acceptable since it served to improve the appearance of the buildings.

Mr. Haldeman stated that the Committee requested that the applicant and staff work to add windows or other architectural treatments to some of the vertical towers.

Mr. Haldeman stated that the DRC voted unanimously to recommend preliminary approval of the Site Plan subject to addressing all outstanding agency comments and receiving final approval one year from the date of issuance and approval of the elevations with adjustments.

Mr. Haldeman stated that the DRC also reviewed C-20-0054. 164 & 168 Bush Springs Rd - Overhead Utility Waiver. Mr. Haldeman stated that PW Development was seeking a waiver from Section 24-200(c) of the Zoning Ordinance which requires new utility connections to be placed underground. Mr. Haldeman stated that the applicant has requested the easement because they were unable to acquire a necessary easement on the adjacent property. Mr. Haldeman stated that the Committee found the plans for the overhead utility line acceptable and voted unanimously to recommend approval of the waiver.

Mr. Krapf inquired if there were any question or discussion from the Commission.

Mr. Haldeman stated that a thought just occurred to him about whether Dominion Energy (Dominion) could use eminent domain to acquire the easement.

Mr. Krapf stated that he thought that the DRC had touched on the possibility of eminent domain. Mr. Krapf stated that for a line to cross over the adjacent property, it would be necessary to have the adjacent property owner's permission.

Ms. Leverenz stated that her recollection was that the applicant had obtained an agreement for the overhead line; however, the adjacent property owner was unwilling to agree to the underground line.

Mr. Haldeman stated that he wanted to understand whether Dominion could obtain the underground easement by eminent domain.

Mr. Frank Polster suggested pulling the items from the Consent Agenda for further discussion.

Mr. Polster stated that the Policy Committee did not meet in June, therefore, there is nothing to report.

E. CONSENT AGENDA

1. Minutes of the June 3, 2020 Regular Meeting

2. Development Review Committee Action Item: C-20-0054. 164 & 168 Bush Springs Rd - Overhead Utility Waiver

3. Development Review Committee Action Item: SP-20-0015. Virginia Health Services, Colonial Heritage

Mr. Polster stated that he would like to pull both C-20-0054 and SP-20-0015 for discussion.

Ms. Leverenz made a motion to approve the Minutes of the June 3, 2020 Regular Meeting.

On a voice vote, the Commission voted to approve the Minutes of the June 3, 2020 Regular Meeting. (7-0)

Mr. Krapf stated that DRC Action Item: C-20-0054. 164 & 168 Bush Springs Rd - Overhead Utility Waiver has been pulled for discussion.

Mr. Polster requested that Mr. Hlavin address the question of whether Dominion has any standing to exercise eminent domain.

Mr. Max Hlavin, Deputy County Attorney, stated that Dominion does have the power of eminent domain, but only when the land is needed for public use. Mr. Hlavin stated that eminent domain would not apply in this situation.

Mr. Haldeman made a motion to approve the DRC action item.

On a voice vote, the Commission voted to approve C-20-0054. 164 & 168 Bush Springs Rd - Overhead Utility Waiver. (7-0)

Mr. Krapf stated that the next item pulled for discussion is DRC Action Item: SP-20-0015. Virginia Health Services, Colonial Heritage.

Mr. Polster stated that he would defer to Ms. Barbara Null regarding a question she posed to Mr. Holt.

Ms. Barbara Null stated that residents of Colonial Heritage have posed questions about the timing to close off Magnolia Lane at Colonial Heritage Boulevard, and why it is necessary for the project to have construction access to Colonial Heritage Boulevard.

Mr. Holt stated that he did not have those answers at this time, but would follow up with the development team and provide the information as soon as possible.

Mr. Krapf stated that the questions seemed to be administrative and would not preclude a

vote on the item.

Mr. Haldeman made a motion to approve the DRC action item.

On a voice vote the Commission voted to approve DRC Action Item: SP-20-0015. Virginia Health Services, Colonial Heritage. (7-0)

F. PUBLIC HEARINGS

1. SUP-20-0009. 3303 Rochambeau Drive Tourist Home

A motion to Approve was made by Jack Haldeman, the motion result was Passed.
AYES: 4 NAYS: 3 ABSTAIN: 0 ABSENT: 0
Ayes: Haldeman, Krapf, Null, Rose
Nays: Leverenz, O'Connor, Polster

Mr. Brett Meadows, Planner, stated that Ms. Ivy Brothers has applied for a Special Use Permit (SUP) to allow to allow for the short-term rental of an entire four-bedroom home as a tourist home at 3303 Rochambeau Drive. Mr. Meadows stated that the property is zoned A-1, General Agriculture, is designated Low Density Residential on the Comprehensive Plan Land Use Map, and is located inside the Primary Service Area (PSA).

Mr. Meadows stated that Ms. Brothers is the property owner and will live off-site during guest stays and live on-site between guests. Mr. Meadows stated that short-term rental tenants will use an existing parking area located on the property. Mr. Meadows further stated that no changes to the home's footprint are proposed. Mr. Meadows stated that staff considered the home's residential character, location along a major collector road, parking provisions, and screening all to be favorable factors in the evaluation of this application.

Mr. Meadows 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. Meadows stated that such conditions include limitations on the number of rooms rented and total number of rental occupants per stay.

Mr. Meadows stated that staff finds the proposal to be compatible with the Comprehensive Plan, Zoning Ordinance, and surrounding development, and recommends that the Planning Commission recommend approval of this application, subject to the proposed conditions. Mr. Krapf called for disclosures from the Commission. There were no disclosures. Mr. Krapf opened the Public Hearing.

Ms. Ivy Brothers, 3303 Rochambeau Drive, Applicant, stated that she believes the use of the property as a short-term rental will be a benefit to the Toano area. Ms. Brothers thanked the Commission for reviewing the application.

As no one else wished to speak, Mr. Krapf closed the Public hearing.

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

Mr. Krapf stated that he did drive by the site and that this appears to be exactly the type of location that lends itself to this type of use. Mr. Krapf stated that he intends to support the application.

Ms. Leverenz inquired if the adjacent property owners had been notified of the application.

Ms. Leverenz further inquired if there had been any comments from the neighbors.

Mr. Krapf stated that he did see the public hearing sign on the property.

Mr. Holt verified that the required adjacent property owner notifications had been sent.

Mr. Meadows stated that he did not receive any comments.

Ms. Leverenz stated that she has ongoing concerns about approving a Tourist Home SUP because the SUP runs with the land in perpetuity. Ms. Leverenz further stated that one of the Comprehensive Plan Update action items is to evaluate whether there should be a sunset clause on these SUPs.

Mr. Polster stated that he shares the concern on this application in particular. Mr. Polster further stated that the 2045 modeling indicates that this area will be developed and without a sunset clause, the Tourist Home will end up in the middle of numerous subdivisions. Mr. Polster stated that he strenuously objects to the SUP being granted in perpetuity. Mr. Polster further stated that if there were a possibility of adding a clause that the SUP be valid for the period of ownership, he would support the application; however, without the sunset clause, he would not support the application.

Mr. Krapf stated that he feels constrained by existing Ordinances which do not permit imposing a sunset clause on an SUP. Mr. Krapf stated that it is disingenuous to allow an applicant to move through the SUP process under the current guidelines and have the application denied because the Commission does not feel that the Ordinance has sufficient restrictions. Mr. Krapf further stated that he would favor a sunset clause, but believes he must vote on the application based on the existing guidelines. Mr. Krapf noted that when he represented the Commission at the Board of Supervisors meeting in June, he stressed to the Board that this was a sticking point with the Planning Commission when reviewing short-term rental SUP applications.

Mr. Tim O'Connor stated that he recognizes that current code language does not allow the County to impose a sunset clause on SUP applications. Mr. O'Connor further stated that this application meets many of the established criteria for short-term rentals; however, he remains concerned about the effect of short-term rentals on the number of homes that are not owner occupied*, stock of affordable housing, and the hotel industry. Mr. O'Connor stated that he does not intend to support the application.

* Ms. Brothers sent a message to the Commission via the chat function that she intends to reside in the home and is currently living there.

Mr. Rob Rose stated that the Commission voices similar concerns each time a short-term rental application is discussed. Mr. Rose stated that although he understands the concerns, he feels obligated to evaluate the application with the existing criteria. Mr. Rose stated that he feels that this application meets many of the current requirements.

Ms. Null stated that her understanding that if an application meets all the criteria, the Commission has no choice but to approve it.

Mr. O'Connor stated that he uses the Comprehensive Plan as a guiding document for review of applications. Mr. O'Connor further stated that short-term rentals are not consistent with the Comprehensive Plan Goals of creating jobs with benefits, and supporting the hospitality industry. Mr. O'Connor stated that he believes that short-term rentals must be addressed in the Comprehensive Plan.

Mr. Krapf noted that one could argue that short-term rentals meet the goal of supporting the tourism industry by providing a more affordable option for out of area families. Mr. Krapf further stated that this is a difficult decision point for both the Commission and the Board. Mr. Krapf stated that the issue needs to be addressed in the Comprehensive Plan Update so that there is a level playing field for every applicant.

Mr. Polster stated that when you look at the four items listed in the staff report as supporting the Comprehensive Plan, Tourist Homes are not referenced; they apply to residential areas and character. Mr. Polster further stated that the Comprehensive Plan serves as guidance for the future, so if the decision is made to approve the application, it is saying that it is appropriate for this use to exist in perpetuity in an area that will ultimately surround it with small subdivisions. Mr. Polster stated that this is why he is not supporting the application.

Mr. Haldeman stated that he finds validity in each of the arguments. Mr. Haldeman stated, however, that he does not find this property to meet the criteria set forth for affordable housing. Mr. Haldeman stated that, in response to the concern that the short-term rental will end up in the middle of multiple housing developments, the 2045 Comprehensive Plan review will also update the Land Use Map which may provide different guidance regarding the use of the land. Mr. Haldeman stated that there is no question that the concerns need to be addressed; however, this particular case meets all of the current criteria. Mr. Haldeman stated that he will support the application.

Mr. O'Connor noted that from his observations, many people in that area walk, ride bikes, or ride scooters to work and that the proximity of the home to the Stonehouse Commerce Park does meet that part of the affordable housing criteria.

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

On a roll call vote, the Commission voted to recommend approval of SUP-20-0009. 3303 Rochambeau Drive Tourist Home. (4-3)

2. ORD-19-0010. Zoning Ordinance Amendments to Address the Keeping of Bees in Residential Neighborhoods

A motion to Approve was made by Jack Haldeman, the motion result was Passed.
AYES: 7 NAYS: 0 ABSTAIN: 0 ABSENT: 0
Ayes: Haldeman, Krapf, Leverenz, Null, O'Connor, Polster, Rose

Mr. Krapf stated that Mr. Michael Garvin, president of the local beekeepers association, was also in attendance.

Ms. Terry Costello, Deputy Zoning Administrator, stated that at its October 8, 2019 meeting, the Board of Supervisors adopted an Initiating Resolution to address beekeeping in residential and agricultural districts. Ms. Costello stated that the keeping of bees is already currently permitted in agricultural districts under the General Agricultural use. Ms. Costello stated that staff proceeded with researching beekeeping as a use in residential districts.

Ms. Costello staff conducted research on how other localities handle the keeping of bees in residential areas. Ms. Costello stated that in general, all localities surveyed allowed beekeeping as accessory to residential uses. Ms. Costello stated that some localities do not address beekeeping in their Ordinances and due to the inclusive nature of their Ordinances, this allows the use to occur.

Ms. Costello stated that at this meeting, the Policy Committee directed staff to develop performance standards based on the Best Management Practices of the State of Virginia and regulations in Albemarle County's Zoning Ordinance.

Ms. Costello stated that during the discussion at the March 12, 2020 meeting, the Policy Committee also discussed beekeeping in commercial districts; however, after consulting with the County Attorney's office, the Initiating Resolution directed staff to review beekeeping in residential and agricultural districts only. Ms. Costello stated that in order to add commercial districts to the discussion it would be necessary to amend the Initiating Resolution. Ms. Costello stated that the Mixed Use District has the potential to be both residential and commercial and was not included in this analysis. Ms. Costello stated that the Policy Committee voted to recommended approval of the Ordinance to the Planning Commission.

Ms. Costello stated that staff recommends that the Planning Commission recommend approval of the attached Ordinance to the Board of Supervisors. Ms. Costello stated that staff also recommends that the Planning Commission make a recommendation to the Board of Supervisors to review beekeeping as a use in Commercial Districts.

Mr. Krapf opened the Public Hearing.

Mr. Michael Garvin, President of The Williamsburg Area Beekeepers Association, addressed the Commission in support of the Ordinance Amendments.

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

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

Mr. Haldeman stated that he hoped there would be a recommendation to the Board of Supervisors to initiate consideration of beekeeping in all zoning districts.

Mr. Haldeman made a motion to recommend approval of the Ordinance amendment and to recommend that the Board of Supervisors initiate consideration of beekeeping in commercially zoned areas.

Ms. Leverenz inquired if the Board has the authority to extend beekeeping to all zoning districts without further review.

Mr. Holt stated that it was not part of the advertised Public Hearing.

Mr. Polster stated that he also supports beekeeping in commercially zoned areas. Mr. Polster noted that this is already allowed in the City of Williamsburg and that many urban areas use have beehives on the roofs of businesses. Mr. Polster further noted that Policy Committee discussion brought forward that beekeeping is already allowed on parcels zoned Public Lands.

On a roll call vote the Commission voted to recommend approval of ORD-19-0010. Zoning Ordinance Amendments to Address the Keeping of Bees in Residential Neighborhoods and to recommend that the Board of Supervisors initiate consideration of beekeeping in commercially zoned areas. (7-0)

G. PLANNING COMMISSION CONSIDERATIONS

Mr. Krapf stated that the Commission would need to consider two items.

1. A motion to amend the Agenda to consider amending the Planning Commission

Calendar to add the Planning Commission Working Group (PCWG) meeting on July 13, 2020.

2. A motion to approve amending the Planning Commission Calendar to add the PCWG meeting on July 13, 2020.

Mr. Haldeman made a motion to amend the Agenda.

On a voice vote the Committee voted to amend the Agenda to consider amending the Planning Commission Calendar to add the PCWG meeting on July 13, 2020. (7-0)

Ms. Null made a motion to approve amending the Planning Commission Calendar.

On a voice vote, the Commission voted to amend the Planning Commission Calendar to add the PCWG meeting on July 13, 2020 at 4:00 p.m. (7-0)

H. PLANNING DIRECTOR'S REPORT

1. Planning Director's Report - July 2020

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

Mr. Polster noted that the Board of Supervisors has delegated review of short-term rental regulations to the Planning Commission during the Comprehensive Plan Review. Mr. Polster inquired how that would be handled.

Mr. Holt stated that the Board may provide guidance on next steps at its meeting on July 14, 2020. Mr. Holt stated that the Board would have up to a year to act on any application.

Mr. Holt stated that staff and the County Attorney are looking at the timeline and coordinating with the Comprehensive Plan Review Team to determine when those discussions will take place. Mr. Holt stated that the discussions will likely take place in the late summer or early fall. Mr. Holt noted that the Planning Office would be very transparent with applicants about the potential for changes to the review criteria and the impact on applications.

Mr. Polster inquired if the Commission and Board of Supervisors might meet to openly discuss ideas for the amendments.

Mr. Holt stated that there would be one or more joint work sessions with the Board. Mr. Holt further stated that this issue would likely move forward in advance of the full Comprehensive Plan adoption in July 2021.

Mr. Polster stated that he hoped the Comprehensive Plan would specify what standards apply to short-term rentals, what standards apply to rental properties, and what standards apply to residential properties.

Mr. O'Connor stated that he would ask the Board of Supervisors not to delay hearing sort-term rental SUP applications. Mr. O'Connor stated that the County has a current adopted Compressive Plan and adopted Ordinances. Mr. O'Connor stated that the County should not deny someone the opportunity to apply for an SUP and have the case heard in a timely manner.

Ms. Leverenz stated that unless the Board delays review of further short-term rental SUPs,

she is concerned about the potential for an influx of SUP applications once it is known that the Board will be revising the criteria.

Mr. Krapf inquired if applications would be reviewed under the criteria in effect when they were submitted, or when they are reviewed by the Board.

Mr. Holt stated that by making its intentions known, the Board would hope to avoid some of that disconnect.

Mr. Haldeman inquired about how many land use applications have been received.

Mr. Holt stated that there were three applications submitted from property owners and a couple internal housekeeping changes that staff is developing.

Mr. Haldeman inquired what goes into the internal revisions.

Mr. Holt stated that it is similar to the review process of a rezoning.

Mr. Haldeman inquired about the criteria for a land use change.

Mr. Holt stated that the criteria are, again, similar to a rezoning; however, it is more conceptual in nature and is setting the course for a future rezoning with a more detailed application.

Mr. Haldeman inquired if the input from the Community Participation Team would be considered in reviewing the Land Use applications.

Mr. Holt stated that the input would be used to inform the analysis.

Mr. Haldeman inquired if the property owners were made aware of the potential changes to the Land Use Designation.

Mr. Holt stated that the public applications were submitted by the property owners and that any other affected property owners would be notified once the applications were selected to move forward.

I. PLANNING COMMISSION DISCUSSION AND REQUESTS

Mr. Krapf stated that Ms. Null would be the representative to the Board of Supervisors meeting in July.

J. ADJOURNMENT

Ms. Null made a motion to adjourn the meeting to the PCWG meeting on July 13, 2020, at 4:00 p.m.

The meeting was adjourned at approximately 7:13 p.m.

_____ _____

Paul D. Holt, III, Secretary Rich Krapf, Chair

AGENDA ITEM NO. F.1.

ITEM SUMMARY

DATE:	8/5/2020
TO:	The Planning Commission
FROM:	Terry Costello, Deputy Zoning Administrator/Senior Planner
SUBJECT:	SUP-20-0008. 7-Eleven Convenience Store with Gas Pumps and Drive-Through Restaurant at Quarterpath

ATTACHMENTS:

	Description	Type
🗋	Staff Report	Staff Report
🗋	Proposed SUP Conditions	Resolution
🗋	Location Map	Backup Material
🗋	Master Plan	Exhibit
🗋	Community Impact Study and Elevations	Backup Material
🗋	Traffic Study	Backup Material
🗋	Traffic Concept Plan	Backup Material
🗋	SUP-0016-2016	Backup Material

REVIEWERS:

Department	Reviewer	Action	Date
Planning Commission	Holt, Paul	Approved	7/28/2020 - 7:53 AM
Planning Commission	Holt, Paul	Approved	7/28/2020 - 7:53 AM
Publication Management	Burcham, Nan	Approved	7/28/2020 - 8:03 AM
Planning Commission	Holt, Paul	Approved	7/28/2020 - 8:08 AM

SUMMARY FACTS

Applicant:	Mr. Mark Richardson, Timmons Group
Land Owner:	Quarterpath Williamsburg, LLC
Proposal:	To amend Special Use Permit (SUP) conditions associated with the construction of a +/- 2,940-square-foot convenience store with gas pumps and a +/- 4,000-square-foot drive-through restaurant. This request will also amend, supersede, and replace previously approved SUP-0016-2016.
Locations:	7327 and 7337 Pocahontas Trail
Tax Map/Parcel Nos.:	5020100030 and 5020100075A
Project Acreage:	+/- 1.964 and +/- 1.93 acres, respectively
Zoning:	B-1, General Business
Comprehensive Plan:	Mixed Use
Primary Service Area:	Inside
Staff Contact:	Terry Costello, Deputy Zoning Administrator/Senior Planner

PUBLIC HEARING DATES

Planning Commission:	August 5, 2020, 6:00 p.m.
Board of Supervisors:	September 8, 2020, 5:00 p.m. (tentative)

FACTORS FAVORABLE

1. The SUP for this proposal was previously approved and the convenience store is now open and operating. This current application, if approved, will give an extension for the commencement of construction for the drive-through restaurant.

2. With the proposed conditions, staff continues to find the proposal compatible with surrounding zoning and development.

3. With the proposed conditions, staff continues to find the proposal consistent with the recommendations of the 2035 Comprehensive Plan.

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

FACTORS UNFAVORABLE

With the attached SUP conditions, staff finds no unfavorable factors.

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

SUMMARY STAFF RECOMMENDATION

Approval, subject to the proposed conditions.

PROJECT DESCRIPTION

- The 7-Eleven convenience store with gas pumps and drive-through restaurant originally received approval on October 10, 2017. Condition No. 22 of Attachment No. 7 required construction of the drive-through restaurant to begin within 36 months. This deadline will not be met; therefore, the request is to replace, amend, and supersede this SUP.

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.

- There is a condition with SUP-0016-2016 (Attachment No. 7, Condition No. 22) that states, "Construction on the Restaurant shall commence within 36 months from the date of approval of this SUP. Construction shall be defined as obtaining building permits and an approved footing inspection and/or foundation inspection." The Board of Supervisors approved this SUP on October 10, 2017. The applicant is requesting an extension of 36 months to secure a business for the drive-through restaurant.

- An SUP is required for convenience stores with gas pumps in B-1. Drive-through restaurants are a permitted use in B-1. However, the traffic generation of the site exceeds 100 peak hour trips; therefore, a commercial SUP per Sec. 24-11 of the Zoning Ordinance is required.

PLANNING AND ZONING HISTORY

During the legislative process for SUP-0016-2016, the applicant requested an SUP to construct a +/- 2,940-square-foot convenience store with gas pumps and a +/- 4,000 square foot drive-through restaurant. The proposal included 18 parking spaces to serve the convenience store and 42 parking spaces for the restaurant. A site plan was submitted in 2018 for the convenience store with gas pumps and construction was completed in 2019.

SURROUNDING ZONING AND DEVELOPMENT

- Properties on either side of this parcel are zoned B-1, General Business, while property across the street is zoned R-2, General Residential. The property to the rear is in the City of Williamsburg and is zoned ED Conditional, Economic Development with Conditions.

- The subject property is partially developed and partially undeveloped. It fronts onto Pocahontas Trail and Battery Boulevard, which is maintained by the City of Williamsburg.

COMPREHENSIVE PLAN

- The property is designated Mixed Use on the 2035 Comprehensive Plan Land Use Map. The Mixed Use area in the Comprehensive Plan called Routes 60/143/199 Interchanges describes principle uses that include commercial and office development with moderate density residential as a secondary use.

- The Comprehensive Plan states that future development should be integrated with and complement the design guidelines and layout of development planned in the City of Williamsburg including uses, architecture, landscaping, historic resources, and pedestrian amenities; many of which have been addressed in the SUP conditions.

- A Community Impact Statement was submitted as part of the application for SUP-0016-2016, showing the intended materials and colors for the development. Should this SUP be approved, staff is proposing the same conditions that were a part of SUP-0016-2016 to ensure that further architectural detailing for the buildings and gas canopy are addressed at the site plan stage and into the future.

Impacts/Potentially Unfavorable Conditions	Status *(No Mitigation Required/Mitigated/Not Fully Mitigated)*	Considerations/Proposed Mitigation of Potentially Unfavorable Conditions
Watersheds, Streams, and Reservoirs	Mitigated	- Stormwater and Resource Protection (SRP) requested SUP conditions related to stormwater management and a spill prevention, control, and countermeasures plan. (Attachment No. 1, Condition Nos. 5 and 6) - The stormwater master plan and spill prevention plan received approval from SRP and the City of Williamsburg. - There is a Resource Protection Area at the rear of the property. The Chesapeake Bay Board approved a limited amount of disturbance in this area during the development of the convenience store and approved mitigation measures were implemented.
Nearby and Surrounding Properties	Mitigated	- The properties are surrounded by business zoning. The residentially zoned properties are further away across the railroad and Merrimac Trail. - Many of the potential impacts are being mitigated through SUP conditions such as lighting, noise, screening of site features, and architectural review.
Community Character	Mitigated	- The project will need to demonstrate full compliance with the Zoning Ordinance at the site plan stage.
Cultural/Historic	Mitigated	- A Phase I Archaeological Study is required for both properties. (Condition No. 3) A study was reviewed and approved before land disturbance of the 7-Eleven convenience store. The drive-through restaurant property will still need to provide a Phase I study to comply with this condition.
Public Transportation: Vehicular	Mitigated	- A traffic study was completed for this proposal, which recommends the installation of only one entrance/exit off Pocahontas Trail until a traffic light is warranted. At the time it is warranted, the existing entrance will become an entrance only and an additional egress only point can be built. - A landscaped median along the center of Pocahontas Trail will also be installed or guaranteed before the first Certificate of Occupancy. Prior to the Certificate of Occupancy for the convenience store and gas station in 2019, a bond was put in place to guarantee these improvements. - Conditions are proposed for the completion of these improvements. (Condition No. 9)

Impacts/Potentially Unfavorable Conditions	Status *(No Mitigation Required/Mitigated/Not Fully Mitigated)*	Considerations/Proposed Mitigation of Potentially Unfavorable Conditions
Public Transportation: Bicycle/Pedestrian	Mitigated	- A sidewalk along the frontage of Pocahontas Trail is required as well as a bike lane along Pocahontas Trail. A bicycle lane and sidewalk has been installed as part of the 7-Eleven development across the frontage of both properties. - Internal pedestrian accommodations between the two properties will need to be provided as shown on the Master Plan as stated in Condition No. 7.
Public Safety	No Mitigation Required	- Fire Station 2 on Pocahontas Trail serves this area of the County, approximate 2.4 miles from the project.
Public Schools	No Mitigation Required	- N/A since no residential dwelling units are proposed.
Public Parks and Recreation	No Mitigation Required	- N/A since no residential dwelling units are proposed.
Public Libraries and Cultural Centers	No Mitigation Required	- Staff finds this project does not generate impacts that require mitigation.
Groundwater and Drinking Water Resources	No Mitigation Required	- Site is served by Newport News Waterworks for water and James City Service Authority for sewer.

PROPOSED SUP CONDITIONS

- Draft text of proposed conditions is provided as Attachment No. 1.

STAFF RECOMMENDATION

With the attached conditions, staff continues to find that the proposal is compatible with surrounding zoning and development and consistent with the 2035 Comprehensive Plan.

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

TC/md
SUP20-8_7-11Qtrpath

Attachments:
1. Proposed SUP Conditions
2. Location Map
3. Master Plan Exhibit
4. Community Impact Study and Elevations
5. Traffic Study
6. Traffic Concept Plan
7. SUP-0016-2016, 7-Eleven Convenience Store with Gas Pumps and Drive-Through Restaurant at Quarterpath SUP

PROPOSED SUP CONDITIONS

1. *Master Plan:* This Special Use Permit ("SUP") shall apply to those certain properties located at 7327 Pocahontas Trail, further identified as James City County Real Estate Tax Map Parcel No. 5020100030 ("Parcel B"), and 7337 Pocahontas Trail, further identified as James City County Real Estate Tax Map Parcel No. 5020100075A ("Parcel A") (Parcel A and Parcel B referred to together as the "Properties"). The SUP shall be valid for a convenience store of up to 2,940 square feet that sells and dispenses fuel on Parcel A, and a drive-through fast food restaurant of up to 4,000 square feet on Parcel B. All final development plans for the Properties shall be consistent with the Master Plan entitled, "7-11 Convenience Store with Gas and Drive-Thru Restaurant Conceptual Master Plan" prepared by Timmons Group, dated August 25, 2017 (the "Master Plan") as determined by the Director of Planning with any deviations considered per Section 24-23(a)(2) of the Zoning Ordinance, as amended.

2. *Gas Pumps:* There shall be no more than six fueling islands on Parcel A as shown on the Master Plan.

3. *Archaeological Study:* A Phase I historic and archaeological study for the Properties shall be submitted to the Director of Planning, or his designee, for review and approval prior to land disturbance. A treatment plan shall be submitted and approved by the Director of Planning for all sites in the Phase I study that are recommended for a Phase II evaluation and/or identified as eligible for inclusion on the National Register of Historic Places. If a Phase II study is undertaken, such a study shall be approved by the Director of Planning and a treatment plan for said sites shall be submitted to, and approved by, the Director of Planning for sites that are determined to be eligible for inclusion on the National Register of Historic Places and/or those sites that require a Phase III study. If in the Phase III study, a site is determined eligible for nomination to the National Register of Historic Places and said site is to be preserved in place, the treatment plan shall include nomination of the site to the National Register of Historic Places. If a Phase III study is undertaken for said sites, such studies shall be approved by the Director of Planning prior to land disturbance within the study areas. All Phase I, II and III studies shall meet the Virginia Department of Historic Resources' *Guidelines for Preparing Archaeological Resource Management Reports* and the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation,* as applicable, and shall be conducted under the supervision of a qualified archaeologist who meets the qualifications set forth in the Secretary of the Interior's *Professional Qualification Standards.* All approved treatment plans shall be incorporated into the plan of development for the Properties and the clearing, grading or construction activities thereon.

4. *Phasing of Improvements Between the Different Principal Uses:* Prior to the issuance of any site plan approvals for Parcel B, all shared improvements for the Properties (including but not limited to all entrance improvements to/from Pocahontas Trail and Battery Boulevard, shared parking, shared stormwater management features and internal circulation improvements) shall be constructed and completed.

5. *Spill Prevention, Control and Countermeasures (SPCC) Plan:* Parcel A shall have a SPCC Plan for the Convenience Store. Prior to the issuance of a Land Disturbing Permit, an SPCC Plan shall be reviewed and approved by the Director of Stormwater and Resource Protection.

6. *Stormwater Management:* Unless otherwise approved by the Director of Stormwater and Resource Protection, development of the Properties shall comply with the City of Williamsburg-approved *Stormwater Management Master Plan* (revised January 28, 2013) and *Best Management Practices Land Bay Design Guidelines* (January 7, 2013) reports for Quarterpath at Williamsburg.

7. *Internal Pedestrian Accommodations:* The owner(s) of Parcel A and Parcel B shall provide internal pedestrian connections for the Properties to include, but not be limited to, wherever sidewalks enter the parking area or cross any entrance to the Properties or drive-through lane, and shall provide safe connections from the existing Williamsburg Area Transit Authority (WATA) bus stop. The connections shall be clearly delineated by use of a different color of pavement, brick pavers, or some other method determined to be acceptable by the Director of Planning.

8. *Pedestrian and Bicycle Accommodations*: In accordance with the Regional Bikeway Map, a bike lane shall be provided along the Properties' Pocahontas Trail frontage. In accordance with the adopted Pedestrian Accommodations Master Plan, a sidewalk shall be provided along the Properties' Pocahontas Trail frontage. In lieu of a sidewalk, a multi-use trail may be installed to be consistent with other multi-use trails that may be a part of the larger Quarterpath at Williamsburg master plan; however, should a multi-use trail be installed, a bike lane must still be provided. Pedestrian and bike accommodations shall be installed or bonded prior to the issuance of a Certificate of Occupancy for any building on the Properties.

9. *Traffic Improvements:* Until a traffic signal is operational at the intersection of Pocahontas Trail and Battery Boulevard (the "Intersection"), access to the Properties shall be limited to one ingress/egress entrance on Pocahontas Trail and one ingress/ egress entrance on Battery Boulevard, as more specifically shown on the Master Plan. "Operational" is defined as electrified and controlling the movement of traffic at the Intersection. At such time that a traffic signal at the Intersection is operational, a second egress-only exit may be constructed on Pocahontas Trail, as more specifically shown on the Master Plan. Prior to the first Certificate of Occupancy for the Properties, a raised landscape median on Pocahontas Trail across the Pocahontas Trail frontage of the Properties as shown on the Master Plan shall be constructed or guaranteed in a manner acceptable to the County Attorney. The design of the raised landscape median shall be shown on the initial site plan. If the traffic signal is not warranted at the Intersection within ten years from approval of this SUP, the raised landscape median referenced above shall not be required.

10. *Architectural Review:* Prior to issuance of a Building Permit for each structure on the Properties shown on the Master Plan, the Director of Planning, or designee, shall review and approve the final building elevations and architectural design for such structure. Exterior building materials and colors for all structures shall be generally consistent with the drawing entitled "Riverside Doctors' Hospital Williamsburg Exterior Mock-up 03-09-2012" as contained within the Community Impact Statement. A determination of substantial architectural consistency shall be made by the Director

of Planning or designee prior to site plan approval. In the event the Director of Planning disapproves the architectural elevations, the applicant may appeal the decision to the Development Review Committee which shall forward a recommendation to the Planning Commission. Samples of such building materials and colors shall be approved by the Director of Planning prior to final site plan approval.

11. *Architectural Review – Gas Pump Canopy:* The architecture of the gas pump canopy (the "Canopy"), including any columns, shall match the design and exterior building materials of the structure on Parcel A. The Canopy shall have a maximum height of 15 feet measured from the finished grade to the underside of the Canopy, and shall not exceed a total height of 16.5 feet from the finished grade. No more than two signs shall be allowed on the Canopy. The Canopy shall not include gas pricing signs.

12. *Screening of Site Features:* All dumpsters and ground-mounted HVAC and mechanical units on the Properties shall be screened by an enclosure composed of masonry, closed cell PVC, prefinished metal, or cementitious panels in detail and colors to blend with adjacent building materials. Where present, such features shall be shown on the site plan for the adjacent building and shall be reviewed and approved by the Director of Planning for consistency with this condition.

13. *Outside Display, Sale or Storage:* Unless otherwise stated in this condition, no outside display, sale, or storage of merchandise shall be permitted on the Properties. As used for this condition, the term "merchandise" shall include but not be limited to ice, soda, candy, and/or snack machines. Parcel A may have one outside vending machine and one outside ice chest, both of which shall be situated against the exterior wall of the Convenience Store that faces Parcel B and shall be screened from adjacent rights-of-way with building materials similar in type and color with the site architecture in order to minimize visual impacts. Final screening design shall be approved by the Director of Planning.

14. *Intercom and Speaker Noise:* All intercom and other speaker systems on the Properties shall operate in such a manner that they shall not be audible from adjacent properties.

15. *Lighting:* There shall be no light trespass, defined as light intensity measured at 0.1 foot candle or higher extending beyond the boundaries of the Properties or into the public right-of-way unless lighting the pedestrian accommodations. All lights, including any lighting on the Canopy, shall have recessed fixtures with no bulb, lens, or globe extending below the casing. Light poles in the parking lot shall not exceed 20 feet in height as measured from finished grade. The lighting for the Properties shall be reviewed and approved by the Director of Planning prior to final site plan approval.

16. *WATA Facilities:* Any change or relocation of existing WATA facilities shall be subject to approval by the Director of Planning prior to final site plan approval.

17. *Signage:* All building face signage on the Properties shall be externally illuminated or use back-lit or channeled lettered lighting as defined in Section 24-67 of the Zoning Ordinance. For any back-lit or channeled lettered signs the sign shall meet the criteria listed in Section 24-72 of the Zoning Ordinance, or successor section. In addition to any building face signage as permitted by the Zoning Ordinance, Parcel A and Parcel B may each have one exterior freestanding sign which shall be externally illuminated monument-style signs not to exceed 8 feet in height. The base of the freestanding signs

shall be brick or shall use materials similar in type and color with the site architecture as determined by the Director of Planning or designee.

18. *Sustainable Design Initiatives:*

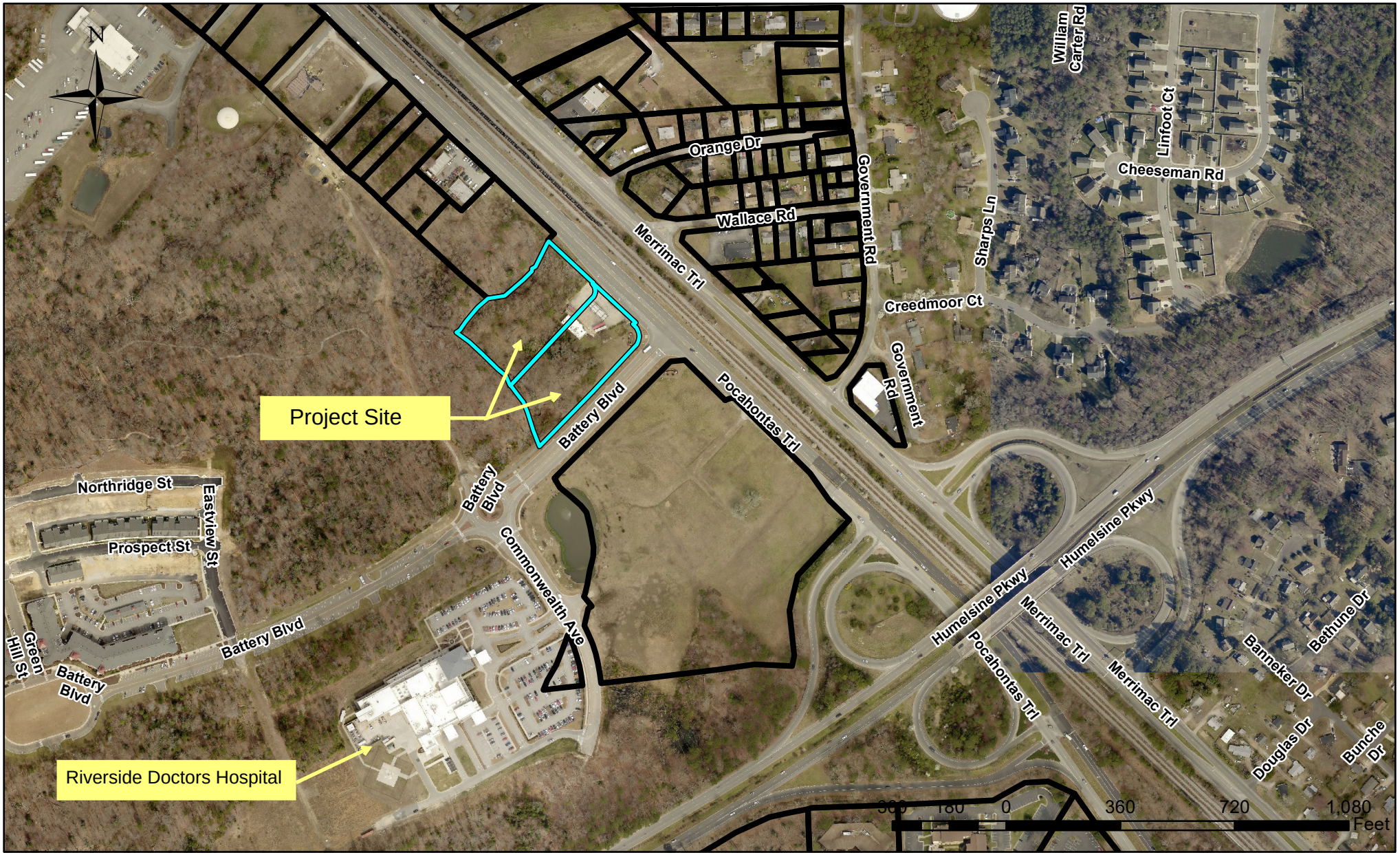
    a. Sustainable design initiatives shall be implemented during development of both the Convenience Store and the Restaurant as shown on the Master Plan to achieve the equivalent of 36 points from the Leadership in Energy and Environmental Design (LEED) for New Construction and Major Renovations (based on 2017 guidelines) (the "Credits") for each use. Prerequisite items in the LEED 2017 guidelines shall not be required to be completed in addition to the Credits. In addition, documentation of the building energy performance shall be provided by a mechanical engineer to the Director of Planning before the Certificate of Occupancy for the initial building to demonstrate an improvement in efficiency of the building's thermal envelope, mechanical systems, and electrical systems over code-required baseline performance.
    b. The strategies to achieve the Credits will be incorporated into the construction documents either as part of the design or as requirements for the contractor to substantiate during the course of construction. Compliance with the Credits requirements will be validated in a straightforward way through things like, but not limited to, review of contractor submittals, submission of design calculations and letters certifying that requirements have been met. This validation will be overseen by a LEED-accredited professional and approved by the Director of Planning or designee. The Credits related to the design of the Convenience Store or the Restaurant shall be approved prior to issuance of the final site plan approval, and the Credits related to the construction of the Convenience Store or the Restaurant shall be approved prior to issuance a Certificate of Occupancy for either use.

19. *Commencement for Drive-Through Restaurant:* Construction on the Restaurant shall commence within 36 months from the date of approval of this SUP or the permit for the Restaurant on Parcel B will automatically be void. Construction shall be defined as obtaining building permits and an approved footing inspection and/or foundation inspection.

20. *Specific Violations*: Any violation of a condition specific to Parcel A or Parcel B shall not constitute a violation of this SUP for the other parcel. Any violation of a condition specific to the Properties shall be a violation of the SUP for both Parcel A and Parcel B.

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

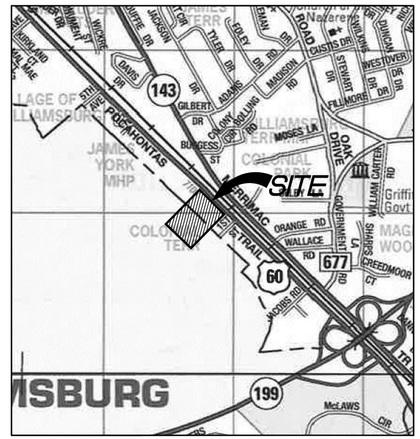
SUP-20-0008
7-Eleven Convenience Store with Gas Pumps and Drive-Through Restaurant at Quarterpath



NOTE:
PHASE II 'EXIT ONLY' IMPLEMENTED WITH ADDITION OF TRAFFIC SIGNAL. SEE TRAFFIC STUDY

NOTE:
PHASE II 'RAISED LANDSCAPE MEDIAN' IMPLEMENTED WITH ADDITION OF TRAFFIC SIGNAL. SEE TRAFFIC STUDY

NOTE:
PHASE II '24 FT WIDE ENTRY ONLY' IMPLEMENTED WITH ADDITION OF TRAFFIC SIGNAL. SEE TRAFFIC STUDY



VICINITY MAP

SCALE: 1" = 1000'

SITE INFORMATION

SITE ZONED: B-1

RESTAURANT: 85,980.13 SF / 1.97 ACRES
7-ELEVEN: 78,828.13 SF / 1.80 ACRES

TOTAL SITE: 164,808.26 SF / 3.77 ACRES

FLOOR AREA RATIO:
GROSS FLOOR AREA / BUILDABLE LAND AREA
RESTAURANT: 4,000 SF / 52,284.41 SF = 0.08 FAR
7-11: 2,940 SF / 52,671.72 = 0.06 FAR

IMPERVIOUS AREA:

RESTAURANT:	
EXISTING:	7,813 SF
PROPOSED:	29,210 SF / 0.67 ACRES (34% IMPERVIOUS)
7-ELEVEN:	
EXISTING:	14,304 SF
PROPOSED:	35,247 SF / 0.80 ACRES (45% IMPERVIOUS)
TOTAL EXIST. IMPERVIOUS:	22,117 SF / 0.5 ACRES
TOTAL IMPERVIOUS:	64,457 SF / 1.48 ACRES

REQUIRED PARKING:

RESTAURANT: 4,000 SF (1 SPACE / 4 SEATS)	
PARKING REQUIRED: (130 seats / 4)	33 spaces
PARKING PROVIDED:	40 spaces
ACCESSIBLE SPACES REQUIRED:	2 spaces
ACCESSIBLE SPACES PROVIDED:	2 spaces
7-ELEVEN BUILDING: 2,940 SF (1 SPACE / 200 SF)	
PARKING REQUIRED: (2,940 / 200)	15 spaces
PARKING PROVIDED:	17 spaces
ACCESSIBLE SPACES REQUIRED:	1 space
ACCESSIBLE SPACES PROVIDED:	1 space
TOTAL PARKING REQUIRED:	48 spaces
TOTAL PARKING PROVIDED:	57 spaces
(MAX 120%: 48 x 1.2 = 57.6 SPACES)	

QUARTERPATH AT WILLIAMSBURG

7-11 CONVENIENCE STORE WITH GAS AND DRIVE-THRU RESTAURANT
CONCEPTUAL MASTER PLAN - August 25, 2017

SCALE 1" = 30'
0 30' 60'

TIMMONS GROUP
YOUR VISION ACHIEVED THROUGH OURS. WWW.TIMMONS.COM

COMMUNITY IMPACT STUDY

Quarterpath, Williamsburg

Pocahontas Trail and Battery Boulevard

James City County, Virginia

August 24th, 2017

JCC SUP-0016-2016

TIMMONS GROUP

YOUR VISION ACHIEVED THROUGH OURS.

OVERVIEW

Southland Corporation currently owns and operates a store at 7337 Pocahontas Trail (Parcel ID 5020100030A). They desire to replace their existing store and are proposing a boundary line adjustment with Quarterpath of Williamsburg. Quarterpath of Williamsburg owns 7327 Pocahontas Trail (Parcel ID 5020100030), 7341 Pocahontas Trail (Parcel ID 5020700004B) and 3000 Battery Boulevard (Parcel ID 5020100075A). The future configuration of parcels will contain a new 7-Eleven and a drive thru restaurant. All parcels are currently zoned B-1 General Business and total 3.9 acres. The B1 designation requires a Special Use Permit when a drive thru restaurant will generate more than 100 peak hour trips and when a convenience store sells and dispenses fuel in accordance with Section 24-38.

The comprehensive plan identifies the properties as mixed use. The parcels size, shape, and environmental constraints preclude a mixed use development. The overall Quarterpath development is mixed use.

TRAFFIC IMPACT ANALYSIS

Ingress/egress is currently provided to the existing 7-Eleven by two curb cuts on Pocahontas Trail. The proposed condition will include one curb cut to a joint access for the 7-Eleven and restaurant site. Both parcels will maintain internal circulation with a shared access to Battery Boulevard. A traffic study was conducted by DRW Consultants, LLC. (Submitted separately)

WATER AND SEWER IMPACTS

The project site lies within the JCSA Primary Service Area (PSA). Water to the site is provided by means of a 16" waterline in Pocahontas Trail owned and operated by Newport News Waterworks. Wastewater is collected via a gravity sewer line in Pocahontas Trail owned and operated by JCSA. This site will utilize less than 15,500 gallons average daily flow, therefore an impact study was not conducted.

ENVIRONMENTAL CONSTRAINTS

An environmental constraints analysis was conducted by Stantec dated February 26th, 2016. (See appendix) The project site lies within the College Creek Watershed. The FEMA flood zone designation is X. Storm drainage currently travels first by sheet flow then via channel flow to Tutter's Neck Pond. Tutter's Neck Pond is the regional stormwater management facility for Quarterpath of Williamsburg.

PUBLIC FACILITIES

It is not anticipated that this project will increase the need for public facilities.

HISTORICAL AND ARCHAEOLOGICAL

This site is not identified as highly-sensitive on the James City County Archeological assessment. There are no known historical or archaeological elements at this site.

ENVIROMENTAL INVENTORY

An environmental inventory has been provided in the appendix.

FISCAL IMPACT ANALYSIS

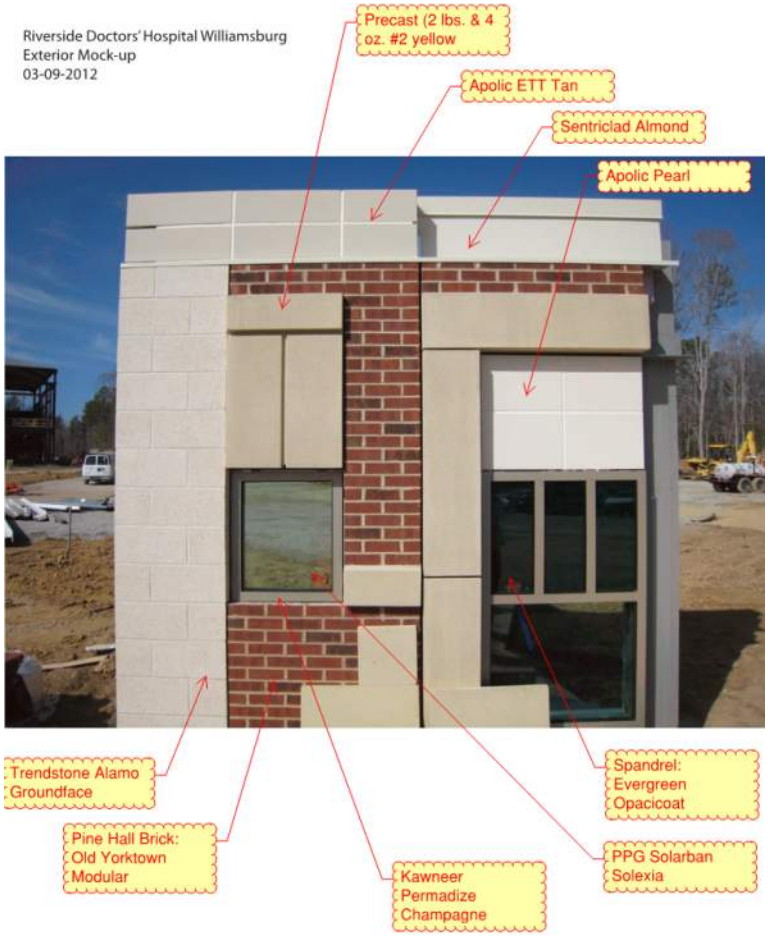
Not applicable.

PARKS AND RECREATION

Not applicable.

7-Eleven
Colors and Materials

A prototypical building will be used for the 7-Eleven. A color rendering of the materials has been provided in the appendix. The fast food restaurant has yet to be identified, but materials will be consistent with the Riverside Hospital building.



7 ELEVATION - DUMPSTER ENCLOSURE
3/16" = 1'-0"

BDF NA35 WINDOW FILM
BLACK - MEDIUM

LAWRENCEVILLE BRICK
BURNT CHIMNEY

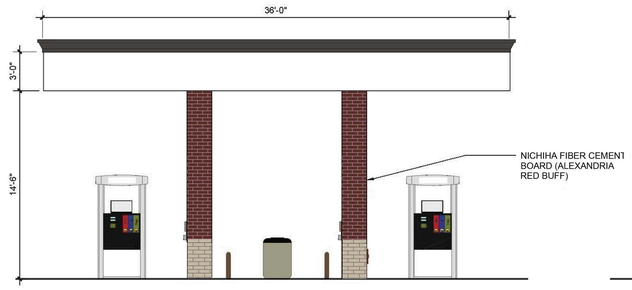
GENERAL SHALE
BRICK - GRAYSTONE VELOUR

EXTERIOR MATERIALS SCHEDULE		
NO.	MATERIAL	MANUF.-COLOR
MR - 1	MEMBRANE ROOFING	DUROLAST - WHITE
M-1	LAWRENCEVILLE BRICK	BURNT CHIMNEY
M-2	GENERAL SHALE BRICK	GRAYSTONE VELOUR
P-3	EXTERIOR HM DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS, AND LIGHT POLES.	SHERWIN WILLIAMS - SEAL SKIN SW 7675
P-6	EXTERIOR BOLLARDS WALL PACKS, PARAPET CAP, ELECTRICAL SWITCHGEAR	MATCH STOREFRONT FINISH
S-1	ALUMINUM STOREFRONT GLAZING	KAWNEER - 451T VG
C-1	PREFINISHED ALUMINUM CANOPY	MAPES LUMISHADE CANOPY - DARK BRONZE W/ REAR GUTTER CONNECTIONS ON FRONT CANOPY OR APPROVED EQUAL

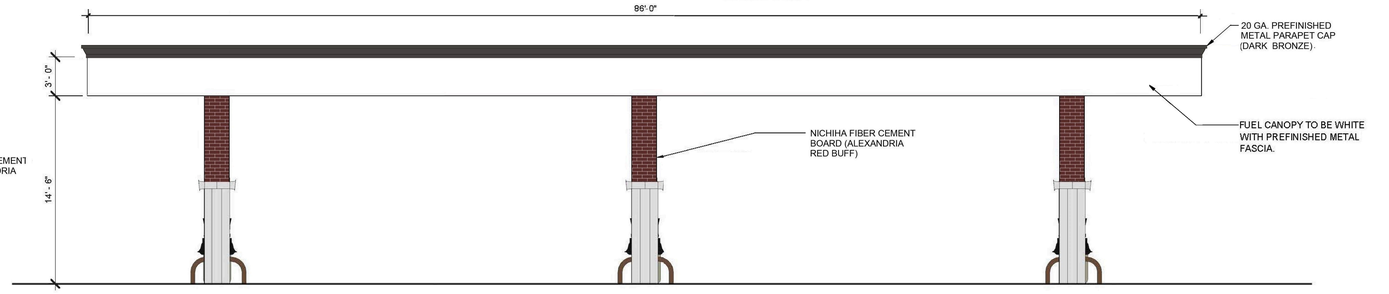
7-Eleven Sustainability Measures

7-Eleven is committed to protecting the environment and controlling energy consumption for all its stores. Below is a listing of items and measures currently being utilized in construction of new stores.

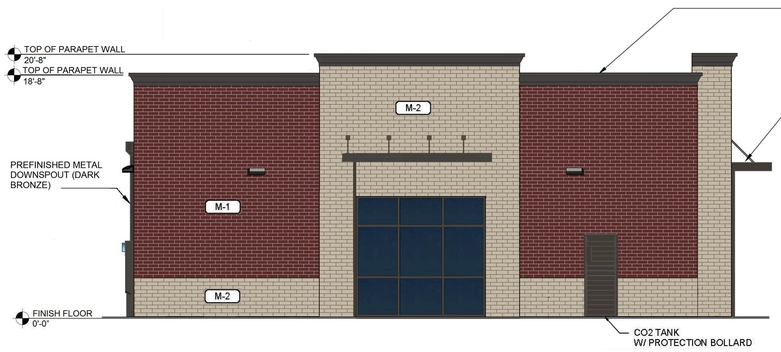
- LED Lighting - 7-Eleven incorporates LED lighting on both interior and exterior of its buildings.
- Single Ply White Roof – Incorporates white roofs into the design which is highly reflective and provides many energy saving qualities.
- Energy Management Controls – uses computer aided controls to monitor, control, and optimize the performance of its mechanical and electrical systems.
- High Efficiency HVAC Systems – High efficiency HVAC systems minimize on off cycling. Variable speed motors to insure consistent air flow.
- Low Flow Plumbing Fixtures – low flow sink faucets and toilets use less water per minute than older, traditional models.



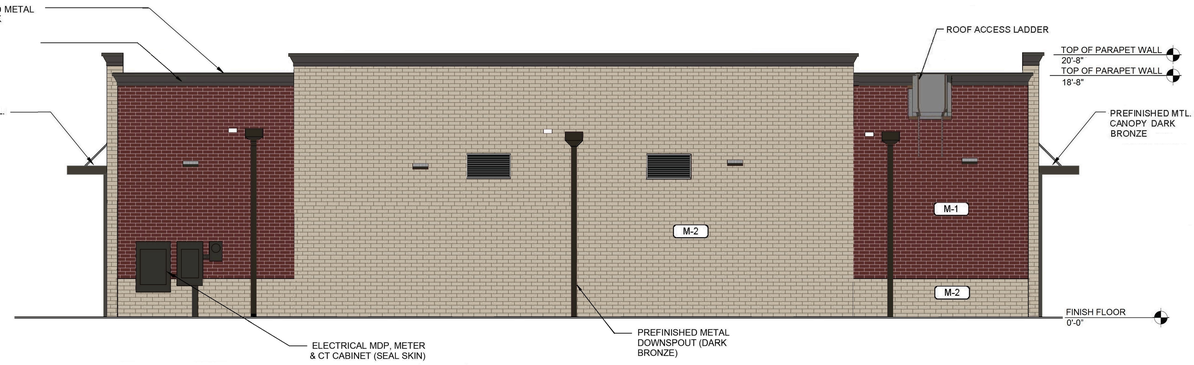
6 CANOPY ELEVATION - SHORT
3/16" = 1'-0"



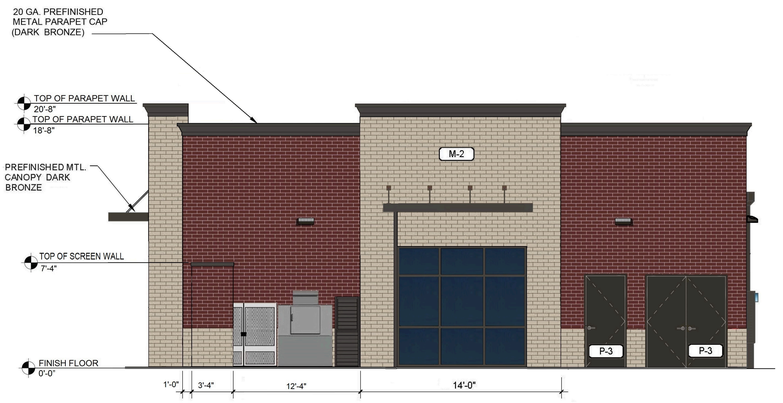
5 CANOPY ELEVATION - LONG
3/16" = 1'-0"



4 ELEVATION - FACING BATTERY BLVD.
3/16" = 1'-0"

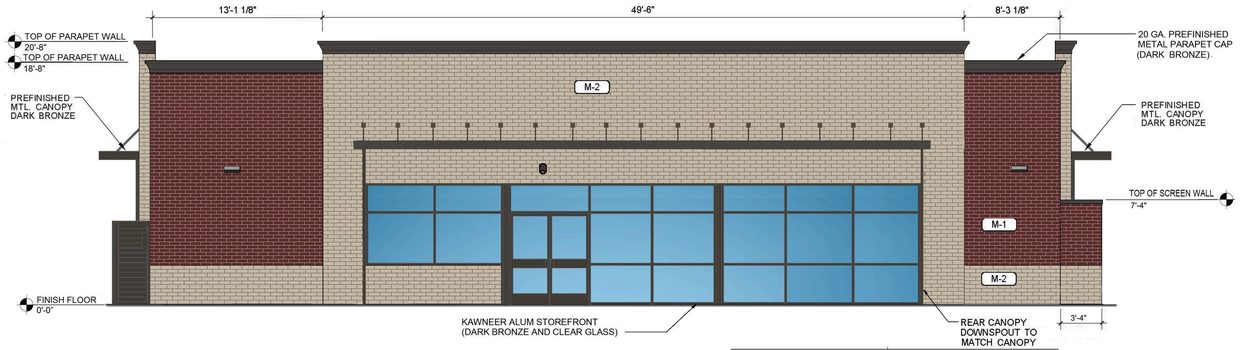


3 ELEVATION - REAR
3/16" = 1'-0"



2 ELEVATION RIGHT SIDE
3/16" = 1'-0"

TRANSPARENCY AREA REQUIREMENT TABLE:	
REQ'D:	PROVIDED:
60% OF TOTAL LENTH OF FACADE MEASURED FROM 2'-0" A.F.F TO 8'-0" A.F.F.: (49'-11" x 6'-0") x 0.60 = 179.7 SQFT REQ'D	(15'-0" x 6'-0") + (15'-0" x 6'-0") = 180 SQFT PROVIDED



1 ELEVATION - FACING POCAHONTAS TRAIL
3/16" = 1'-0"

TRANSPARENCY AREA REQUIREMENT TABLE:	
REQ'D:	PROVIDED:
60% OF TOTAL LENTH OF FACADE MEASURED FROM 2'-0" A.F.F TO 8'-0" A.F.F.: (71'-0" x 6'-0") x 0.60 = 255.6 SQFT REQ'D	(42'-10" x 6'-0") = 257 SQFT PROVIDED

ARCHITECT:
Intrépide design
4101 HUNTINGTON DRIVE #6305
ROGERS, AR 72758 PHONE: 479.721.4814

Seal:

FOR REVIEW/REFERENCE ONLY
NOT FOR CONSTRUCTION

Consultants:

MEP ENGINEER:

STRUCTURAL ENGINEER:

CIVIL ENGINEER:

FIRE PROTECTION ENGINEER:

LANDSCAPE ARCHITECT:

Submissions:

DATE:	PHASE

7-ELEVEN STORE
7337 POCAHONTAS TRAIL
WILLIAMSBURG, VA 23185
VERTICAL CONSTRUCTION
1211 SOUTH WHITE CHAPEL
SOUTHLAKE, TX 76092

Client Site/Store #:

Drawing Size	Project #:
24 x 36	
Drawn By:	Checked By:

Title:

EXTERIOR ELEVATIONS

Sheet Number:

RB-E

Date:

7-Eleven
LEED Checklist

LEED v4 for BD+C: New Construction and Major Renovation

Project Checklist

Project Name:
Date:

Y	?	N			
			Credit	Integrative Process	1

0	0	0	Location and Transportation		16
			Credit	LEED for Neighborhood Development Location	16
			Credit	Sensitive Land Protection	1
			Credit	High Priority Site	2
			Credit	Surrounding Density and Diverse Uses	5
			Credit	Access to Quality Transit	5
✓			Credit	Bicycle Facilities	1
			Credit	Reduced Parking Footprint	1
			Credit	Green Vehicles	1

0	0	0	Sustainable Sites		10
Y			Prereq	Construction Activity Pollution Prevention	Required
			Credit	Site Assessment	1
			Credit	Site Development - Protect or Restore Habitat	2
✓			Credit	Open Space	1
✓			Credit	Rainwater Management	3
			Credit	Heat Island Reduction	2
			Credit	Light Pollution Reduction	1

0	0	0	Water Efficiency		11
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
			Credit	Outdoor Water Use Reduction	2
✓			Credit	Indoor Water Use Reduction Low flow plumbing fixtures	6
			Credit	Cooling Tower Water Use	2
			Credit	Water Metering	1

0	0	0	Energy and Atmosphere		33
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
			Credit	Enhanced Commissioning	6
✓			Credit	Optimize Energy Performance EMS system	18
			Credit	Advanced Energy Metering	1
			Credit	Demand Response	2
			Credit	Renewable Energy Production	3
			Credit	Enhanced Refrigerant Management	1
			Credit	Green Power and Carbon Offsets	2

0	0	0	Materials and Resources		13
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
			Credit	Building Life-Cycle Impact Reduction	5
			Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
			Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
			Credit	Building Product Disclosure and Optimization - Material Ingredients	2
✓			Credit	Construction and Demolition Waste Management Demo contractor recycles 90-100% of waste	2

0	0	0	Indoor Environmental Quality		16
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
			Credit	Enhanced Indoor Air Quality Strategies	2
			Credit	Low-Emitting Materials	3
			Credit	Construction Indoor Air Quality Management Plan	1
			Credit	Indoor Air Quality Assessment	2
			Credit	Thermal Comfort	1
✓			Credit	Interior Lighting LED light fixtures	2
✓			Credit	Daylight Skylights	3
			Credit	Quality Views	1
			Credit	Acoustic Performance	1

0	0	0	Innovation		6
			Credit	Innovation	5
			Credit	LEED Accredited Professional	1

0	0	0	Regional Priority		4
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1

0	0	0	TOTALS	Possible Points:	110

Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80 to 110

Environmental Constraints Analysis

Stantec Consulting Services Inc.
5209 Center Street, Williamsburg Virginia 23188-2680

February 26, 2016
File: 203400690

Attention: Ms. Molly Trant
Riverside Health System
Fountain Plaza One
701 Town Center Drive, Suite 1000
Newport News Virginia 23606-4286

Dear Ms. Trant:

Reference: **Letter of Findings – Environmental Constraints Analysis**
Quarterpath 7-11 Parcel, James City County, Virginia
Latitude: 37°15'14.60"N Longitude: 76°40'01.47"W

This report presents the results of an environmental constraints analysis conducted by Stantec Consulting Services, Inc. (Stantec) on the above-referenced project. The approximate 4.46-acre site is located within the Tutters Neck Pond drainage basin in James City County, Virginia (Figure 1). The site is situated southwest of Route 60, northwest of Battery Boulevard, and can be accessed via Battery Boulevard (Figure 2). The purpose of the study was to determine on-site environmental constraints by conducting a detailed delineation of wetlands and other waters of the U.S. (WOUS), a resource protection area (RPA) determination, and a threatened and endangered species habitat assessment. Site visits were conducted on February 22nd and 23rd, 2016. The following describes Stantec's findings.

Delineation of Waters of the U.S.

Off-site Evaluation

Prior to conducting fieldwork, Stantec consulted the U.S. Geological Survey (USGS) 7.5-minute Topographical Quadrangle Map for Williamsburg, Virginia (1984), the National Wetlands Inventory Interactive Mapper (NWI), administered by the U.S. Fish and Wildlife Service (USFWS), and the Web Soil Survey, administered by the Natural Resources Conservation Service (NRCS). The USGS quad map shows a partially forested study area with moderately sloping terrain. An unmanned intermittent stream channel is depicted along the southwestern project limits generally flowing to the northwest. The NWI map (Appendix B) depicts forested wetlands within the northwestern portion of the property. Additionally, the soil survey indicates that the site is underlain primarily by Slagle fine sandy loam, Craven-Uchee complex, Emporia complex, and Johnston complex. Johnston is classified as hydric, Slagle and Emporia as predominantly non-hydric, and Craven-Uchee as non-hydric by NRCS in James City County, Virginia.

Reference: Quarterpath 7-11 Parcel

On-site Evaluation

The WOUS delineation was conducted using the Routine Determination Method as outlined in the 1987 *Corps of Engineers Wetland Delineation Manual* and methods described in the 2010 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain (Version 2.0).* Wetland flags were placed in the field by Stantec and sequentially numbered to provide an on-site record of the delineation. Jurisdictional features identified by Stantec include forested wetlands and non-vegetated stream channels. Wetland vegetation is typified by green ash (*Fraxinus pennsylvanica*), loblolly pine (*Pinus taeda*), sycamore (*Platanus occidentalis*), ironwood (*Carpinus caroliniana*), netted-chain fern (*Woodwardia areolata*), Nepalese browntop (*Microstegium vimineum*), and greenbrier (*Smilax rotundifolia*). Soils within the wetlands are typically very dark brown to grayish brown (10YR 2/2 to 2.5Y 5/2 in Munsell color notation), with redoximorphic features, a color and condition indicative of hydric soils. Indicators of hydrology include saturation within the upper 12 inches of the soil surface, water stained leaves, and oxidized rhizospheres on living roots. The attached Environmental Constraints Analysis Map (Figure 3) shows the GPS located limits of the WOUS. These limits have not been confirmed by the U.S. Army Corps of Engineers (Corps), and should be considered preliminary.

Resource Protection Area Determination

Methodology

Following the delineation of WOUS within the project boundaries, Stantec performed an RPA determination on the Quarterpath 7-11 Parcel. Pursuant to Section 23-8 of the Chesapeake Bay Preservation Ordinance of the James City County Code, site-specific field evaluations shall be used to determine the boundaries of RPA buffers. According to Section 23-10(2) the RPA buffer is defined as, "a 100-foot buffer area located adjacent to and landward of tidal wetlands, tidal shores, and non-tidal wetlands connected by surface flow and contiguous to tidal wetlands or water bodies with perennial flow (i.e., RPA wetlands), and along both sides of any water body with perennial flow." Therefore, Stantec applied the Perennial Stream Field Protocol developed by James City County (JCC), also known as the "JCC Method", to three reaches within the study limits in order to clarify the limits of RPA within the Quarterpath 7-11 Parcel project limits.

The JCC Method uses primary and secondary field indicators of hydrological, physical, and biological parameters to identify the break between perennial and intermittent stream channels and has also been tested and approved to identify breaks between intermittent and ephemeral streams in the Coastal Plain of Virginia. A point value of 18 is generally used as a threshold above which a stream is considered to retain attributes of a perennial system.

Reference: Quarterpath 7-11 Parcel

A point value of 10 is generally accepted as the threshold above which a system is considered to retain attributes of an intermittent stream. For streams scoring between 10 and 18 points, the JCC Method assigns the perennial flow threshold of 14 points with a range of +/- 2 points. Therefore, streams scoring 14 points or higher are generally assumed to be perennial and those below will be classified as intermittent. However, the threshold range recognizes that when the score is within 2 points of the threshold value, it is possible that the determination may not be made strictly on the threshold value. As such, a stream may be determined to be perennial with a score of 12 or intermittent with a score of 16 if a preponderance of the evidence and professional judgment indicate that is the appropriate determination.

In addition, pursuant to 9 VAC 10-20-10 et seq. and Section 23-10(2) of the James City County Code, non-tidal wetlands are considered RPA resources when such features are "…connected by surface flow and contiguous to tidal wetlands or water bodies with perennial flow." Stantec conducted ground reconnaissance along these features identified within the study limits and within 100-feet of the project limits to determine the extent to which wetland areas within the study limits are truly contiguous (i.e. not separated by upland berms or levees) and surficially connected to the conveyance features within the study limits or other known RPA features.

Field data collection was completed on February 22 and 23, 2016. According to the JCC Method, "It is necessary to discern stormwater inflow resulting from precipitation within the past 48 hours from groundwater inputs. [Therefore] flow observations should be taken at least 48 hours after the last rainfall." Weather data obtained from National Climatic Data Center station Williamsburg 0.9 NNW, VA US indicates 0.14" of rainfall was recorded in the 48 hours preceding fieldwork conducted on February 22, 2016. While the precipitation occurred within 48 hours within the site visit, it is not likely to have led to erroneous perennial stream scores because of the presence or absence of other indicators supporting the final determination. Reaches are defined based on geomorphology, hydrology, biology, or other arbitrary points (i.e. property lines) and data are collected along the entire designated reach length, and scores for physical and biological parameters are assigned.

Results

Based on the application of the JCC Method and conditions observed in the field, RPA resources and the associated RPA buffers identified within the Quarterpath 7-11 Parcel project area are consistent with the previous RPA determination conducted which was subsequently verified by James City County in August, 2007. Reaches 1 and 2 are perennial conveyances. The reaches are characterized by mostly moderate to strong indicators of geomorphology and hydrology. Conversely, Reach 3 is a non-perennial conveyance. The

reach is characterized by mostly weak to moderate geomorphology and a lack of biological indicators associated with a perennial system. The location of the evaluated reaches and resulting RPA buffers are depicted on the attached Environmental Constraints Analysis Map.

Threatened and Endangered Species Habitat Review

Off-site Review

Prior to conducting fieldwork, a database search was conducted for the property on February 19, 2016 using the Information, Planning and Conservation System (IPaC) which is maintained by the U.S. Fish and Wildlife Service (FWS) and the Virginia Fish and Wildlife Information Service (VaFWIS) administered by the Virginia Department of Game and Inland Fisheries (VDGIF). The results of these on-line searches showed the federally threatened small whorled pogonia (*Isotria medeoloides*) and federally threatened northern long-eared bat *(Myotis septentrionalis*; NLEB*)* as potentially being within the project vicinity. However, further review of the VDGIF NLEB map does not depict any known occupied maternity roosts or known hibernaculum sites within the vicinity of the project area. It should be noted Stantec also reference the Center for Conservation Biology Eagle Nest data to determine the likely presence of a bald eagle (*Haliaeetus leucocophalus*) nest within the project area. No nests were reported. The following sections present a brief species description, the methodology utilized, and survey results.

Species Descriptions / Habitat Factors

Small Whorled Pogonia – SWP is a self-pollinating perennial orchid (Family: Orchidaceae), four to twelve inches in height, with a characteristic whorl of five to seven leaves at the summit of a singular, hollow, pale green stem with one or two pale yellowish-green irregular flowers (Mehrhoff 1983, Gleason and Cronquist 1991, Vitt and Campbell 1997). Morphologically similar species include large whorled pogonia (*Isotria verticillata*) and Indian cucumber (*Medeola virginiana*), the former distinguished from SWP by a reddish-purple stem and the latter by a wiry stem with cotton-like hairs (Ware 1991).

SWP occupies a very specific habitat type within its range. In particular, the species seems to require the following conditions: mature, mixed hardwood, upland forests; generally open understory conditions with minimal aggressive ground level species; generally level to moderately sloping land within shallow upland draws often of northerly or easterly exposure; scattered ground-level sunlight; and, acidic, sandy loam soils (Ware 1991, Gleason and Cronquist 1991, Weakley 2006). In addition, many professionals have noted a prevalence of decaying logs and a well-developed detritus layer on the forest floor. These attributes tend to

be present with the species when found, although the exact mechanisms associated with each affinity are not understood (Ware 1991).

Certain indicator species, among others, may also be helpful in identifying SWP habitat, such as large whorled pogonia, strawberry bush (*Euonymus americanus*), tick trefoil (*Desmodium* spp.), and wintergreen (*Chimaphila maculata*). These species may be considered associates, and often occur near documented SWP colonies. It should be noted that the absence of one or even several of the above-referenced habitat criteria does not necessarily preclude the species from occurring on a particular site. A habitat determination should therefore be based upon the experience of a qualified professional.

Northern Long-eared Bat – NLEB is a medium-sized bat 3 to 3.7 inches in length but with a wingspan of 9 to 10 inches. As its name suggests, this bat is distinguished by its long ears, particularly as compared to other bats in its genus, Myotis, which are actually bats noted for their small ears (Myotis means mouse-eared). The northern long-eared bat is found across much of the eastern and north central United States and all Canadian provinces from the Atlantic coast west to the southern Northwest Territories and eastern British Columbia. The species' range includes 37 states. White-nose syndrome, a fungal disease known to affect bats, is currently the predominant threat to this bat, especially throughout the Northeast where the species has declined by up to 99 percent from pre-white-nose syndrome levels at many hibernation sites. Although the disease has not yet spread throughout the northern long-eared bat's entire range (white-nose syndrome is currently found in at least 25 of 37 states where the northern long-eared bat occurs), it continues to spread. Experts expect that where it spreads, it will have the same impact as seen in the Northeast.

Methodology

Following the review of the off-site reference materials, a habitat assessment was conducted on the Quarterpath 7-11 Parcel. Habitat survey methods typically included general reconnaissance within the study area using the nesting, breeding, and/or known habitat requirements for each of the above-mentioned target species to determine the location and extent of potential habitat.

It should be noted that the normal SWP vegetative cycle is late spring to mid-summer. Therefore, the FWS will only accept detailed survey data collected within a certain season (May 25-July 15 in James City County). Outside of this time frame, qualified survey contacts may conduct habitat surveys using the guidelines listed above to determine whether a particular site contains potential habitat for the species. Therefore, this habitat survey for the small whorled pogonia (SWP) was conducted by Scott Kupiec of Stantec, who is recognized as a SWP survey contact by the FWS. The purpose for this type of survey is to identify portions

of the site that may require in-season detailed surveys for the species and to estimate the likelihood of SWP occurrence.

In addition, for the purposes of the NLEB, all forested portions were evaluated specifically for tree species with diameter at breast height (DBH) greater than 3 inches. Typically, semi-mature to mature forest communities with open to somewhat open understory are considered to provide appropriate habitat for NLEB.

Results

No suitable SWP habitat was found within the Quarterpath 7-11 Parcel project area. The majority of the project area consists of developed land or immature forest communities. The immature forest communities lack a stratified canopy, thick duff, and associates correlated with suitable SWP habitat, and contain significant historic disturbance associated with mound and debris fields. Furthermore, these areas contain dense understory and herbaceous layers. Also, non-tidal wetlands and streams identified during the wetland delineation are present within the project area, and these features are considered to provide unsuitable habitat conditions for SWP due to persistent inundation or seasonally high water tables. It should be noted a small portion of the site along the southwestern project limits falls within a more mature mixed-hardwood community. However, this part of the project area occurs along a steep slope with little or no duff and is unsuitable habitat for SWP.

Based on the evaluation of the forested areas within the study limits, NLEB habitat is likely present. However, review of the VDGIF NLEB habitat map does not depict any known occupied maternity roosts or known hibernaculum sites within the vicinity of the project area.

Conclusion

Stantec conducted an environmental constraints analysis on the Quarterpath 7-11 Parcel project including a delineation of WOUS, RPA determination, and threatened and endangered species habitat assessment. Based on a detailed delineation of WOUS, wetlands and non-vegetated stream channels are present within the Quarterpath 7-11 Parcel project area. Stantec recommends these findings be submitted to the Army Corps of Engineers to obtain a confirmation prior to any land disturbing activities.

Following the delineation of WOUS, three on-site reaches were scored using the JCC Method to determine perennial breaks and the resultant RPA buffer. Based on Stantec's findings Reaches 1 and 2 are perennial streams and should be included as RPA resources along with the associated connected and contiguous wetlands. Reach 3 is a non-perennial conveyance. However, it should be noted flowing water was observed in Reach 3 during the time of the study. While it is Stantec's opinion that this stream is non-perennial and should not

be included as an RPA resource based on moderate to weak scores for geomorphology and an absence of biology associated with a perennial system, Stantec recommends the stream be rescored during a drier time of the year to verify these findings, and the results confirmed by James City County.

Finally, a threatened and endangered database review indicated the potential presence of SWP and NLEB potentially occurring within the project boundaries. Based on habitat review, no suitable habitat for SWP is present. However, potential habitat for NLEB is present. As such, time of year restrictions may be requested prior to any tree clearing, should it be required. Furthermore, if it is determined that state or federal permits are required for the project, formal consultation with USFWS may be recommended.

Please let me know if you have any questions regarding this correspondence.

Regards,

Stantec Consulting Services

Scott Kupiec, PWD
Senior Ecologist
Phone: (757) 220-6869
Fax: (757) 229-4507
scott.kupiec@stantec.com

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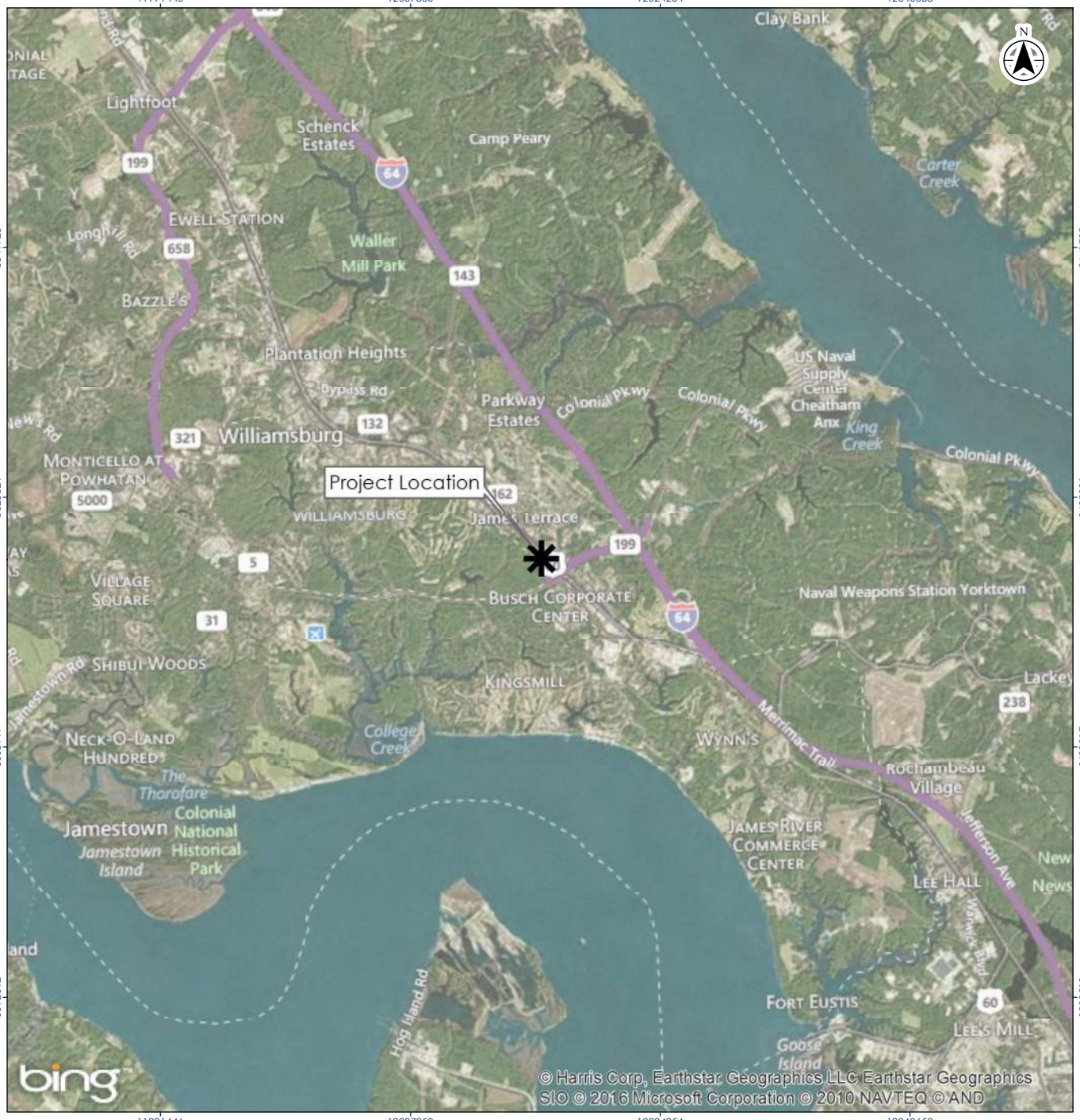
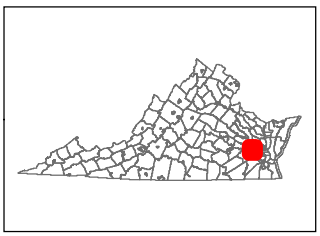




0 5,000 10,000 Feet

1:120,000 (at original document size of 8.5x11)

Stantec

Project Location
James City County, VA

203400690
Prepared by EAS on 2016-02-24
Technical Review by TPS on 2016-02-24
Independent Review by CSK on 2016-02-24

Client/Project

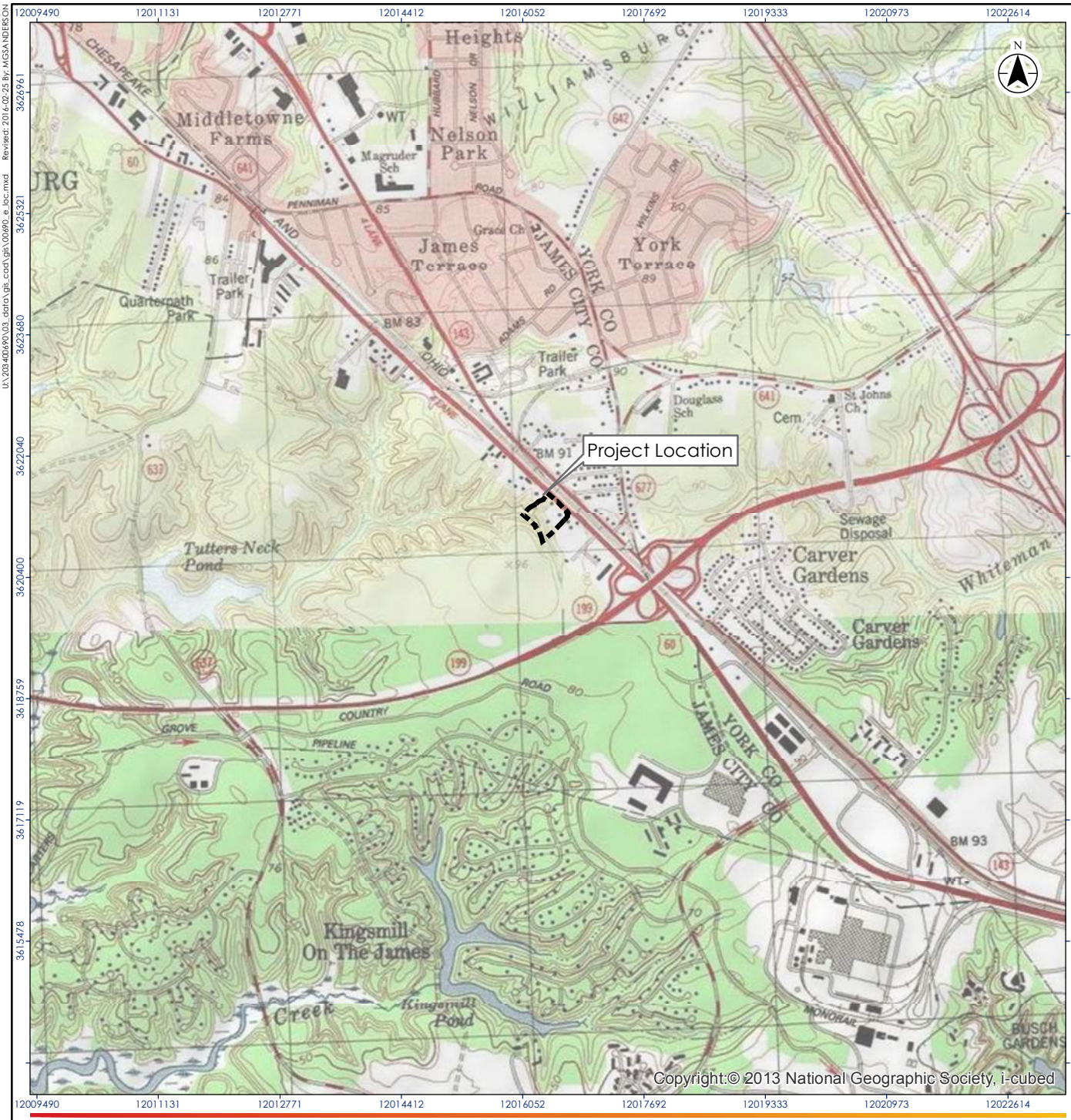
Quaterpath 7-11 Parcel

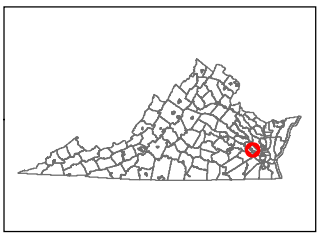
Submitted: 2016-02-26

Figure No.
1

Title
Project Vicinity Map

Notes
1. Coordinate System: NAD 1983 StatePlane Virginia South FIPS 4502 Feet
2. Project limits created from James City County GIS Parcels, 2016
3. Orthoimagery © Bing Maps
4. Microsoft product screen shot(s) reprinted with permission from Microsoft Corporation





Latitude: 37°15'14.60" N

Longitude: 76°40'01.47" W

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Stantec

Project Location
James City County, VA

203400690
Prepared by MGS on 2016-02-24
Technical Review by TPS on 2016-02-24
Independent Review by CSK on 2016-02-24

Client/Project

Quaterpath 7-11 Parcel

Submitted: 2016-02-26

Figure No.

2

Title

Project Location Map

Notes

1. Coordinate System: NAD 1983 StatePlane Virginia South FIPS 4502 Feet
2. Project limits created from James City County GIS Parcels, 2016
3. Topographic Map © USGS 7.5 Minute Series Topographic Map

Site Data

Project Area	4.46 Acres ±
Palustrine Forested Wetlands (PFO)	0.16 Acres ±
Upper Perennial Stream Channels (R3)	0.05 Acres ± (503 L.F. ±)
Intermittent Stream Channels (R4)	0.03 Acres ± (215 L.F. ±)

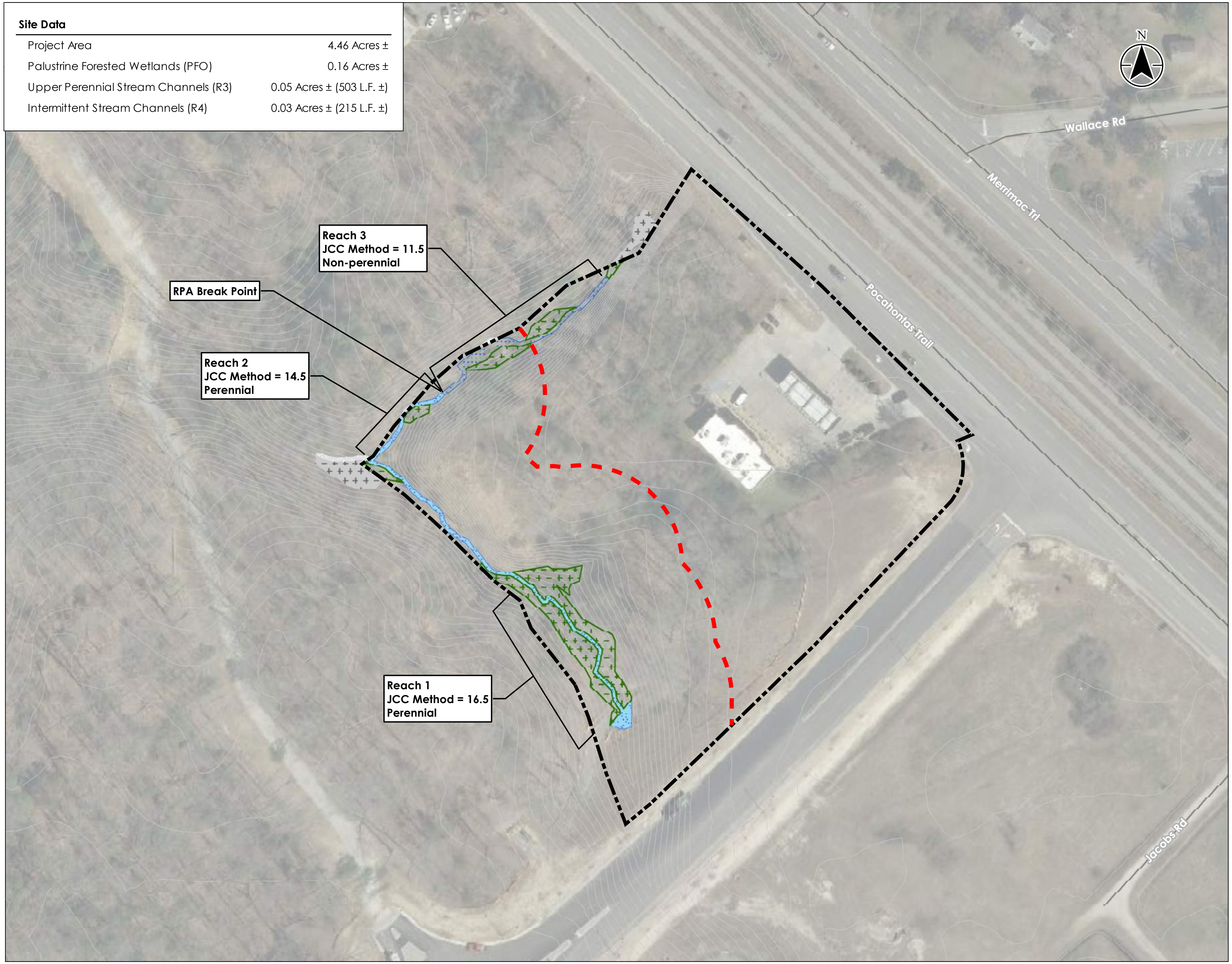


Figure No.
3

Title
Environmental Constraints Map

Submitted: 2016-02-26

Client/Project

Quaterpath 7-11 Parcel

Project Location

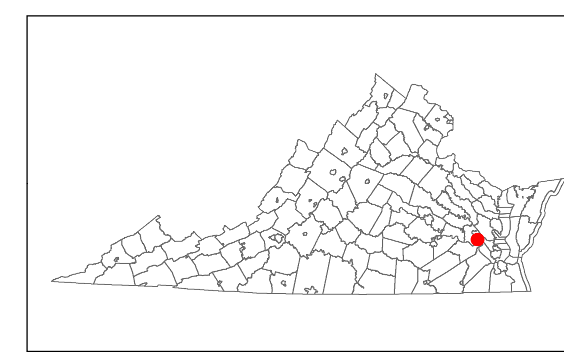
James City County, Virginia

203400690
Prepared by MGS on 2016-02-18
Technical Review by TPS on 2016-02-24
Independent Review by CSK on 2016-02-24

0 100 200 Feet
1:1,200 (At original document size of 11x17)

Legend

- RPA Buffer Limits
- Approximate Palustrine Forested Wetland Limits (PFO)
- Approximate Upper Perennial Stream Channel Limits (R3)
- Approximate Intermittent Stream Channel Limits (R4)
- Offsite-Approximate Palustrine Forested Wetland Limits (PFO)
- Offsite-Approximate Upper Perennial Stream Channel Limits (R3)
- Offsite-Approximate Intermittent Stream Channel Limits (R4)
- Project Limits
- 2-Foot Contour



Notes

1. Coordinate System: NAD 1983 StatePlane Virginia South FIPS 4502 Feet
2. The limits of waters of the U.S., including wetlands, shown on this map have been field located by means of sub-meter GPS technology and are for planning purposes only.
3. Project limits created from James City County GIS Parcels, 2016
4. Topography provided by James City County GIS 2013
5. Orthoimagery © VGIN 2013

Stantec

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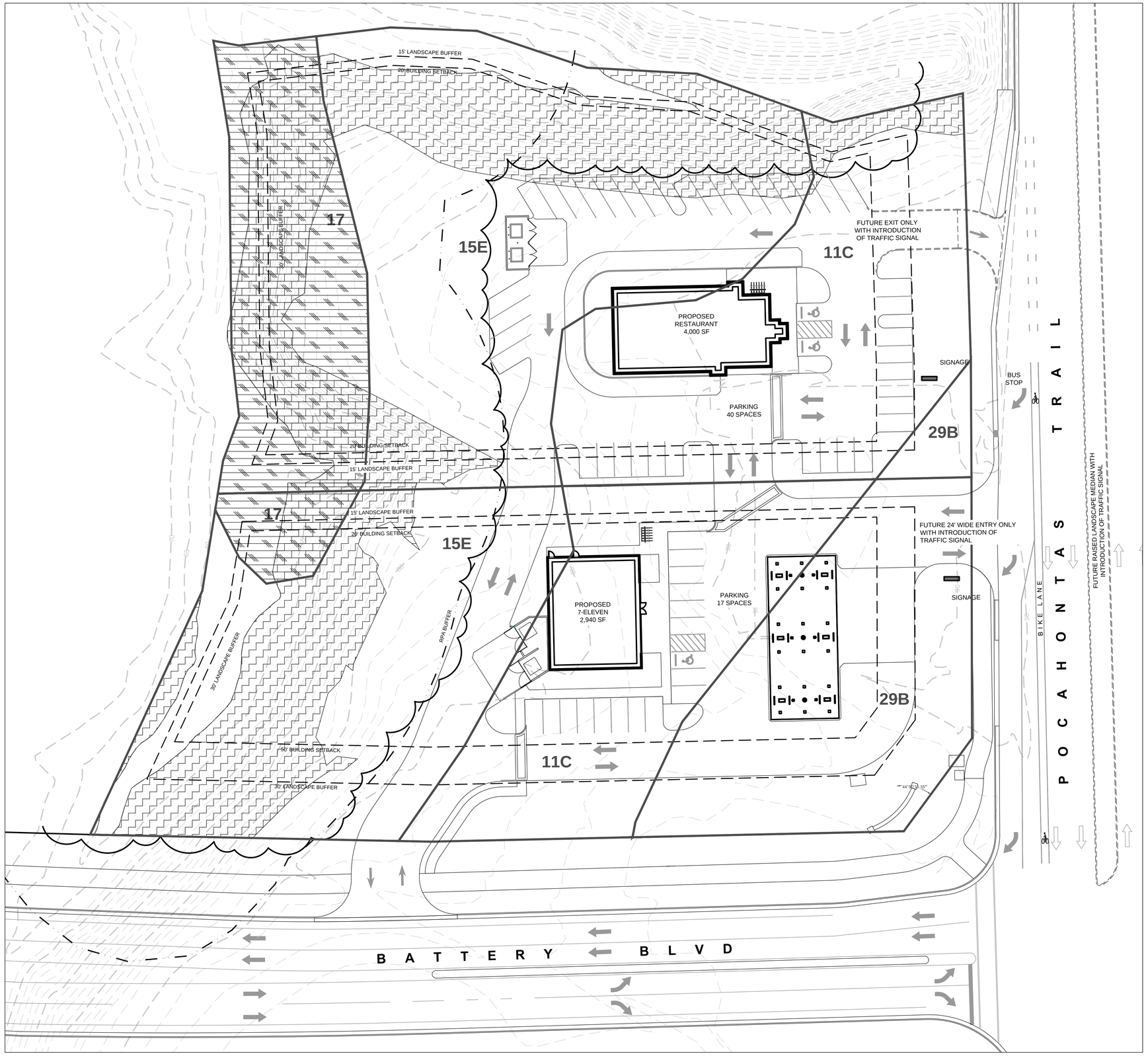
Environmental Inventory



NOTES

PROJECT DESCRIPTION
THIS PROJECT PROVIDES FOR THE INSTALLATION OF A 7-11 AT THE CORNER OF BATTERY BOULEVARD AND POCAHONTAS TRAIL AND THE ADJACENT PROPERTY. THE PROJECT WILL ALSO INCLUDE THE PARTIAL DEMOLITION OF THE EXISTING IMPERVIOUS SURFACE WITHIN THE SITE LIMITS. THE TOTAL PROJECT AREA IS APPROXIMATELY 3.8 ACRES.

EXISTING CONDITIONS
THE EASTERN PORTION OF THE SITE IS CURRENTLY IMPERVIOUS SURFACE FROM AN EXISTING GAS STATION. THE REMAINDER OF THE SITE IS GRASSED AREA THAT DRAINS TO FOREST AREA TO THE WEST AND NORTH. ELEVATIONS ON SITE VARY BETWEEN 58'-90'. STORMWATER RUNOFF CURRENTLY FLOWS ACROSS THE SITE AND INTO THE SURROUNDING FORESTED AREA.

STORMWATER MANAGEMENT
STORMWATER MANAGEMENT IS INCLUDED IN THE QUARTERPATH MASTERPLAN.

SOILS DESCRIPTION
SEE THIS SHEET.

CRITICAL AREAS
- THIS PROJECT WILL NOT IMPACT EXISTING WETLANDS OR THE SURROUNDING 100' RPA BUFFER.
- SOILS THAT ARE CLASSIFIED AS HYDRIC WILL NOT BE AFFECTED.
- THIS PROJECT WILL NOT IMPACT SLOPES EXCEEDING.

EROSION AND SEDIMENT CONTROL MEASURES
TO PREVENT SEDIMENT FROM LEAVING THE SITE AND ENTERING THE SURROUNDING FORESTS, MEASURES SUCH AS SILT FENCE, CHECK DAMS, A CONSTRUCTION ENTRANCE, AND TEMPORARY SEEDING WILL BE IMPLEMENTED. INSTALLATION AND MAINTENANCE OF TEMPORARY MEASURES WILL CONFORM TO THE GUIDELINES PUBLISHED IN THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK.

PERMANENT SEEDING
PERMANENT SEEDING, LANDSCAPING, AND TURF WILL BE USED TO STABILIZE THE SITE AFTER CONSTRUCTION IS COMPLETE.

TEMPORARY OFFSET AREAS
THERE ARE NO ADDITIONAL OFF-SITE LAND DISTURBANCES PROPOSED WITH THIS PROJECT.

ENVIRONMENTAL INVENTORY IMPACTS

TIDAL WETLANDS:	NONE ON SITE
TIDAL SHORES:	NONE ON SITE
NON-TIDAL WETLANDS:	NONE ON SITE
100-FT RPA BUFFER:	NONE ON SITE
HYDRIC SOILS:	NONE ON SITE
25% SLOPES OR GREATER:	NONE ON SITE

LEGEND

HYDRIC SOILS

DENOTES 25% OR GREATER SLOPES

25% SLOPE IMPACTS

HYDRIC SOIL IMPACTS

ON-SITE SOILS TABULATION

SOIL NO.	SOIL NAME	HYDROLOGICAL GROUP	TYPICAL SLOPES	EROSION FACTOR (K)	EROSION FACTOR (T)
11C	CRAVEN-UCHEE COMPLEX	C	6 - 10%	0.28	5
15E	EMPORIA COMPLEX	B	15 - 25%	0.28	5
17	JOHNSTON COMPLEX	A/D	-	0.37	5
29B	SLAGLE FINE SANDY LOAM	C	2 - 6%	0.24	5

NAD 83

SCALE 1"=25'
0 25' 50'

PROGRESS PRINT
AUG 24, 2017
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THIS DRAWING PREPARED AT THE
VIRGINIA BEACH OFFICE
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YOUR VISION ACHIEVED THROUGH OURS.

REVISION DESCRIPTION | DATE

DATE: 8/21/2017
DRAWN BY: D.DUNCAN
DESIGNED BY: M.RICHARDSON
CHECKED BY: M.RICHARDSON
SCALE: 1" = 25'

TIMMONS GROUP

7-11 AT QUARTERPATH

JAMES CITY COUNTY, VIRGINIA

ENVIRONMENTAL INVENTORY

JOB NO. -

SHEET NO. INV

R:\101\03862_7-11 at Quarterpath\CIVIL\2017-08-24 Quarterpath Exhibit.dwg LPlotted on 8/24/2017 2:08 PM by David Chirico

Traffic Analysis For 7-Eleven/Restaurant SUP And AMR Exception

JAMES CITY COUNTY, VIRGINIA

For:

Quarterpath At Williamsburg

By:
DRW Consultants, LLC
Midlothian, VA

March 13, 2017

August 17, 2017 Edited Version

Traffic Analysis For 7-Eleven/Restaurant SUP And AMR Exception

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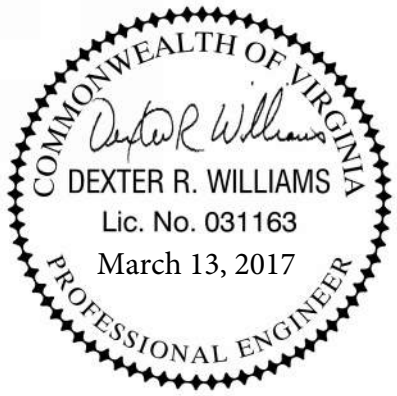
March 13, 2017



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REPORT
TEXT

INTRODUCTION AND SCOPE

Quarterpath At Williamsburg (QAW) has filed a Special Use Permit (SUP) for redevelopment of the northwest corner of Rt. 60 Pocahontas Trail and Battery Boulevard. (Note: In this report Rt. 60 is north/south orientation; Battery Boulevard is east/west orientation). The upper section of Exhibit 1 shows the site location in the VDOT Hampton Roads District. The lower section of Exhibit 1 shows the area around the site in James City County.

The SUP area consists of three undeveloped parcels of land owned by QAW and a fourth parcel of land with an existing 7-Eleven (7-11) convenience store with gas (2,560 sq. ft. store with 6 vehicle fueling positions). The existing 7-Eleven and SUP property development property boundary is shown on Exhibit 2a. The existing 7-11 has two entrances on Rt. 60. The south entrance is located 149 feet from Battery Boulevard. The north entrance is located 89 feet from the south entrance (all measurements centerline to centerline).

The proposed SUP is shown on Exhibit 2b. Redevelopment of the site includes the following:

1. 2,940 sq. ft. 7-11 convenience store with 12 vehicle fueling positions.
2. 4,000 sq. ft. fast food with drive through
3. Rt. 60 entrance located 229 feet from Battery Boulevard (centerline to centerline).
4. A 70 foot full with right turn lane with 79 foot taper at the Rt. 60 entrance.
5. Battery Boulevard entrance located 306 feet from Rt. 60 (corner clearance curb to curb).
6. Construction of a shared use path across the property frontage
7. A sidewalk connection between the shared use path and the existing sidewalk north of the property.

This traffic study has been prepared to document existing and future traffic conditions with the SUP approval. The following existing intersections were identified for traffic counts and analysis as follows:

1. Rt. 60 Pocahontas Trail/Battery Boulevard
2. Rt. 60 Pocahontas Trail/South Entrance
3. Rt. 60 Pocahontas Trail/North Entrance

All three intersections are stop sign controlled on the eastbound approaches. It should be noted that the eastern boundary of Rt. 60 Pocahontas Trail is a railroad so that there is no access on the east side of Rt. 60 Pocahontas Trail in the vicinity of this property.

The workscope includes AM and PM peak hour traffic analysis at the existing three

intersections cited above and at the Battery Boulevard/Battery Entrance for the following scenarios:

- Existing traffic
- 2024 without the SUP
- 2024 with the SUP

ACCESS MANAGEMENT REGULATION (AMR) SPACING CRITERIA AND SITE ACCESS

Rt. 60 Pocahontas Trail is a Principal Arterial in VDOT's functional classification system. Pocahontas Trail is a divided median (flush median with northbound left turn lane) highway posted 45 mph. The existing South and North Entrances are full access: left turns permitted in and out. The AMR Minimum Spacing for full access is 565 feet from any other entrance on a principal arterial 35 to 45 mph (minimum spacing criteria are measured from centerline to centerline).

Exhibit 2a shows an aerial view of the existing 7-Eleven site on Pocahontas Trail. There are two full access entrances with entrance spacings of 149 feet (Battery Boulevard to South Entrance) and 89 feet (South Entrance to North Entrance). These entrance spacings are 26% and 16% of required 565 foot spacing (see Exhibit 2a).

Exhibit 2b shows the proposed SUP development plan prepared by The Blakeway Corporation. The single Rt. 60 entrance is located approximately where the existing North Entrance is located. Rt. 60 entrance spacing of 229 feet is 40% of required 565 foot spacing. The proposed entrance will require an exception to Access Management Regulation spacing standards. The Rt. 60 entrance includes a 70 foot full width right turn lane and a 79 foot taper.

Exhibit 2c shows Phase 2 Access for the site when the intersection of Rt. 60/Battery Boulevard is signalized. The Phase 1 full access intersection is converted to right turn in only. A right turn out entrance is added at the northern end of the site.

Exhibit 2d also shows the application of VDOT's Figure 4-3 Elements Of The Functional Area Of Intersection on southbound Pocahontas Trail at Battery Boulevard (in green) as follows:

- L1: perception-reaction time (PRT): 2.5 sec. X 66 feet per second (fps). (Note: Speed Limit 45 mph = 66 fps).
- L2: lateral movement and deceleration: 1.8 meter/sec^2 = 5.9 fps^2 per AASHTO Green Book 9.7.2. 66 fps deceleration to 30.3 fps calculated in L3.
- L3: to stop. 2.0 meter/sec^2 = 6.56 fps^2. 30.3 fps to stop in 70 feet available.
- L4: Storage: 100 feet per App. F Fig. 3-1.

Battery Boulevard is four lane road posted 30 mph. It has a divided median approximately 260 feet long beginning at Rt. 60. Battery Boulevard is not identified on VDOT Functional Classification Maps. By default, it is a local street under VDOT AMR criteria. As shown on Exhibit 2b, the Battery Boulevard entrance has 306 feet of corner clearance from Pocahontas Trail. This is in excess of the AMR minimum of 225 feet. Even as a collector street, 360 feet centerline to centerline spacing meets AMR full access entrance spacing of 225 feet for 30 mph streets. The proposed entrance is outside of the divided median.

EXISTING TRAFFIC CONDITIONS

Intersection turning movement traffic counts were conducted at the three Rt. 60 Pocahontas Trail intersections by Peggy Malone & Assc. from 7 to 9 AM and from 4 to 6 PM on Wednesday, October 12, 2016. These counts are tabulated on the Appendix Exhibit A, B and C series. Counts without balance are shown on Appendix Exhibit D.

Exhibit 3 shows 2016 AM and PM peak hour traffic (counts with balance) on the study area road network diagram.

Synchro 9 has been used to calculate intersection levels of service. Synchro coding for turn lane dimensions on Pocahontas Trail is explained as follows:

1. Battery Boulevard
    a. Northbound left turn lane coded continuous because of long, unimpeded center lane approach
    b. Eastbound lanes coded continuous because of two lane approach
    c. Southbound right turn coded continuous back to South Entrance.
2. South Entrance
    a. Northbound left turn lane coded 50 foot left turn storage with 25 foot taper
    b. Eastbound coded single lane
    c. Southbound right turn coded three through/right turn shared. The southbound right turn lane at Battery Boulevard extends back to North Entrance.
3. North Entrance
    a. Northbound left turn lane coded 25 foot left turn storage with 15 foot taper
    b. Eastbound coded single lane
    c. Southbound right turn coded three 10 foot storage length with 170 taper to reflect actual taper on southbound approach. The southbound right turn lane at Battery Boulevard extends back to North Entrance.

The following reports are included in the technical appendix:

1. For unsignalized intersections, HCM 2010 reports are used for LOS results and HCM2010 queuing results. See Appendix Exhibits J1 and J2 for the AM and PM peak hours, respectively.
2. SimTraffic Queuing & Blocking results are shown in Appendix Exhibits K1 and K2 series for the AM and PM peak hours, respectively.

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 60 Pocahontas Trail/Battery Boulevard:

TABLE 1-1 Rt. 60 Pocahontas Trail/Battery Boulevard									
Traffic LOS And Seconds Delay By Lane Group					95th Percentile Queues By Lane Group				
	AM		PM		Storage	HCS 2010		SimTraffic Q&B	
Overall	A	1.5	A	1.4	Length	AM	PM	AM	PM
NBL	A	8.0	A	8.5		3	5	31	37
SBT								6	7
EBL	B	13.2	C	20.2		5	10	36	53
EBR	A	9.4	B	10.2		5	5	44	39

There is LOS C or better on the Battery Boulevard eastbound approach with queues of 53 feet or less. On the northbound left turn, there is LOS A with queues of 37 feet or less. SimTraffic is showing southbound through queue of 7 feet or less.

The following table shows existing peak hour intersection levels of service and queuing results at Pocahontas Trail/South Entrance:

TABLE 1-2 Rt. 60 Pocahontas Trail/South Entrance									
Traffic LOS And Seconds Delay By Lane Group					95th Percentile Queues By Lane Group				
	AM		PM		Storage	HCS 2010		SimTraffic Q&B	
Overall	A	1.3	A	0.7	Length	AM	PM	AM	PM
NBL	A	9.2	B	10.4	50	3	3	25	29
NBT								6	13
SBT/R								4	8
EBL/R	B	10.4	B	11.9		5	8	50	40

There is LOS B on the South Entrance eastbound approach with queues of 50 feet or less. On the northbound left turn, there is LOS A/B with queues of 29 feet or less. SimTraffic is showing northbound through queue of 13 feet or less and southbound through/right queue of 8 feet or less.

The following table shows existing peak hour intersection levels of service and queuing results at Pocahontas Trail/North Entrance:

TABLE 1-3 Rt. 60 Pocahontas Trail/North Entrance									
Traffic LOS And Seconds Delay By Lane Group					95th Percentile Queues By Lane Group				
	AM		PM		Storage	HCS 2010		SimTraffic Q&B	
Overall	A	0.6	A	0.6	Length	AM	PM	AM	PM
NBL	A	7.9	A	8.4	25	0	3	21	31
NBT								25	35
SBR									4
EBL/R	B	10.1	B	11.6		3	5	46	41

There is LOS B on the North Entrance eastbound approach with queues of 46 feet or less. On the northbound left turn, there is LOS A with queues of 31 feet or less. SimTraffic is showing northbound through queue of 35 feet or less and southbound right queue of 4 feet or less.

2024 BACKGROUND TRAFFIC

There are two components of the 2024 background traffic forecast: 1) growth rate applied to existing traffic counts, and 2) site traffic forecast for approved but unbuilt condominiums and townhouses in QAW.

Exhibit 4a shows VDOT daily traffic counts (2011 through 2015) and linear regression analysis trend for Rt. 60 Pocahontas Trail from Williamsburg corporate limits to Rt. 199. Rt. 60 Pocahontas Trail shows a slightly increasing trend: 1.10 growth factor (10% growth) over the next eight years.

Exhibit 4b shows statewide vehicle miles travelled since 1975. Current rates of overall traffic growth are negligible. All statewide traffic peaked in 2007-08 with no net increase since.

A 1.10 growth factor is applied to 2016 counts at Rt. 60 Pocahontas Trail/Battery Boulevard to produce the growth factor component of 2024 background traffic for the SUP development (2018 completion plus six years).

For the townhouse and condominium units in QAW, there are 115 townhouses and 42 condominiums with site plan approval that were not yet occupied at the time of the counts. Table 5 on Exhibit 6 shows trip generation for the townhouse/condominiums using Trip Generation Manual, 9th Edition (TGM9), published by the Institute of Transportation Engineers (ITE). Townhouses and condominiums are grouped as one land use in TGM9. TGM9 and VDOT protocols recommend using the equation values for trip generation.

QAW currently has two points of access via Battery Boulevard: 1) Rt. 60 Pocahontas Trail on the east included in this study, and 2) Quarterpath Road and Rt. 199 on the west. QAW developers have advised that traffic to Quarterpath Road/Rt. 199 is at least half of traffic distribution. 35% of condominium/townhouse is assigned to Quarterpath Road/Rt. 199 on the west in Table 6 on Exhibit 6. 65% of condominium/townhouse traffic is assigned to Rt. 60 Pocahontas Trail with the north/south split based on existing traffic count splits.

This 2024 background traffic forecast is shown on Exhibit 5 and includes the 1.10 growth factor and 65% condominium/townhouse assignments at Rt. 60 Pocahontas Trail/Battery Boulevard. Traffic increases on Rt. 60 Pocahontas Trail are balanced through the South and North Entrances.

For 2024 background traffic analysis reports, see Technical Appendix as follows:

1. For unsignalized intersections, HCM 2010 reports are used for LOS results and HCM2010 queuing results. See Appendix Exhibits J3 and J4 for the AM and PM peak hours, respectively.
2. SimTraffic Queuing & Blocking results are shown in Appendix Exhibits K3 and K4 series for the AM and PM peak hours, respectively.

The following table shows existing peak hour intersection levels of service and queuing

results at Rt. 60 Pocahontas Trail/Battery Boulevard:

TABLE 2-1 Rt. 60 Pocahontas Trail/Battery Boulevard									
Traffic LOS And Seconds Delay By Lane Group					95th Percentile Queues By Lane Group				
	AM		PM		Storage	HCS 2010		SimTraffic Q&B	
Overall	A	2.0	A	1.8	Length	AM	PM	AM	PM
NBL	A	8.1	A	8.7		3	8	36	44
SBT								4	5
EBL	B	14.5	C	24.8		8	15	44	66
EBR	A	9.7	B	10.5		8	8	48	43

There is LOS C or better on the Battery Boulevard eastbound approach with queues of 66 feet or less. On the northbound left turn, there is LOS A with queues of 44 feet or less. SimTraffic is showing southbound through queue of 5 feet or less.

The following table shows existing peak hour intersection levels of service and queuing results at Pocahontas Trail/South Entrance:

TABLE 2-2 Rt. 60 Pocahontas Trail/South Entrance									
Traffic LOS And Seconds Delay By Lane Group					95th Percentile Queues By Lane Group				
	AM		PM		Storage	HCS 2010		SimTraffic Q&B	
Overall	A	1.2	A	0.6	Length	AM	PM	AM	PM
NBL	A	9.3	B	10.7	50	3	3	32	24
NBT								8	10
SBT/R									9
EBL/R	B	10.6	B	12.1		8	8	50	44

There is LOS B on the South Entrance eastbound approach with queues of 50 feet or less. On the northbound left turn, there is LOS A/B with queues of 32 feet or less. SimTraffic is showing northbound through queue of 10 feet or less and southbound through/right queue of 9 feet or less.

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 60 Pocahontas Trail/North Entrance:

TABLE 2-3 Rt. 60 Pocahontas Trail/North Entrance									
Traffic LOS And Seconds Delay By Lane Group					95th Percentile Queues By Lane Group				
	AM		PM		Storage	HCS 2010		SimTraffic Q&B	
Overall	A	0.6	A	0.5	Length	AM	PM	AM	PM
NBL	A	7.9	A	8.5	25	0	3	19	33
NBT								25	36
SBR									
EBL/R	B	10.4	B	12.0		3	5	44	40

There is LOS B on the North Entrance eastbound approach with queues of 44 feet or less. On the northbound left turn, there is LOS A with queues of 33 feet or less. SimTraffic is showing northbound through queue of 36 feet or less.

SITE TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Table 1 on Exhibit 6 shows trip generation values for the proposed 7-11 and fast food sites using Trip Generation Manual, 9th Edition (TGM9), published by the Institute of Transportation Engineers (ITE). Fast food trip generation is based on square footage and 7-11 peak hour trip generation is based on vehicle fueling positions (higher value than trip generation based on square footage of building).

Trip distribution is calculated separately for the two sites in Tables 2 and 3 on Exhibit 6. The trips are distributed based on the directional distribution of existing 7-11 traffic (see Appendix Exhibit D1).

Site trip assignment for the 7-11 is shown on Appendix Exhibit D4.

Site trip assignment for the fast food restaurant is shown on Appendix Exhibit D5.

Total site traffic assignment is shown on Exhibit 7.

2024 TOTAL TRAFFIC WITH SITE

Exhibit 8 shows 2024 AM and PM total peak hour traffic with development of the 7-11 and fast food restaurant.

Turn lane warrants for the site's two entrances are shown on the Appendix Exhibit F series as follows:

- Appendix Exhibit F1: Right Turn Lane Warrants, Southbound Pocahontas Trail
  - Battery Boulevard: Right turn taper is warranted at Battery Boulevard. There is a full width right turn lane at Battery Boulevard extending back to the Rt. 60 entrance
  - Rt. 60 Entrance: Right turn taper is warranted. A 70 foot full width right turn lane with 79 foot taper will be included with the entrance.
- Appendix Exhibit F2: Right Turn Lane Warrants, Northbound Battery Boulevard at Battery Entrance: Right turn lane radius only; no right turn lanes or taper warranted.
- Appendix Exhibit F3: Left Turn Lane Warrants, Southbound Battery Boulevard at Battery Entrance: No left turn lane warranted.

Synchro 9 has been used to calculate intersection levels of service. Synchro coding for new turn lane dimensions at the Rt. 60 entrance is explained as follows:

a. Northbound left turn lane coded 100 foot left turn storage with 50 foot taper
b. Eastbound coded single lane
c. Southbound right turn coded 70 foot storage length with 79 foot taper

For 2024 background traffic analysis reports, see Technical Appendix as follows:

1. For unsignalized intersections, HCM 2010 reports are used for LOS results and HCM2010 queuing results. See Appendix Exhibits J5 and J6 for the AM and PM peak hours, respectively.
2. SimTraffic Queuing & Blocking results are shown in Appendix Exhibits K5 and K6 series for the AM and PM peak hours, respectively.

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 60 Pocahontas Trail/Battery Boulevard:

TABLE 3-1 Rt. 60 Pocahontas Trail/Battery Boulevard

Traffic LOS And Seconds Delay By Lane Group					95th Percentile Queues By Lane Group				
	AM		PM		Storage	HCS 2010		SimTraffic Q&B	
Overall	A	2.5	A	2.2	Length	AM	PM	AM	PM
NBL	A	8.2	A	9.0		5	10	46	54
SBT/R								6	8
EBL	C	16.6	D	29.9		8	18	41	55
EBR	B	10.2	B	11.0		15	13	73	56

There is LOS D or better on the Battery Boulevard eastbound approach with queues of 73 feet or less. On the northbound left turn, there is LOS A with queues of 54 feet or less. SimTraffic is showing southbound through queue of 3 feet or less.

The following table shows existing peak hour intersection levels of service and queuing

results at Pocahontas Trail/Rt. 60 entrance:

TABLE 3-2 Rt. 60 Pocahontas Trail/Rt. 60 Entrance									
Traffic LOS And Seconds Delay By Lane Group					95th Percentile Queues By Lane Group				
	AM		PM		Storage	HCS 2010		SimTraffic Q&B	
Overall	A	2.8	A	2.6	Length	AM	PM	AM	PM
NBL	A	8.0	A	8.8	100	8	8	48	51
SBR								6	6
EBL/R	B	13.3	C	19.3		23	40	89	90

There is LOS A/B on the Rt. 60 entrance eastbound approach with queues of 90 feet or less. On the northbound left turn, there is LOS A with queues of 51 feet or less. SimTraffic is showing southbound right queue of 6 feet.

The following table shows existing peak hour intersection levels of service and queuing results at Battery Boulevard/Battery Entrance:

TABLE 3-3 Battery Boulevard/Battery Entrance									
Traffic LOS And Seconds Delay By Lane Group					95th Percentile Queues By Lane Group				
	AM		PM		Storage	HCS 2010		SimTraffic Q&B	
Overall	A	2.5	A	1.9	Length	AM	PM	AM	PM
EBL/T	A	7.4	A	7.6		0	0	8	6
SBL/R	A	9.8	A	9.9		8	5	53	47

There is LOS A on the Battery Entrance southbound approach with queues of 53 feet or less. On the eastbound left turn, there is LOS A with queues of 8 feet or less.

Exhibit 8a shows the higher of AM and PM peak hour queues plotted on the intersection spacing diagram.

James City County has a Traffic Impact Analysis Submittal Requirements Policy that includes the following:

Improvements necessary to achieve an overall Level of Service "C" on adjacent roadways/signalized intersections. The Planning Director may approve movements in certain lane groups of LOS "D" in urban environments.

All intersection tables include an overall intersection level of service (LOS). All intersections for all scenarios show overall LOS A. HCM2010 gives intersection delay in seconds, and the resulting LOS A for all intersections is based on the HCM2010 unsignalized intersection delay and LOS definitions.

Regarding the LOS D for the eastbound left turn lane group at Pocahontas Trail/Battery Boulevard for 2024, minor street left turns and through movements typically have the lowest LOS of any movement at unsignalized or signalized intersections. As traffic grows at this unsignalized intersection, this left turn is at the bottom of the right of way order and will experience the greatest effect/lowering of LOS.

When the traffic volumes and delays reach a certain level, signalization will be warranted.

What will probably be an LOS F in the future for the stop sign controlled approach will be improved with signalization, and LOS will decrease for other movements. Even with signalization, LOS D is routinely the best that can be accommodated for minor street left turns.

SUMMARY AND CONCLUSIONS

All intersection movements at Rt. 60 Pocahontas Trail/Battery Boulevard have LOS D or better with the development. All turning movements at the Rt. 60 Pocahontas Trail entrance have LOS C or better. Left turn queues on northbound Rt. 60 at the Rt. 60 Entrance are well within available storage distance. Right turn lane full width and taper requirements are also met between intersections.

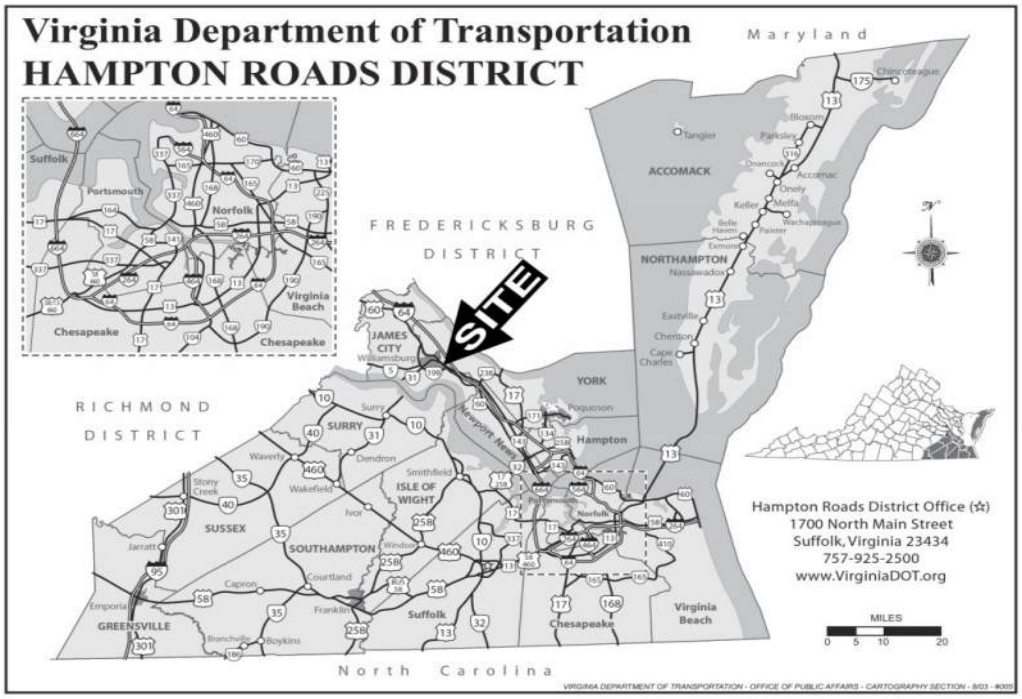
Rt. 60 Pocahontas Trail has relatively unusual traffic conditions: VDOT counts show daily traffic in the 8,000 vpd range which can be accommodated by a two lane road, but Rt. 60 is a four lane road with flush median and access only on one side of the road. Overall, traffic demand on Pocahontas Trail is more in keeping with a collector or local street than a principal arterial.

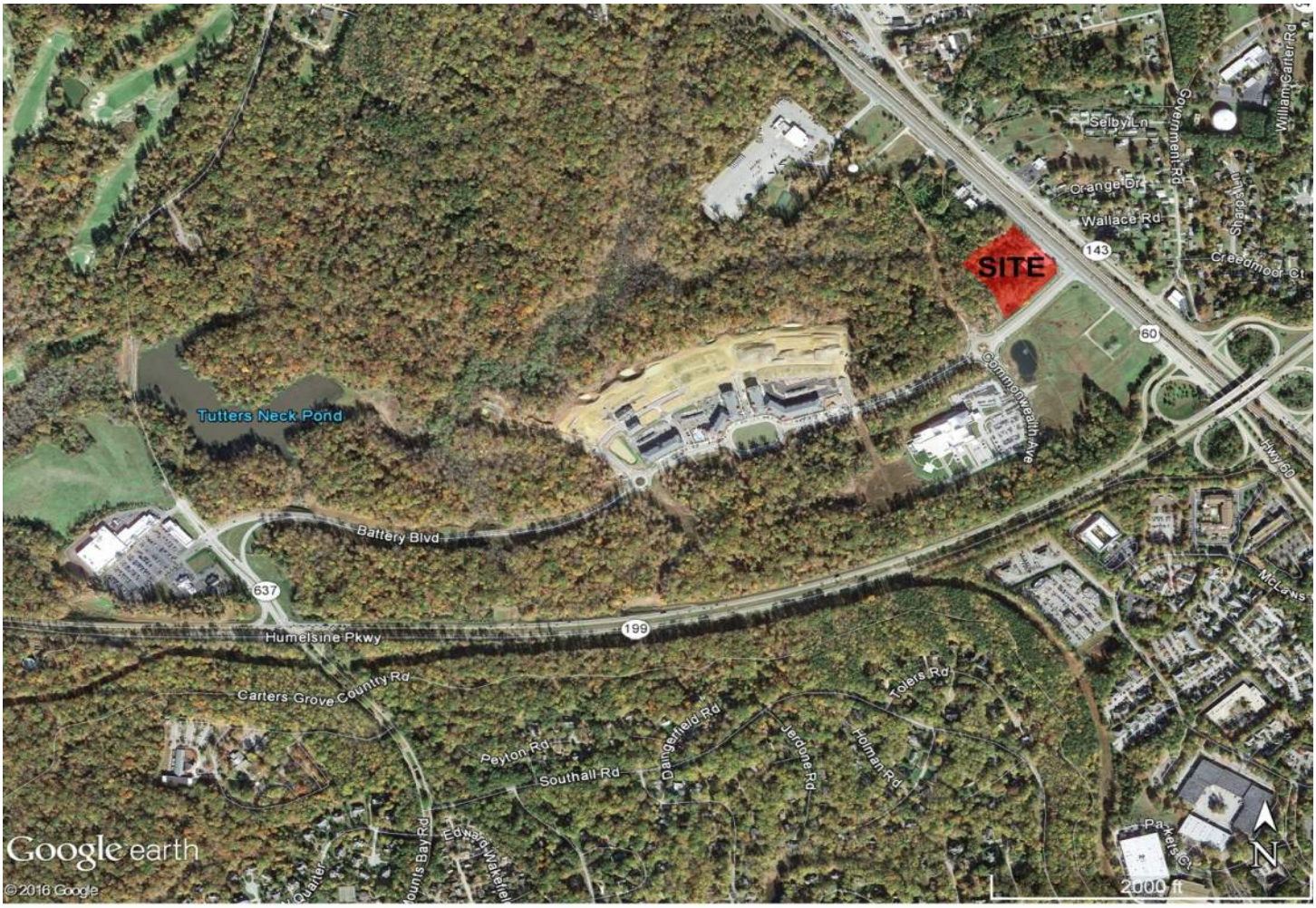
With the proposed SUP entrance location on Pocahontas Trail, left turns on Pocahontas Trail fit will within storage space which is not the case with all existing conditions. There is no lower than LOS C for any movement at the entrances with the relatively light traffic on Pocahontas Trail. The proposed entrances provide adequate accommodations for forecast traffic.

SUP proffers for this development will include the following:

1. Site plan approval to include construction of the single Rt. 60 entrance with the right turn lane and taper, shared use path and sidewalk shown on Exhibit 2b.
2. Reconstruction of Rt. 60 access to the right turn in entrance and right turn out entrance configuration on Exhibit 2c at such time that the Rt. 60/Battery Boulevard entrance is signalized.

REPORT
EXHIBITS

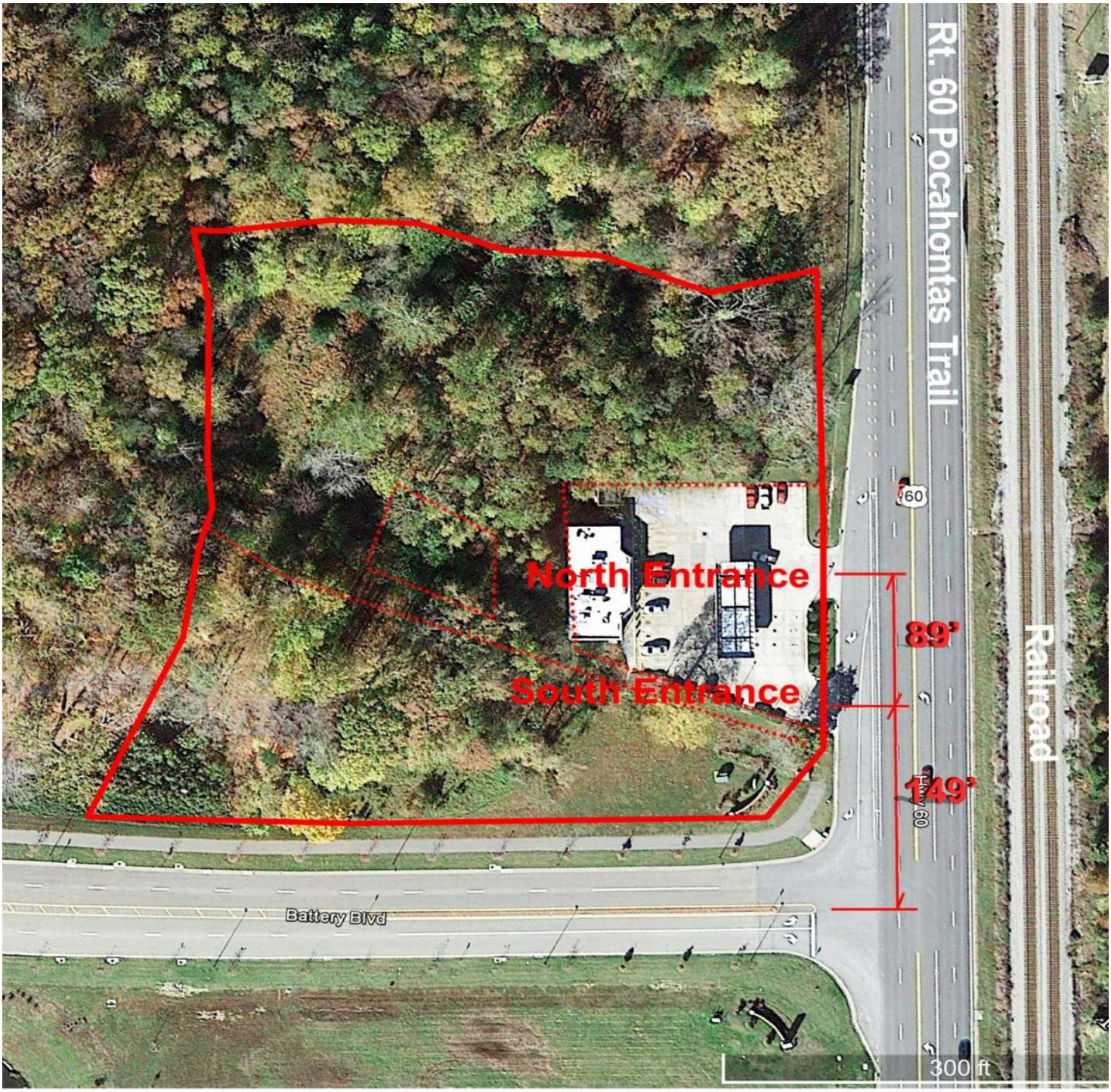




7-ELEVEN AT QUARTERPATH
SITE REGIONAL AND AREA MAPS

DRW Consultants, LLC
804-794-7312

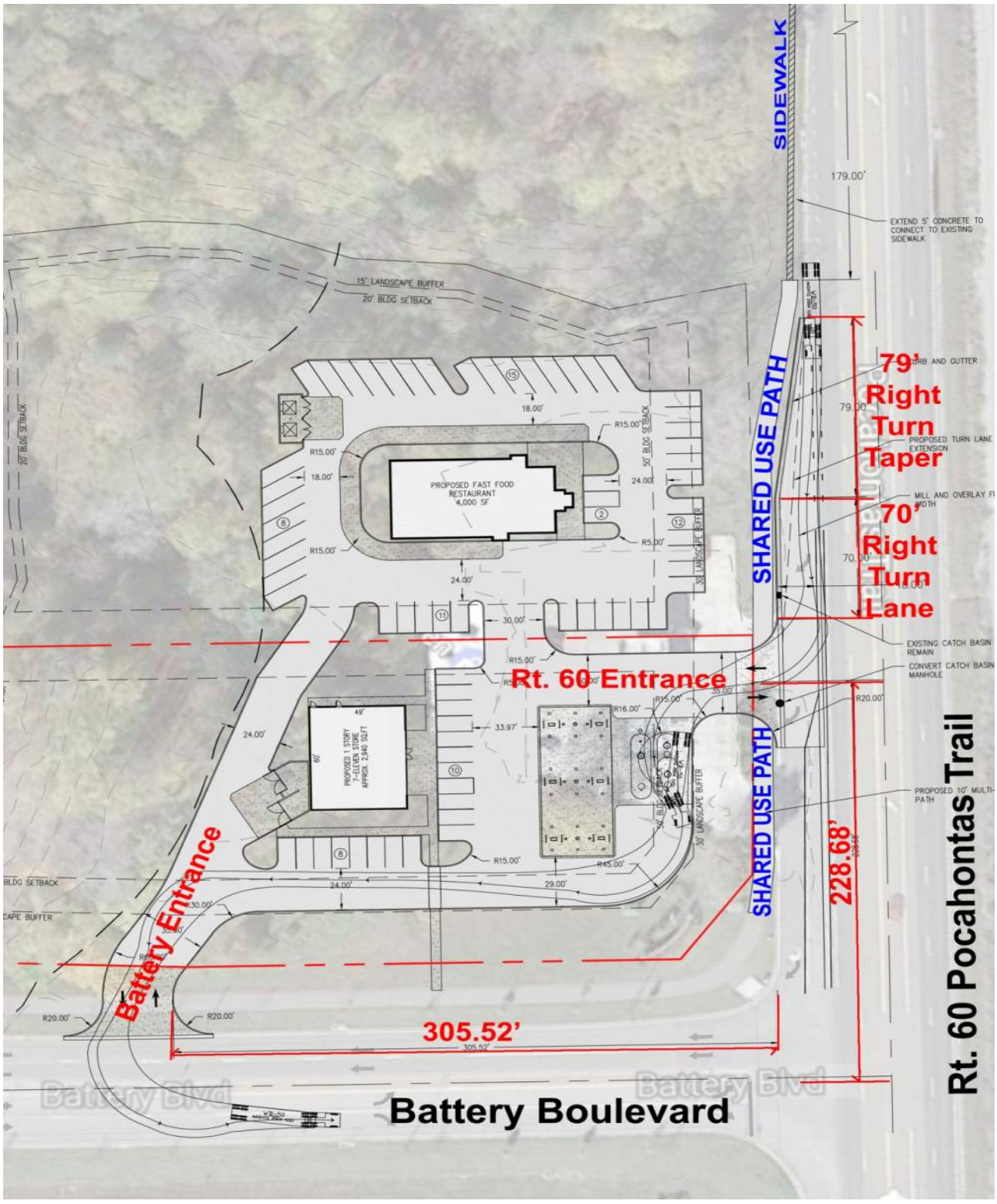
Exhibit 1



EXISTING 7-11 AND
SUP DEVELOPMENT PROPERTY BOUNDARY

DRW Consultants, LLC
804-794-7312

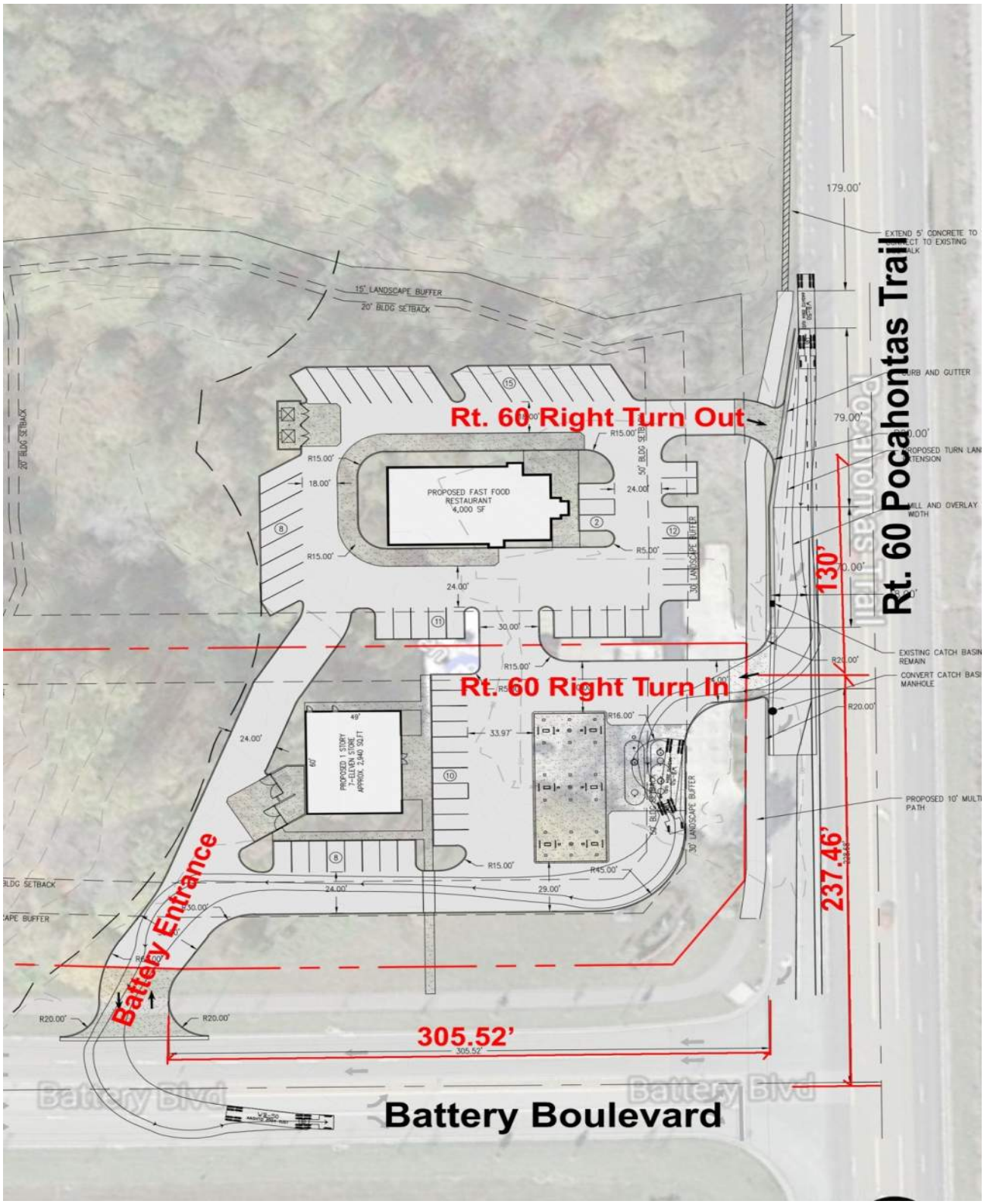
Exhibit 2a



PROPOSED SUP DEVELOPMENT PLAN
PHASE 1 ACCESS
BY BLAKEWAY CORPORATION

DRW Consultants, LLC
804-794-7312

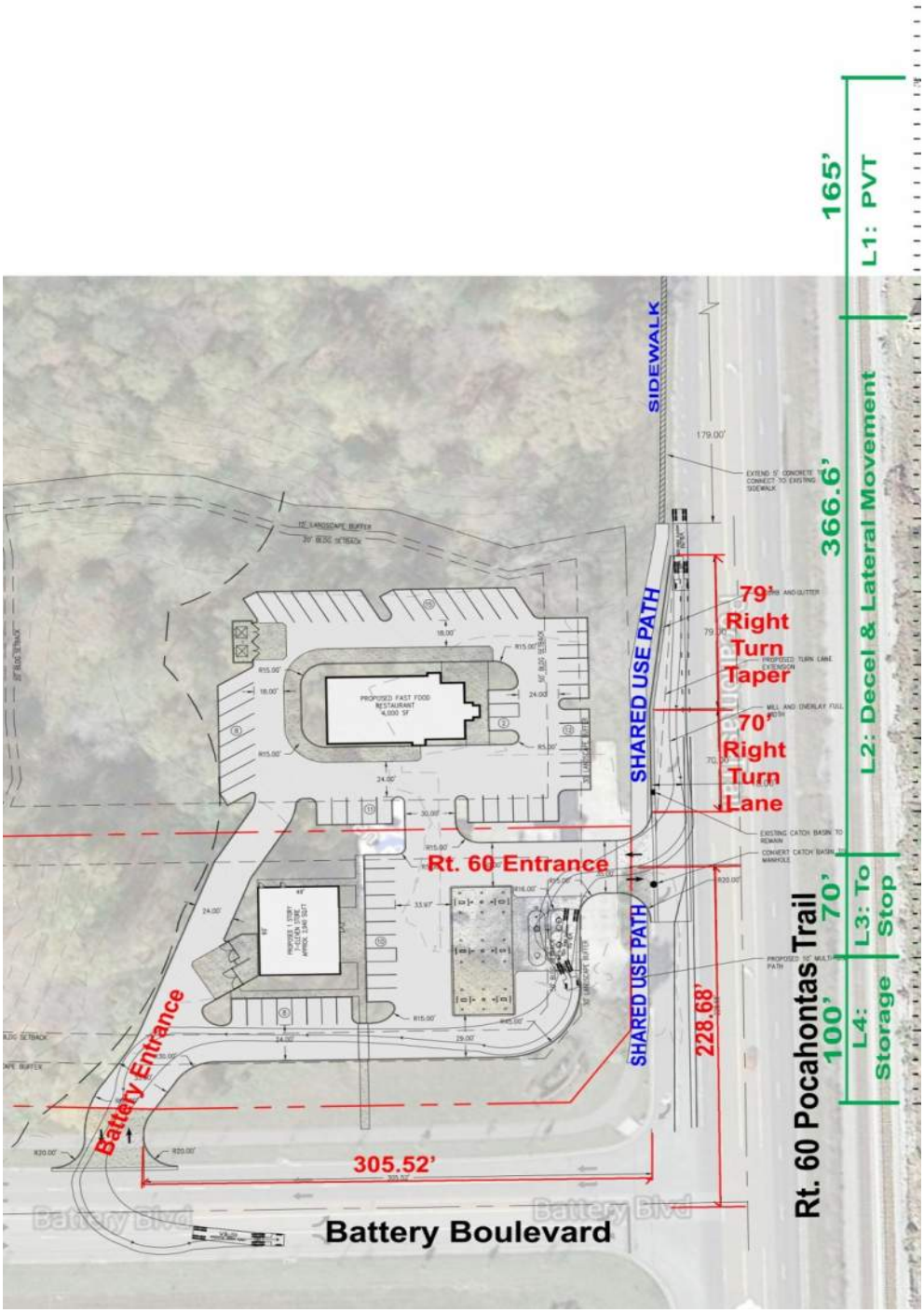
Exhibit 2b



PROPOSED DEVELOPMENT
RT. 60 ENTRANCE CHANGES TO RIGHT TURN IN
AND RIGHT TURN OUT
AND CORNER CLEARANCE ON BATTERY BOULEVARD

DRW Consultants, LLC
804-794-7312

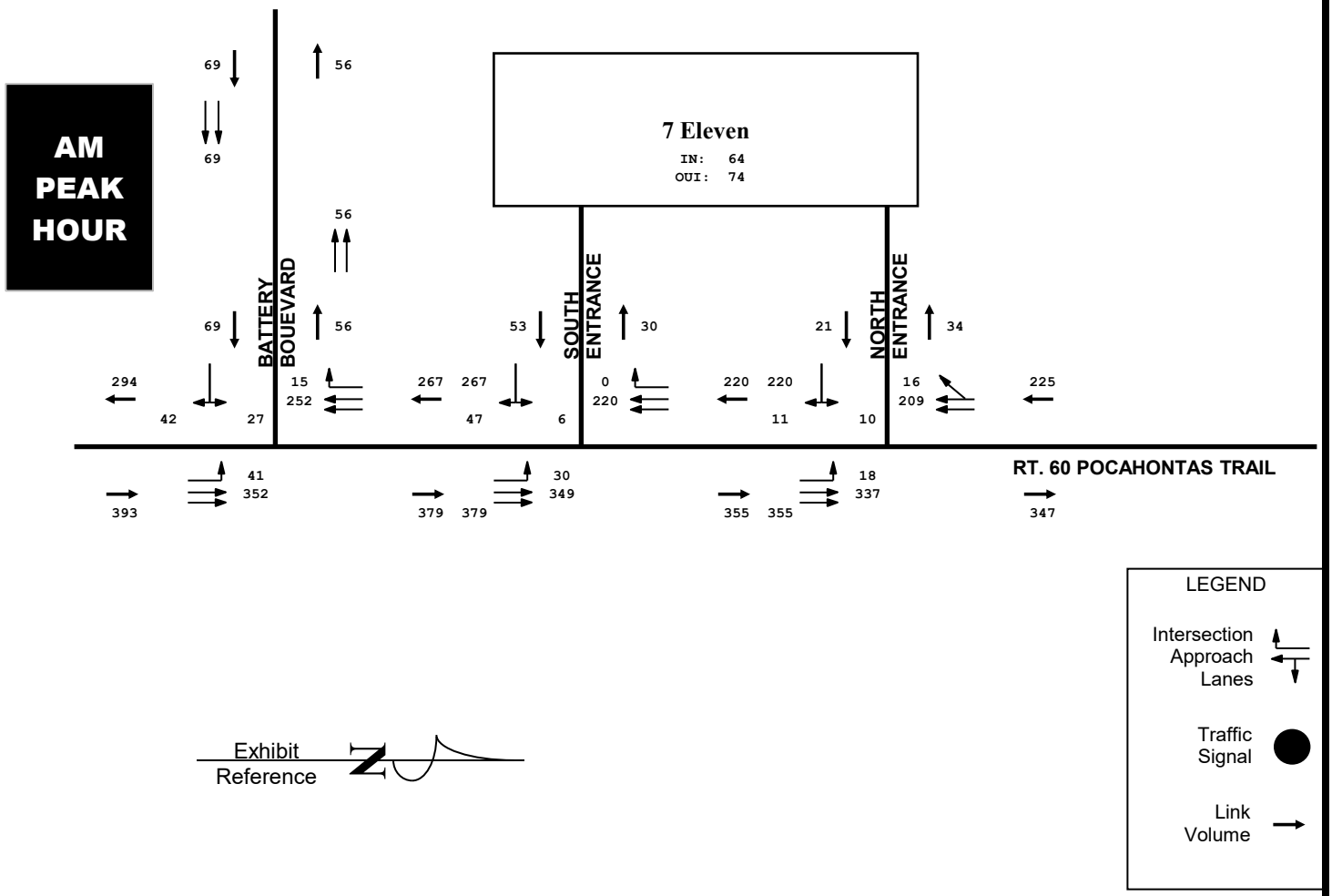
Exhibit 2c

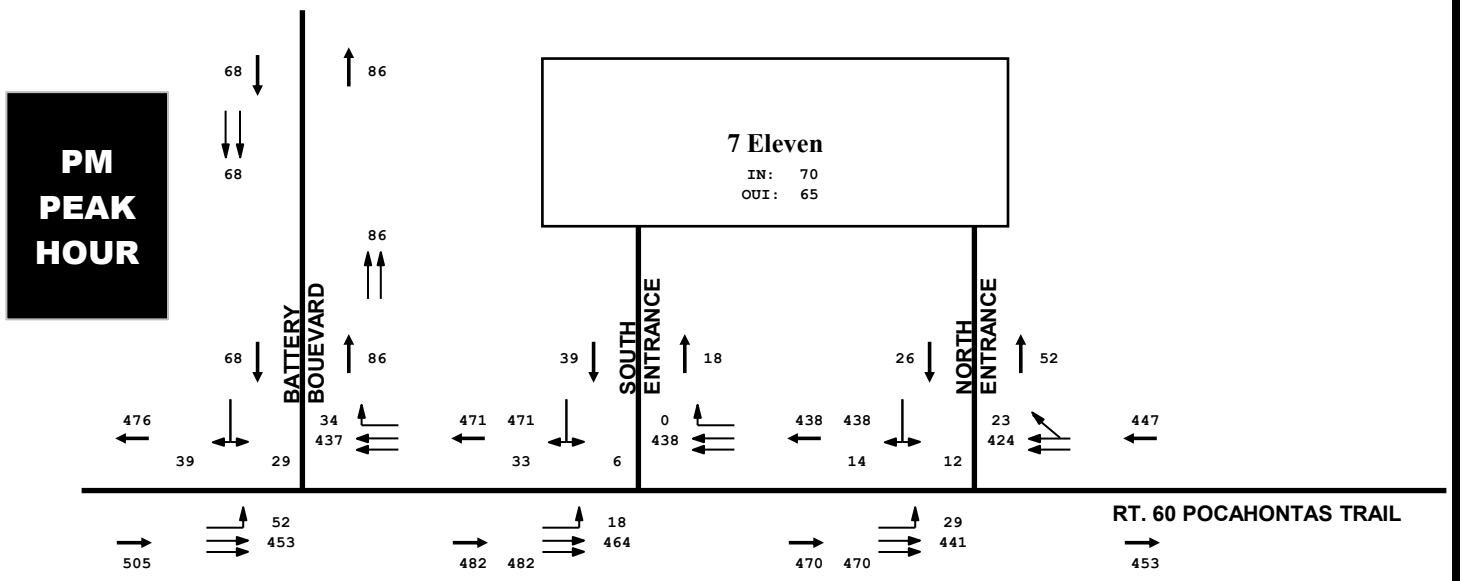


PROPOSED DEVELOPMENT
VDOT FIG. 4-3 FUNCTIONAL AREA OF INTERSECTION

DRW Consultants, LLC
804-794-7312

Exhibit 2d





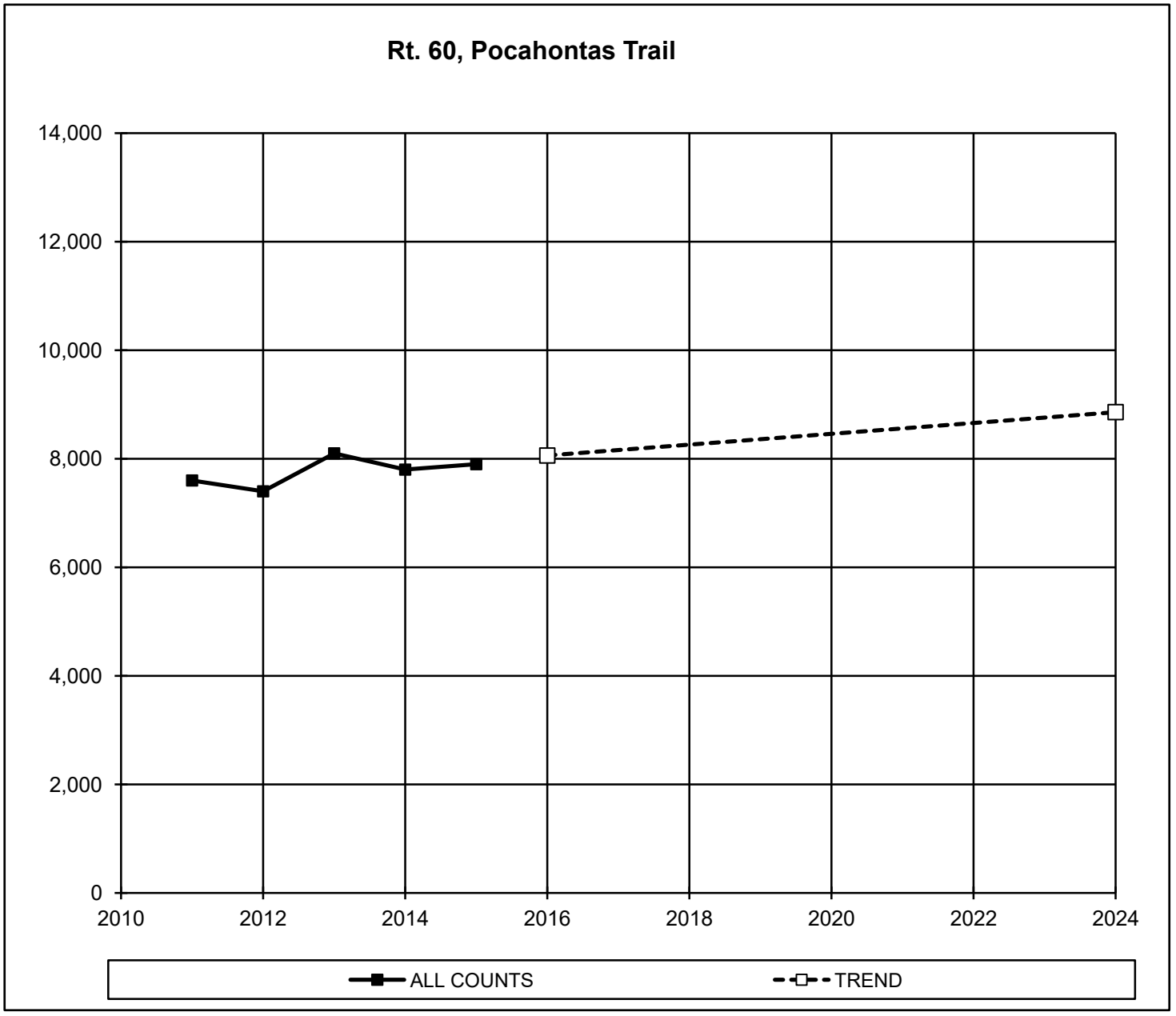
PEAK HOUR COUNTS WITH BALANCE

DRW Consultants, LLC
804-794-7312

Exhibit 3

Street: Rt. 60 Pocahontas Trail
From: ECL Williamsburg
To: Rt. 199
Source: VDOT AADT

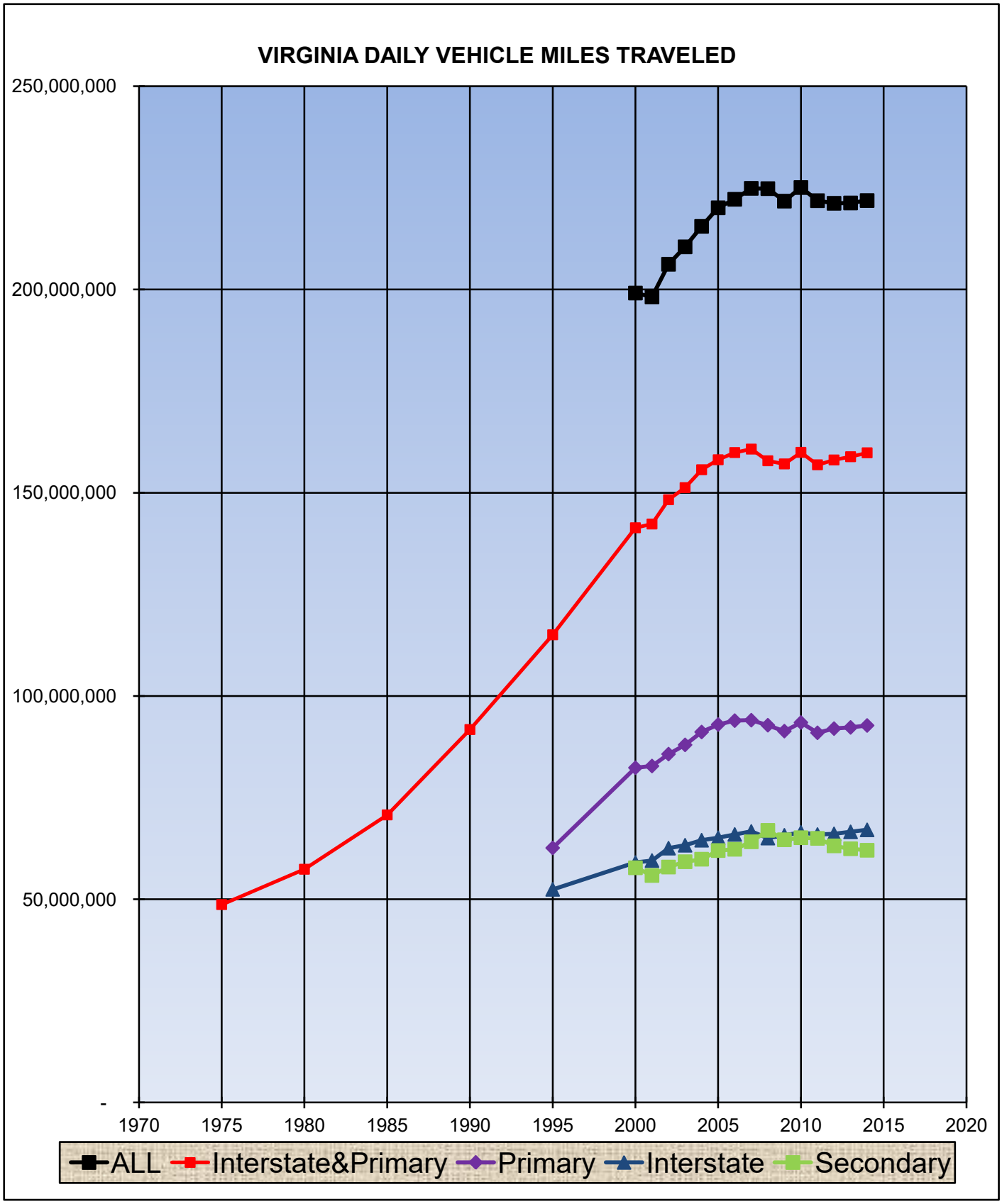
COUNTS		
Year	QA	1st
2011	G	7,600
2012	G	7,400
2013	G	8,100
2014	G	7,800
2015	G	7,900
TREND		
2016	8,060	Δ16
2024	8,860	1.10



RT. 60, POCAHONTAS TRAIL
ECL WILLIAMSBURG TO RT. 199
DAILY TRAFFIC COUNTS AND TRENDS

DRW Consultants, LLC
804-794-7312

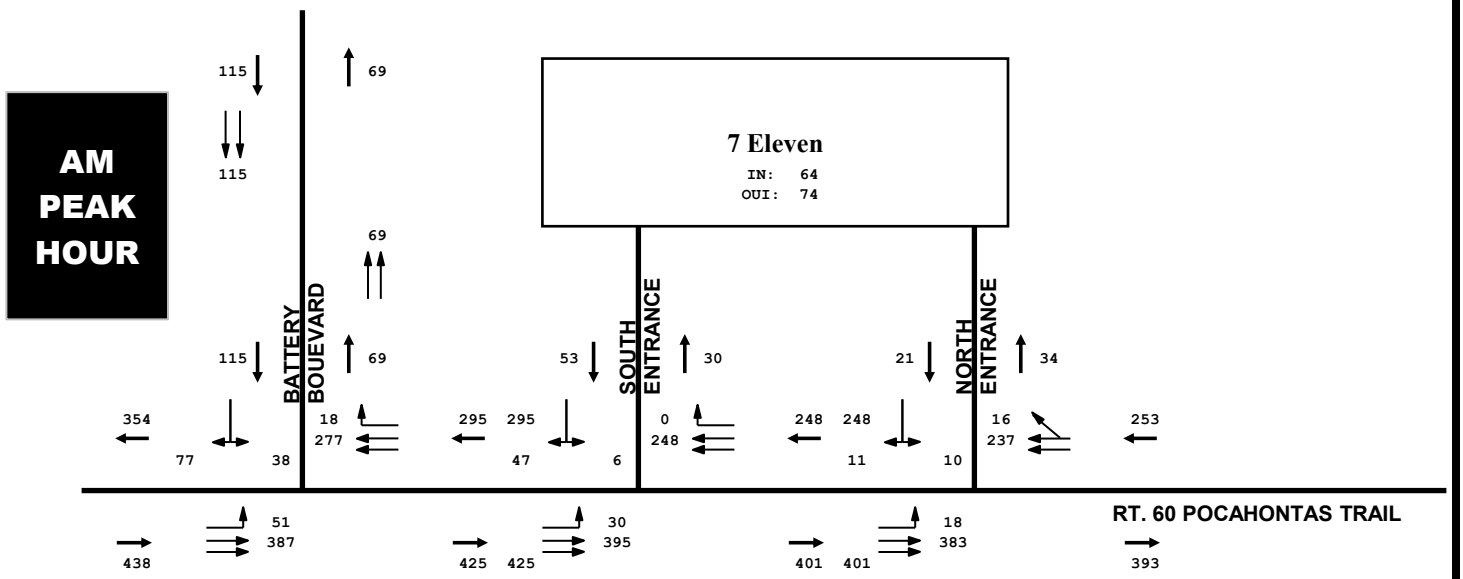
Exhibit 4a



VIRGINIA DAILY VEHICLE MILES TRAVELED
VDOT WEBSITE

DRW Consultants, LLC
804-794-7312

Exhibit 4b



LEGEND

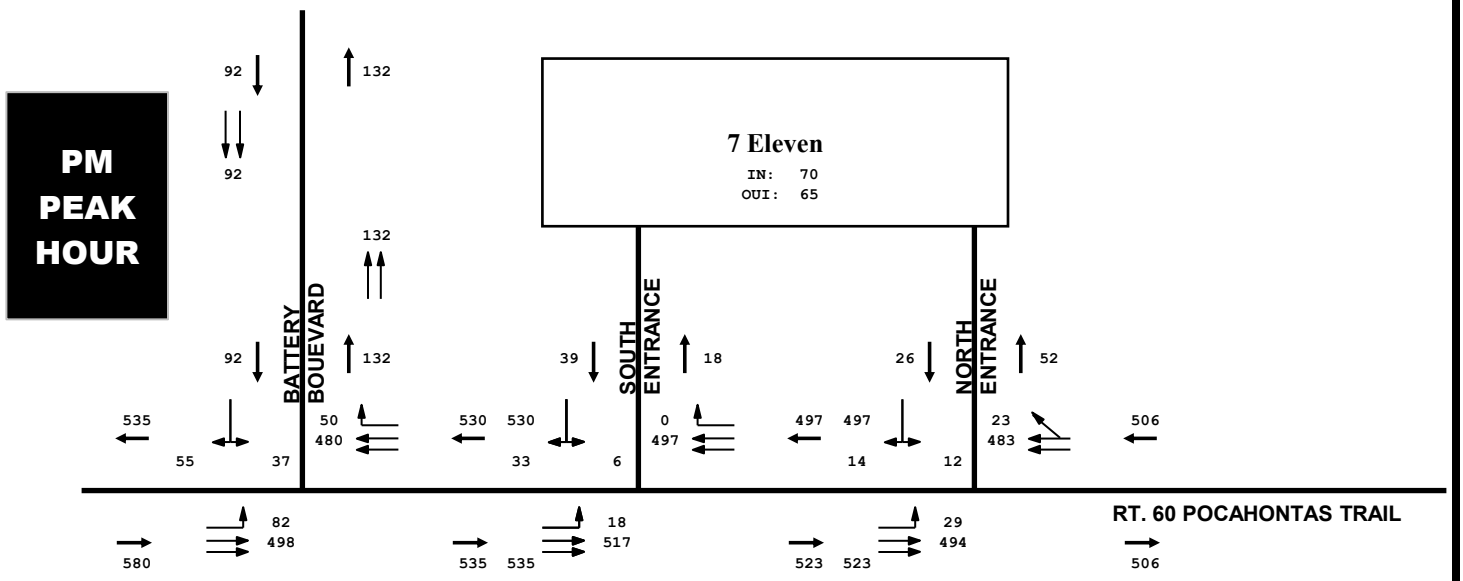
Intersection Approach Lanes

Traffic Signal

Link Volume

Exhibit Reference

GROWTH FACTOR: 1.1



2024 PEAK HOUR BACKGROUND TRAFFIC
(WITH CONDO/TOWNHOUSE)

DRW Consultants, LLC
804-794-7312

Exhibit 5

		LAND USE	SQ.FT., OTHER UNITS	WEEKDAY TRIP GENERATION						
				AM PEAK HOUR			PM PEAK HOUR			
VALUE	LAND USE	CODE		Enter	Exit	Total	Enter	Exit	Total	DAILY
Table 1: Site Trip Generation - Various Values										
rate-adj. st.	FF w/Dr. Thru	934	4,000 sq. ft.	93	89	182	68	63	131	1984
rate-adj. st.	Con. Mkt. W/Gas	853	12 v.f.p.	100	99	199	114	115	229	6511
rate-adj. st.	Con. Mkt. W/Gas	853	2,940 sq. ft.	60	60	120	75	75	150	2486

Table 2: Fast Food Selected Trip Generation & Trip Distribution

rate-adj. st.	FF w/Dr. Thru	934		93	89	182	68	63	131	
		AM Peak Hour					PM Peak Hour			
		Entering Traffic		Exiting Traffic			Entering Traffic		Exiting Traffic	
	Direction	% Dist.	Trips	% Dist.	Trips		% Dist.	Trips	% Dist.	Trips
	Rt. 60 North	25%	23	22%	20		33%	22	28%	18
	Batt. Blvd. West	6%	6	5%	4		4%	3	6%	4
	Rt. 60 South	69%	64	73%	65		63%	43	66%	41
		100%	93	100%	89		100%	68	100%	63

Table 3: 7-Eleven Selected Trip Generation & Trip Distribution

				100	99	199	114	115	229	
		AM Peak Hour					PM Peak Hour			
		Entering Traffic		Exiting Traffic			Entering Traffic		Exiting Traffic	
	Direction	% Dist.	Trips	% Dist.	Trips		% Dist.	Trips	% Dist.	Trips
	Rt. 60 North	25%	25	22%	22		33%	38	28%	32
	Batt. Blvd. West	6%	6	5%	5		4%	5	6%	7
	Rt. 60 South	69%	69	73%	72		63%	71	66%	76
		100%	100	100%	99		100%	114	100%	115

Table 4: Existing 7-Eleven Trip Generation And Site Traffic Counts

rate-adj. st.	Con. Mkt. W/Gas	853	6 v.f.p.	50	49	99	57	57	114	3256
rate-adj. st.	Con. Mkt. W/Gas	853	2,600 sq. ft.	53	53	106	66	66	132	2199
Site Traffic Counts				64	74	138	70	65	135	

Table 5: Condominium/Townhouse Trip Generation

eq.-adj. st.	Condo/Townhouse	230	157 units	13	61	74	58	29	87	952

Table 6: Condo/Townhouse Trip Distribution

				13	61	74	58	29	87	
		AM Peak Hour					PM Peak Hour			
		Entering Traffic		Exiting Traffic			Entering Traffic		Exiting Traffic	
	Direction	% Dist.	Trips	% Dist.	Trips		% Dist.	Trips	% Dist.	Trips
	Rt. 60 North	17%	2	15%	9		22%	13	19%	6
	Batt. Blvd. West (to Qpath Road)	35%	5	35%	21		35%	20	35%	10
	Rt. 60 South	48%	6	50%	31		43%	25	46%	13
		100%	13	100%	61		100%	58	100%	29

Trip generation rates from Trip Generation Manual, 9th Edition (TGM9) by the Institute of Transportation Engineers (ITE)

TRIP GENERATION AND DISTRIBUTION
7 ELEVEN AT QUARTERPATH
AND CONDOMINIUM/TOWNHOUSE

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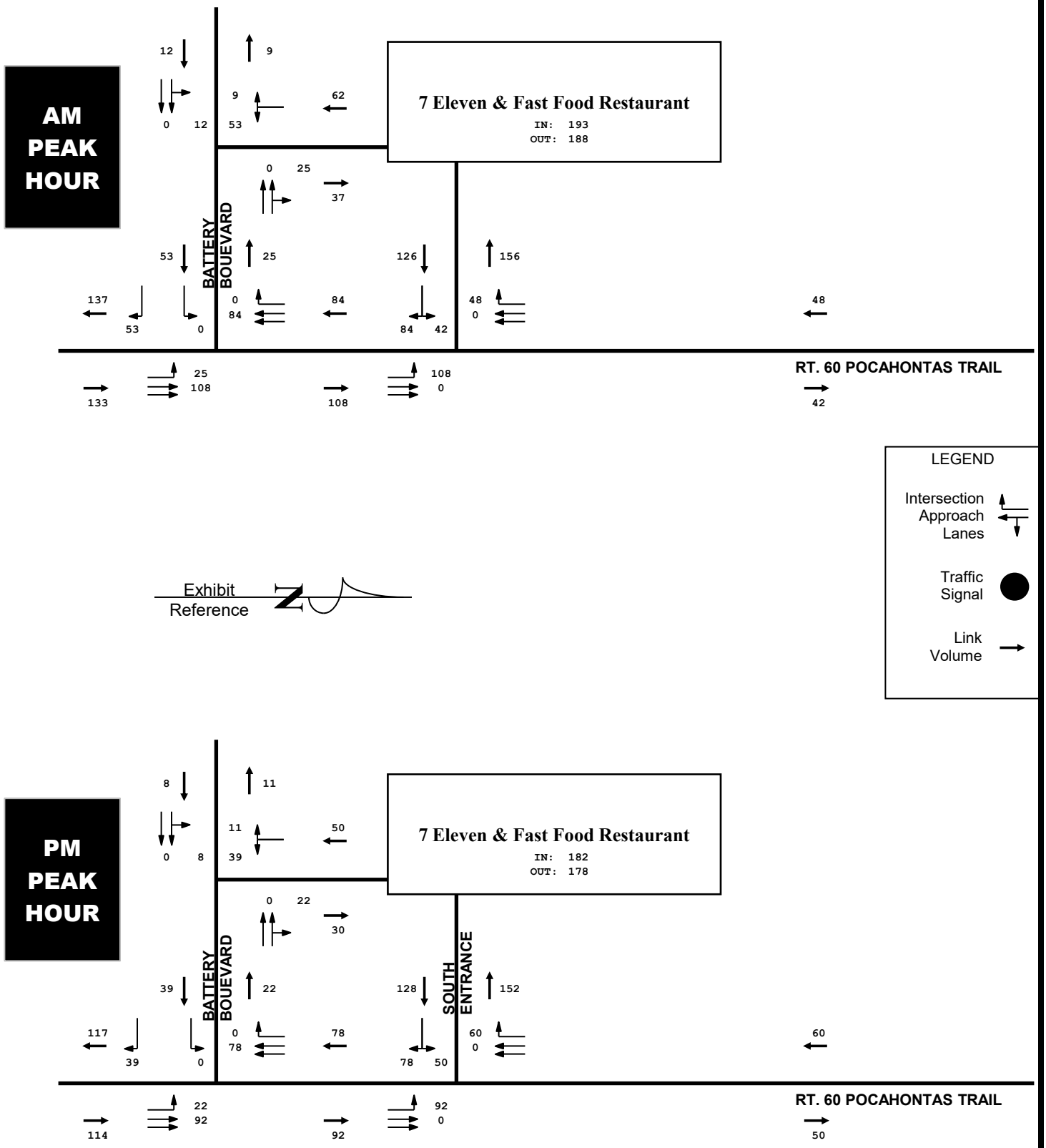
804-794-7312

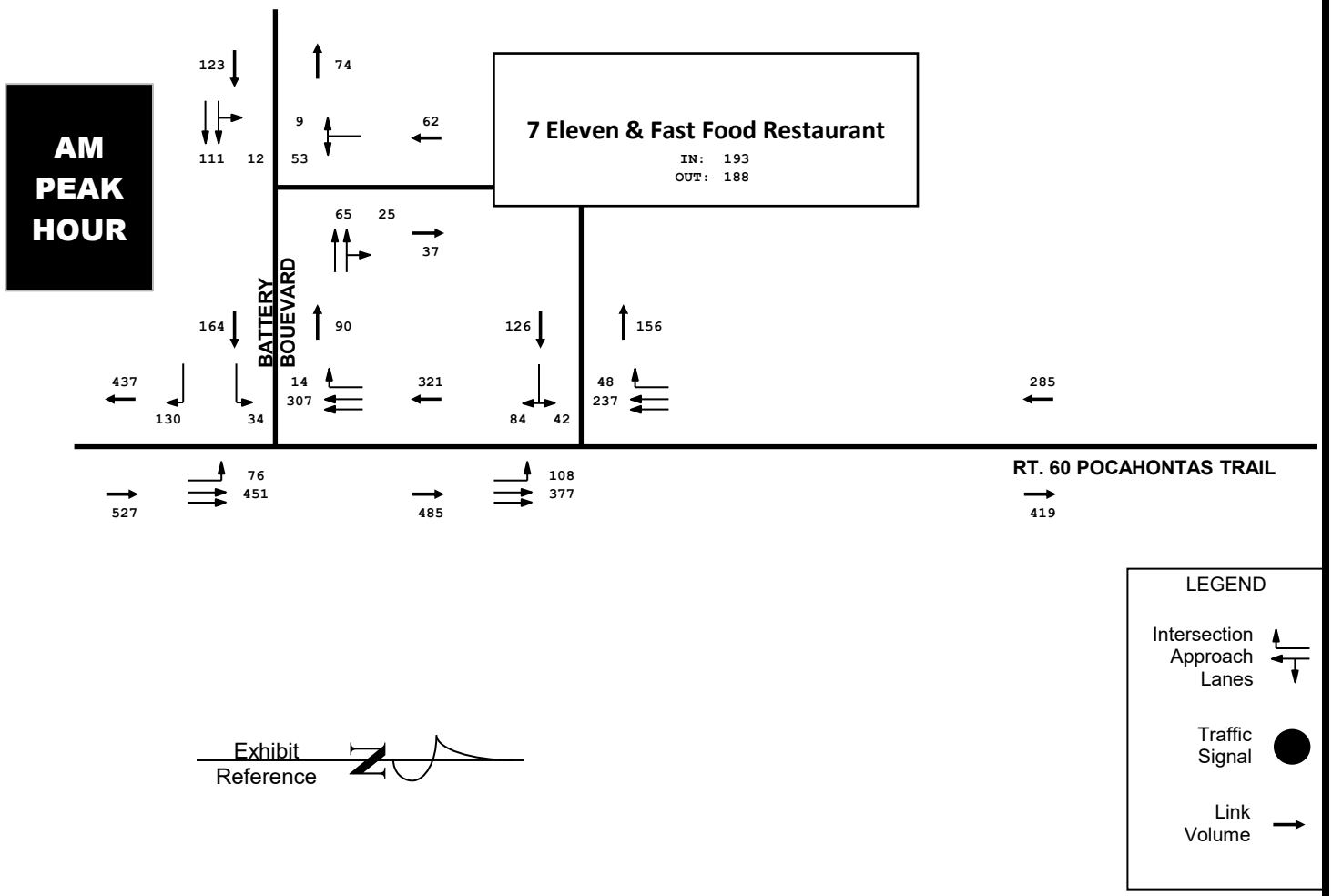
Exhibit 6

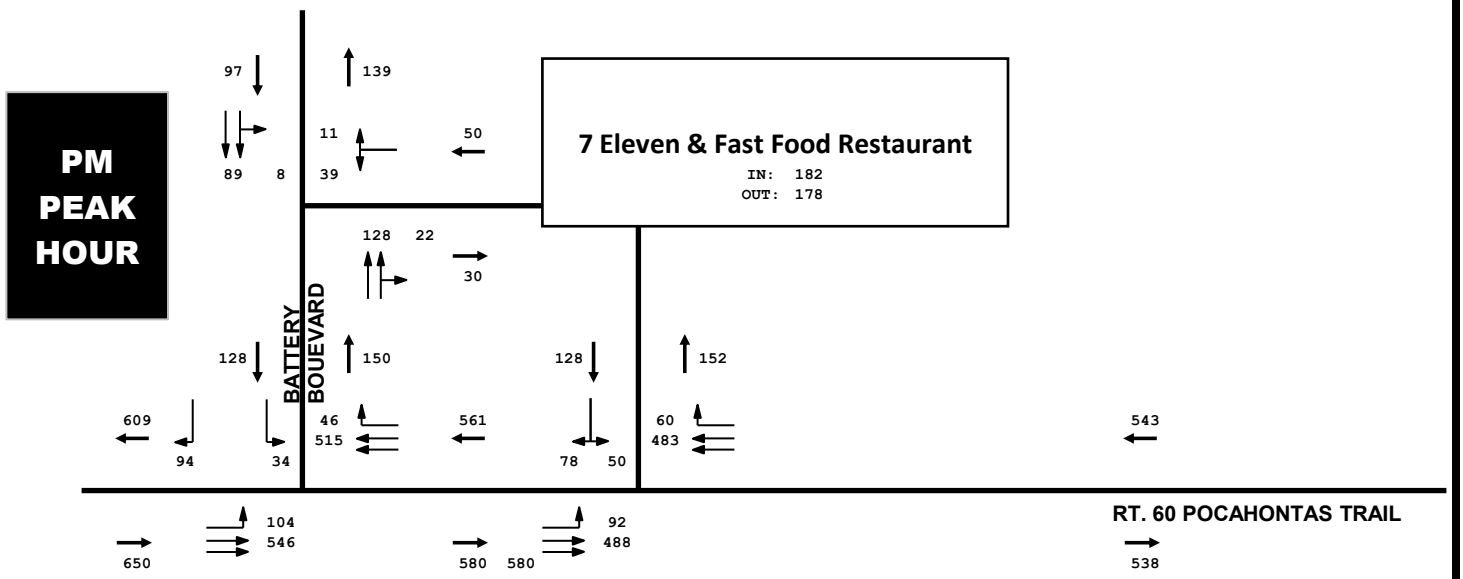


PEAK HOUR TRIP ASSIGNMENT
PROPOSED 7 ELEVEN & FAST FOOD RESTAURANT

DRW Consultants, LLC
804-794-7312

Exhibit 7

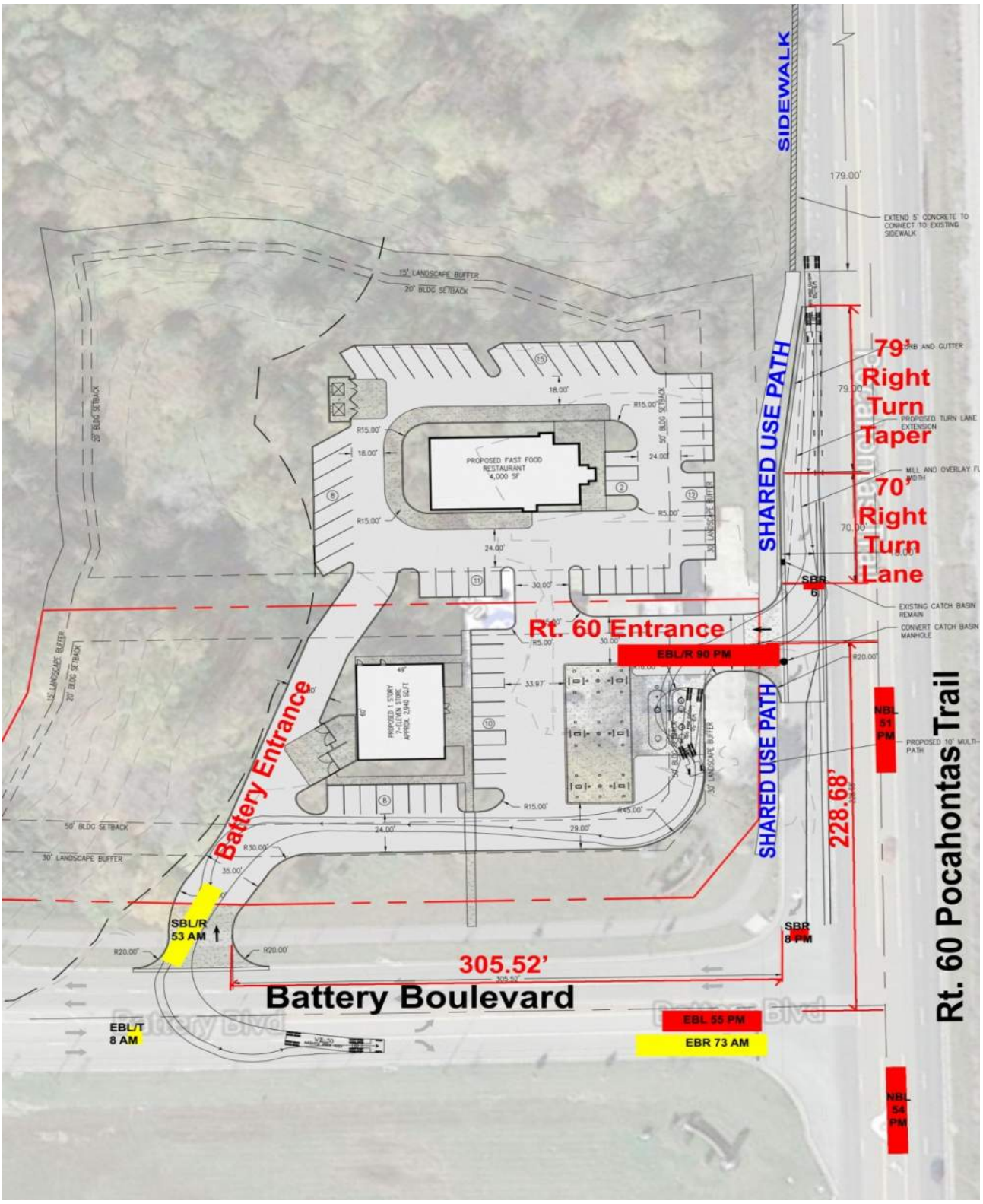




2024 PEAK HOUR TOTAL TRAFFIC

DRW Consultants, LLC
804-794-7312

Exhibit 8



2024 TOTAL TRAFFIC
95% PERCENTILE QUEUES
HIGHEST OF AM/PM PEAK HOURS

DRW Consultants, LLC
804-794-7312

Exhibit 8a

APPENDIX
EXHIBITS

APPENDIX TABLE OF CONTENTS

APPENDIX EXHIBITS	Number
2016 Tabulated Total Traffic Counts: ..... AM PM	
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Rt. 60/7-11 North Entrance.....	C1 C2
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Traffic Count And Traffic Forecast Components	
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2024 Background Only Without Existing 7-11 Peak Hour Traffic	D2
Condominium/Townhouse Trip Assignment.....	D3
Proposed 7-11 Trip Assignment	D4
Proposed Fast Food	D5
Turn Lane Warrants - 2024 Total Traffic	
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Right Turn Lane Warrants, Battery Boulevard/Battery Entrance	F2
Left Turn Lane Warrant, Battery Boulevard/Battery Entrance.....	F3
HCM 2010 Unsignalized Intersection LOS ..... AM PM	
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Rt. 60/7-11 South Entrance.....	Page 2
Rt. 60/7-11 North Entrance.....	Page 3
2024 Background.....	J3 J4
Rt. 60 Pocahontas Trail/Battery Boulevard	Page 1
Rt. 60/7-11 South Entrance.....	Page 2
Rt. 60/7-11 North Entrance.....	Page 3
2024 With Site	J5 J6
Rt. 60 Pocahontas Trail/Battery Boulevard	Page 1
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Battery Boulevard/Battery Entrance.....	Page 4
SimTraffic Queuing & Blocking Report..... AM PM	
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2024 Background.....	K3 K4
2024 With Site.....	K5 K6

AM PEAK HOUR Date: Wed, 10/12/16

COUNTS CONDUCTED BY PEGGY MALONE & ASSC.

LOCATION: Rt. 60 Pocahontas Trail/Battery Boulevard

15 MINUTE INTERVAL COUNTS

TIME	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	Total
7:00 to 7:15	3		19				11	60		0	48	3	144
7:15 to 7:30	5		8				12	72		0	68	3	168
7:30 to 7:45	2		9				13	69		0	58	2	153
7:45 to 8:00	9		6				13	95		0	61	5	189
8:00 to 8:15	4		18				10	88		0	58	5	183
8:15 to 8:30	7		9				11	82		0	74	2	185
8:30 to 8:45	7		9				7	87		1	55	3	169
8:45 to 9:00	3		12				11	94		0	54	6	180

HOUR INTERVAL

TIME	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	Total
7:00 to 8:00	19	0	42	0	0	0	49	296	0	0	235	13	654
7:15 to 8:15	20	0	41	0	0	0	48	324	0	0	245	15	693
7:30 to 8:30	22	0	42	0	0	0	47	334	0	0	251	14	710
7:45 to 8:45	27	0	42	0	0	0	41	352	0	1	248	15	726
8:00 to 9:00	21	0	48	0	0	0	39	351	0	1	241	16	717

PEAK HOUR TURNING MOVEMENT VOLUMES

TIME	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	Total
7:45 to 8:45	27	0	42	0	0	0	41	352	0	1	248	15	726
Truck%	0		13				8	3		0	5	6	

PEAK HOUR FACTOR BY APPROACH

	EB	WB	NB	SB	Total
7:00 to 7:15	22	0	71	51	144
7:15 to 7:30	13	0	84	71	168
7:30 to 7:45	11	0	82	60	153
7:45 to 8:00	15	0	108	66	189
8:00 to 8:15	22	0	98	63	183
8:15 to 8:30	16	0	93	76	185
8:30 to 8:45	16	0	94	59	169
8:45 to 9:00	15	0	105	60	180
PHF	0.78	#####	0.91	0.87	0.96

Exhibit A1

PM PEAK HOUR Date: Wed, 10/12/16

COUNTS CONDUCTED BY PEGGY MALONE & ASSC.

LOCATION: Rt. 60 Pocahontas Trail/Battery Boulevard

15 MINUTE INTERVAL COUNTS

	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:00 to 4:15	8		16				12	83		1	104	8	232
4:15 to 4:30	4		16				5	85		0	98	9	217
4:30 to 4:45	9		18				11	86		0	82	5	211
4:45 to 5:00	10		12				9	97		0	97	10	235
5:00 to 5:15	6		12				20	118		0	101	5	262
5:15 to 5:30	10		3				12	128		0	132	7	292
5:30 to 5:45	3		12				11	106		0	107	12	251
5:45 to 6:00	6		16				14	83		0	108	7	234

HOUR INTERVAL

	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:00 to 5:00	31	0	62	0	0	0	37	351	0	1	381	32	895
4:15 to 5:15	29	0	58	0	0	0	45	386	0	0	378	29	925
4:30 to 5:30	35	0	45	0	0	0	52	429	0	0	412	27	1000
4:45 to 5:45	29	0	39	0	0	0	52	449	0	0	437	34	1040
5:00 to 6:00	25	0	43	0	0	0	57	435	0	0	448	31	1039

PEAK HOUR TURNING MOVEMENT VOLUMES

	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:45 to 5:45	29	0	39	0	0	0	52	449	0	0	437	34	1040
Truck %	7		8				0	2		0	2	9	

PEAK HOUR FACTOR BY APPROACH

	EB	WB	NB	SB	Total
4:00 to 4:15	24	0	95	113	232
4:15 to 4:30	20	0	90	107	217
4:30 to 4:45	27	0	97	87	211
4:45 to 5:00	22	0	106	107	235
5:00 to 5:15	18	0	138	106	262
5:15 to 5:30	13	0	140	139	292
5:30 to 5:45	15	0	117	119	251
5:45 to 6:00	22	0	97	115	234
PHF	0.77	#####	0.89	0.85	0.89

Exhibit A2

AM PEAK HOUR Date: Wed, 10/12/16

COUNTS CONDUCTED BY PEGGY MALONE & ASSC.

LOCATION: Rt. 60 Pocahontas Trail/7-11 South Entrance

15 MINUTE INTERVAL COUNTS

	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00 to 7:15	0		9				5	63			40	0	117
7:15 to 7:30	1		11				4	77			59	0	152
7:30 to 7:45	3		10				5	68			51	0	137
7:45 to 8:00	3		13				7	92			53	0	168
8:00 to 8:15	0		12				12	75			50	0	149
8:15 to 8:30	3		17				2	85			59	0	166
8:30 to 8:45	0		5				9	85			54	0	153
8:45 to 9:00	1		10				2	95			49	2	159

HOUR INTERVAL

	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00 to 8:00	7	0	43	0	0	0	21	300	0	0	203	0	574
7:15 to 8:15	7	0	46	0	0	0	28	312	0	0	213	0	606
7:30 to 8:30	9	0	52	0	0	0	26	320	0	0	213	0	620
7:45 to 8:45	6	0	47	0	0	0	30	337	0	0	216	0	636
8:00 to 9:00	4	0	44	0	0	0	25	340	0	0	212	2	627

PEAK HOUR TURNING MOVEMENT VOLUMES

	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:45 to 8:45	6	0	47	0	0	0	30	337	0	0	216	0	636
Truck%	17		4				3	3			8	0	

PEAK HOUR FACTOR BY APPROACH

	EB	WB	NB	SB	Total
7:00 to 7:15	9	0	68	40	117
7:15 to 7:30	12	0	81	59	152
7:30 to 7:45	13	0	73	51	137
7:45 to 8:00	16	0	99	53	168
8:00 to 8:15	12	0	87	50	149
8:15 to 8:30	20	0	87	59	166
8:30 to 8:45	5	0	94	54	153
8:45 to 9:00	11	0	97	51	159
PHF	0.66	#####	0.93	0.92	0.95

Exhibit B1

PM PEAK HOUR Date: Wed, 10/12/16

COUNTS CONDUCTED BY PEGGY MALONE & ASSC.

LOCATION: Rt. 60 Pocahontas Trail/7-11 South Entrance

15 MINUTE INTERVAL COUNTS

	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:00 to 4:15	0		12				4	89			100	0	205
4:15 to 4:30	1		13				3	87			97	0	201
4:30 to 4:45	0		12				8	88			73	0	181
4:45 to 5:00	0		8				2	104			99	0	213
5:00 to 5:15	4		9				6	123			101	0	243
5:15 to 5:30	1		12				5	130			123	0	271
5:30 to 5:45	1		4				5	104			112	0	226
5:45 to 6:00	3		6				2	84			110	2	207

HOUR INTERVAL

	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:00 to 5:00	1	0	45	0	0	0	17	368	0	0	369	0	800
4:15 to 5:15	5	0	42	0	0	0	19	402	0	0	370	0	838
4:30 to 5:30	5	0	41	0	0	0	21	445	0	0	396	0	908
4:45 to 5:45	6	0	33	0	0	0	18	461	0	0	435	0	953
5:00 to 6:00	9	0	31	0	0	0	18	441	0	0	446	2	947

PEAK HOUR TURNING MOVEMENT VOLUMES

	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:45 to 5:45	6	0	33	0	0	0	18	461	0	0	435	0	953
Truck %	0		0				0	2			2	0	

PEAK HOUR FACTOR BY APPROACH

	EB	WB	NB	SB	Total
4:00 to 4:15	12	0	93	100	205
4:15 to 4:30	14	0	90	97	201
4:30 to 4:45	12	0	96	73	181
4:45 to 5:00	8	0	106	99	213
5:00 to 5:15	13	0	129	101	243
5:15 to 5:30	13	0	135	123	271
5:30 to 5:45	5	0	109	112	226
5:45 to 6:00	9	0	86	112	207
PHF	0.75	#####	0.89	0.88	0.88

Exhibit B2

AM PEAK HOUR Date: Wed, 10/12/16

COUNTS CONDUCTED BY PEGGY MALONE & ASSC.

LOCATION: Rt. 60 Pocahontas Trail/7-11 North Entrance

15 MINUTE INTERVAL COUNTS

TIME	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	Total
7:00 to 7:15	5		1				6	57			38	5	112
7:15 to 7:30	4		2				11	66			58	5	146
7:30 to 7:45	3		0				7	61			51	6	128
7:45 to 8:00	3		2				7	90			53	4	159
8:00 to 8:15	1		3				4	74			47	4	133
8:15 to 8:30	2		4				5	85			58	6	160
8:30 to 8:45	4		2				2	84			51	2	145
8:45 to 9:00	4		1				4	93			50	6	158

HOUR INTERVAL

TIME	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	Total
7:00 to 8:00	15	0	5	0	0	0	31	274	0	0	200	20	545
7:15 to 8:15	11	0	7	0	0	0	29	291	0	0	209	19	566
7:30 to 8:30	9	0	9	0	0	0	23	310	0	0	209	20	580
7:45 to 8:45	10	0	11	0	0	0	18	333	0	0	209	16	597
8:00 to 9:00	11	0	10	0	0	0	15	336	0	0	206	18	596

PEAK HOUR TURNING MOVEMENT VOLUMES

TIME	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	Total
7:45 to 8:45	10	0	11	0	0	0	18	333	0	0	209	16	597
Truck%	0		18				11	3			8	6	

PEAK HOUR FACTOR BY APPROACH

	EB	WB	NB	SB	Total
7:00 to 7:15	6	0	63	43	112
7:15 to 7:30	6	0	77	63	146
7:30 to 7:45	3	0	68	57	128
7:45 to 8:00	5	0	97	57	159
8:00 to 8:15	4	0	78	51	133
8:15 to 8:30	6	0	90	64	160
8:30 to 8:45	6	0	86	53	145
8:45 to 9:00	5	0	97	56	158
PHF	0.88	#####	0.90	0.88	0.93

Exhibit C1

PM PEAK HOUR Date: Wed, 10/12/16

COUNTS CONDUCTED BY PEGGY MALONE & ASSC.

LOCATION: Rt. 60 Pocahontas Trail/7-11 North Entrance

15 MINUTE INTERVAL COUNTS

TIME	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	Total
4:00 to 4:15	4		0				6	84			100	5	199
4:15 to 4:30	1		2				8	80			95	6	192
4:30 to 4:45	3		2				4	84			72	7	172
4:45 to 5:00	4		2				10	96			98	5	215
5:00 to 5:15	3		3				6	119			95	8	234
5:15 to 5:30	2		4				7	127			120	3	263
5:30 to 5:45	3		5				6	99			107	7	227
5:45 to 6:00	4		2				5	83			110	3	207

HOUR INTERVAL

TIME	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	Total
4:00 to 5:00	12	0	6	0	0	0	28	344	0	0	365	23	778
4:15 to 5:15	11	0	9	0	0	0	28	379	0	0	360	26	813
4:30 to 5:30	12	0	11	0	0	0	27	426	0	0	385	23	884
4:45 to 5:45	12	0	14	0	0	0	29	441	0	0	420	23	939
5:00 to 6:00	12	0	14	0	0	0	24	428	0	0	432	21	931

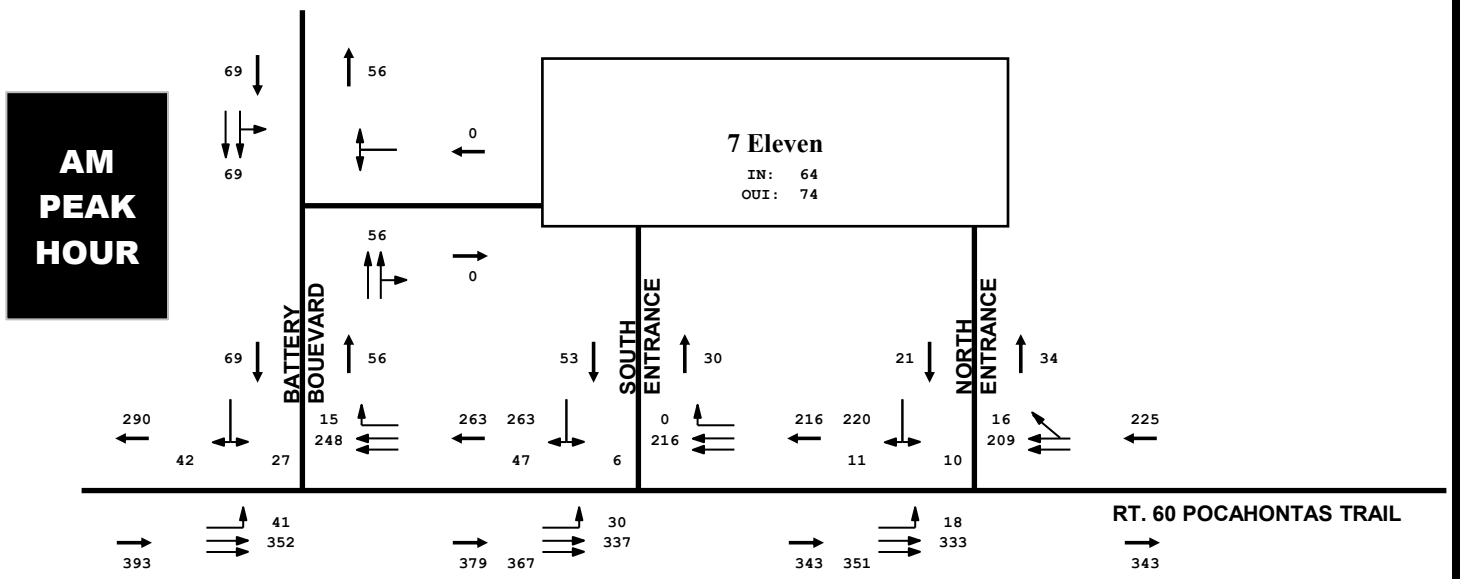
PEAK HOUR TURNING MOVEMENT VOLUMES

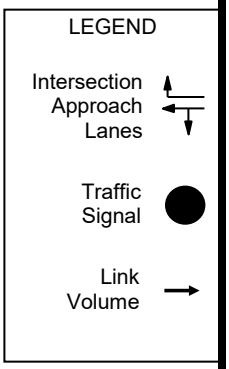
TIME	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	Total
4:45 to 5:45	12	0	14	0	0	0	29	441	0	0	420	23	939
Truck %	0		0				0	3			2	0	

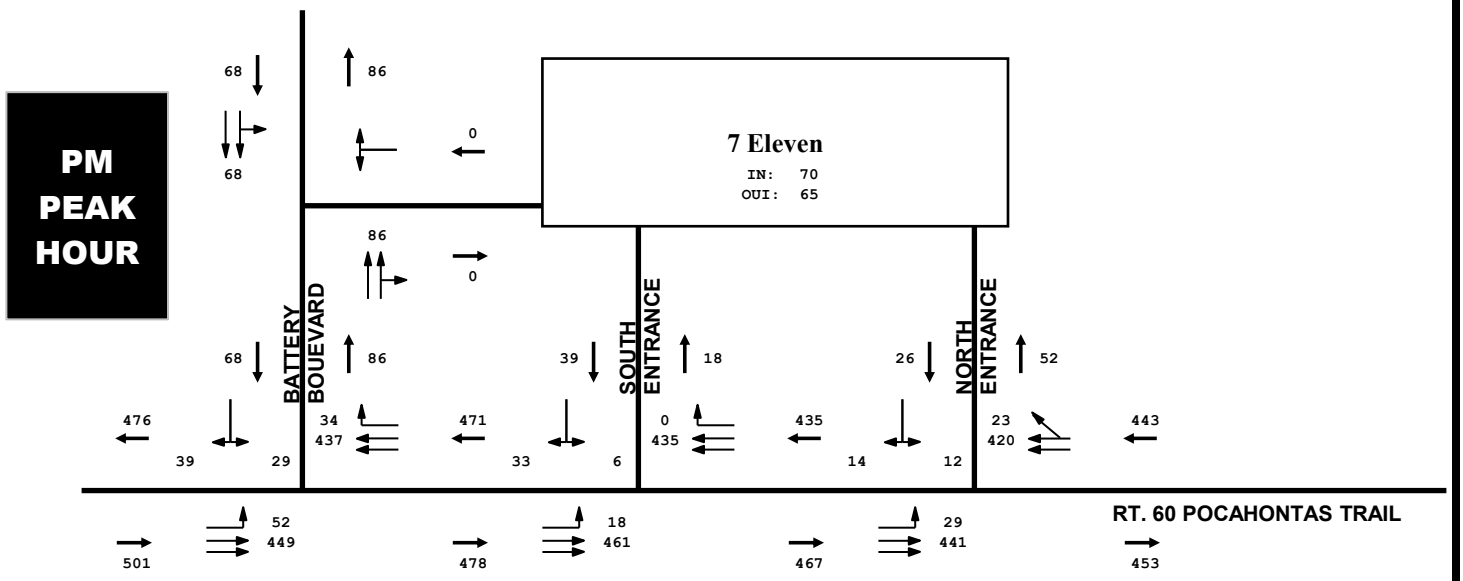
PEAK HOUR FACTOR BY APPROACH

	EB	WB	NB	SB	Total
4:00 to 4:15	4	0	90	105	199
4:15 to 4:30	3	0	88	101	192
4:30 to 4:45	5	0	88	79	172
4:45 to 5:00	6	0	106	103	215
5:00 to 5:15	6	0	125	103	234
5:15 to 5:30	6	0	134	123	263
5:30 to 5:45	8	0	105	114	227
5:45 to 6:00	6	0	88	113	207
PHF	0.81	#####	0.88	0.90	0.89

Exhibit C2







PEAK HOUR COUNTS WITHOUT BALANCE

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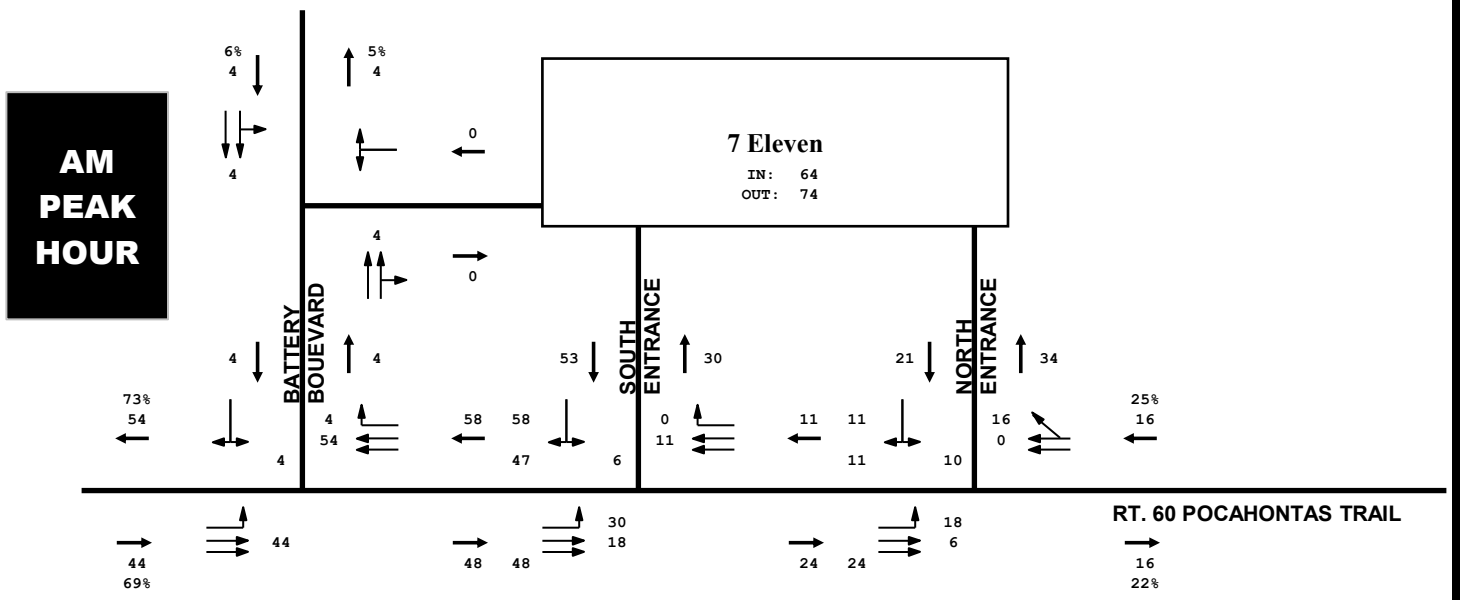
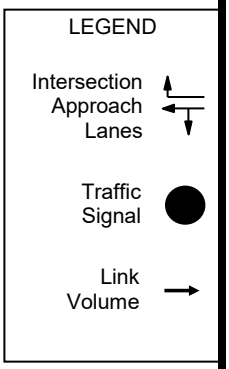
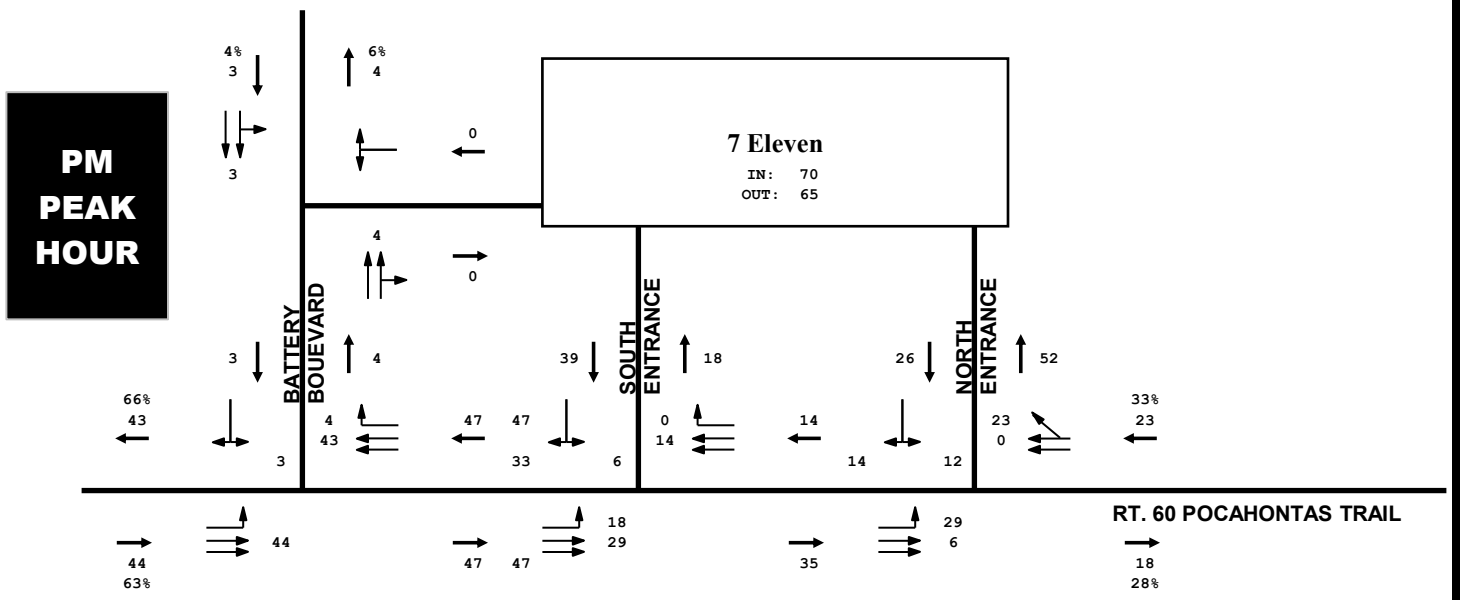
Exhibit D







PEAK HOUR COUNTS 7 ELEVEN TRAFFIC ONLY

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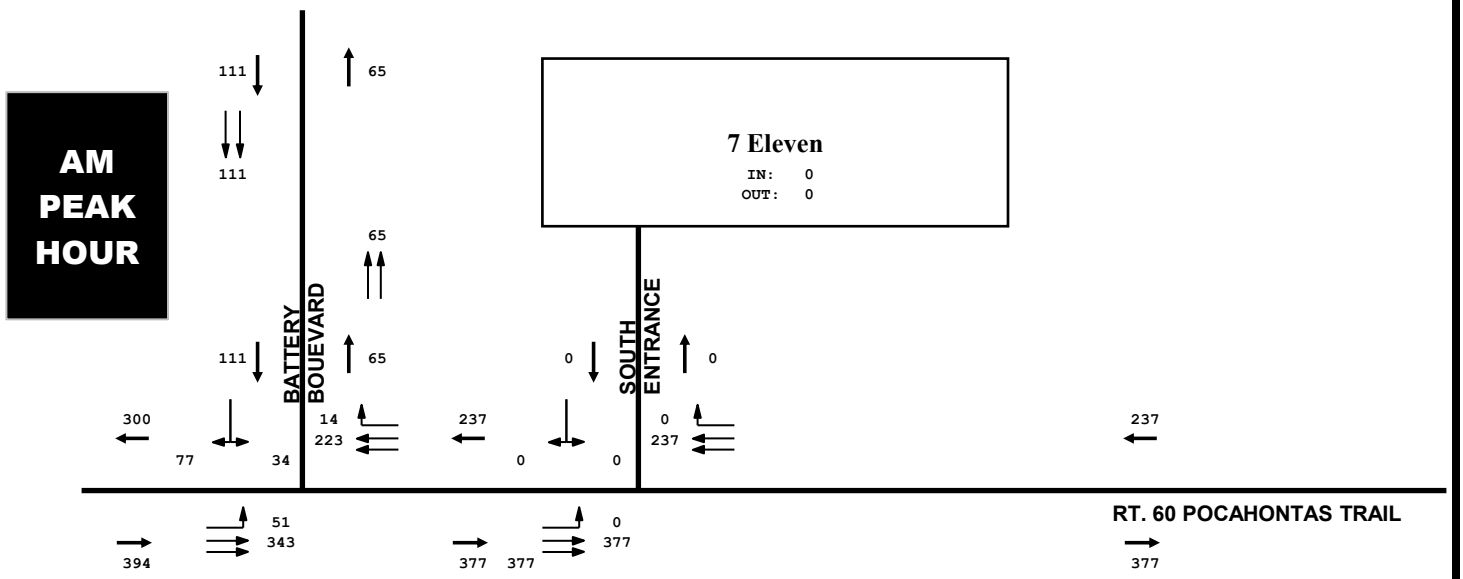
Exhibit D1



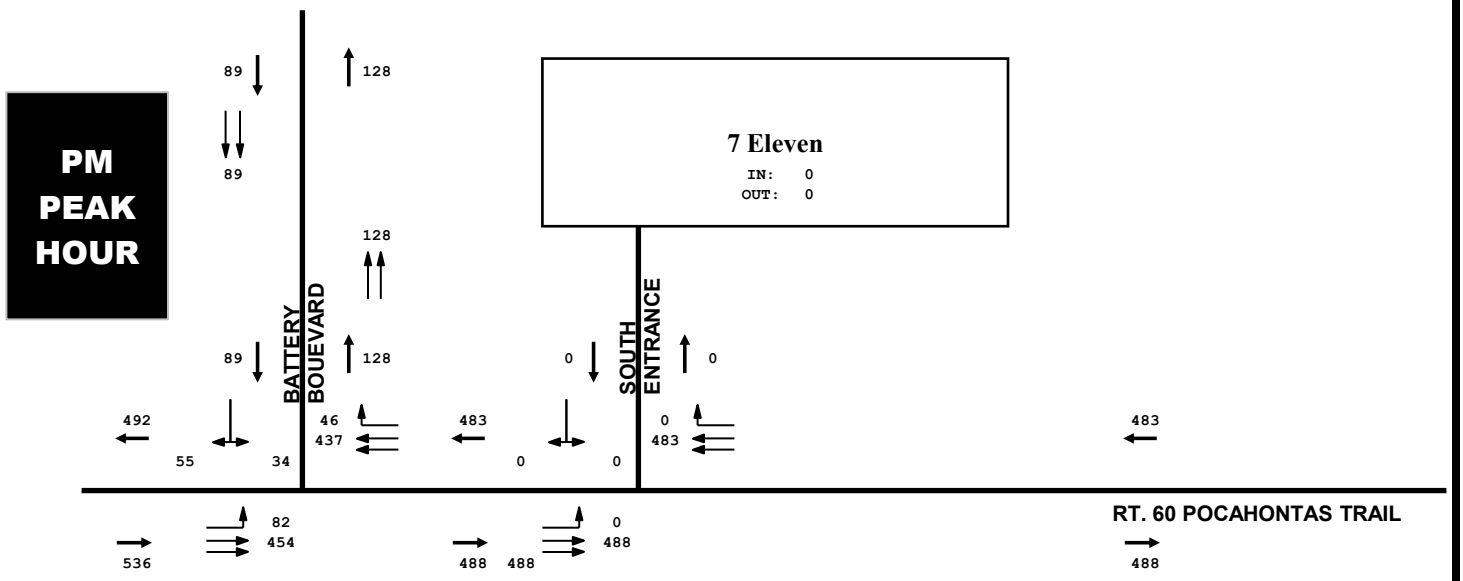
GROWTH FACTOR: 1.1

LEGEND

Intersection Approach Lanes

Traffic Signal

Link Volume



2024 PEAK HOUR BACKGROUND TRAFFIC
WITHOUT EXISTING 7 ELEVEN

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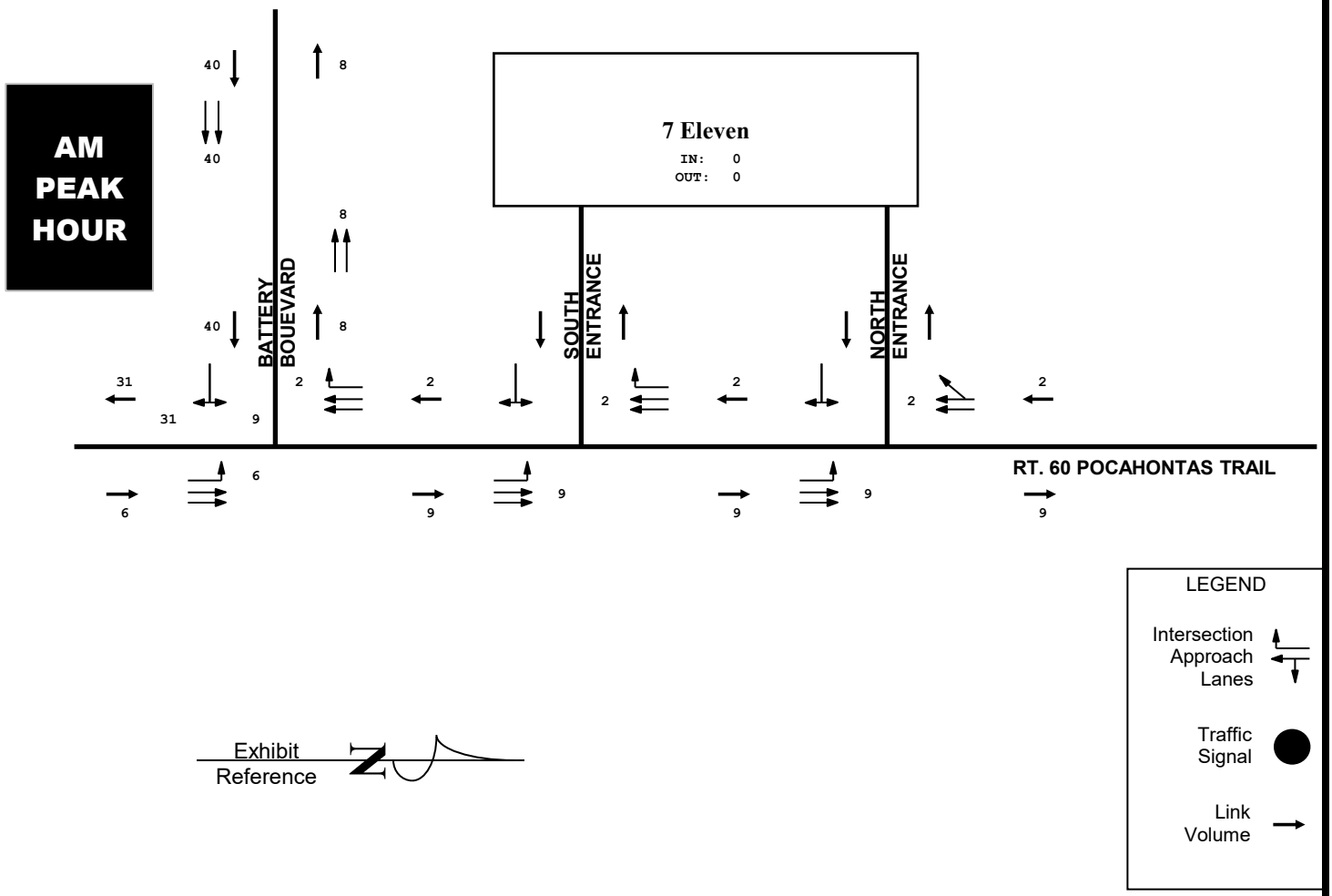
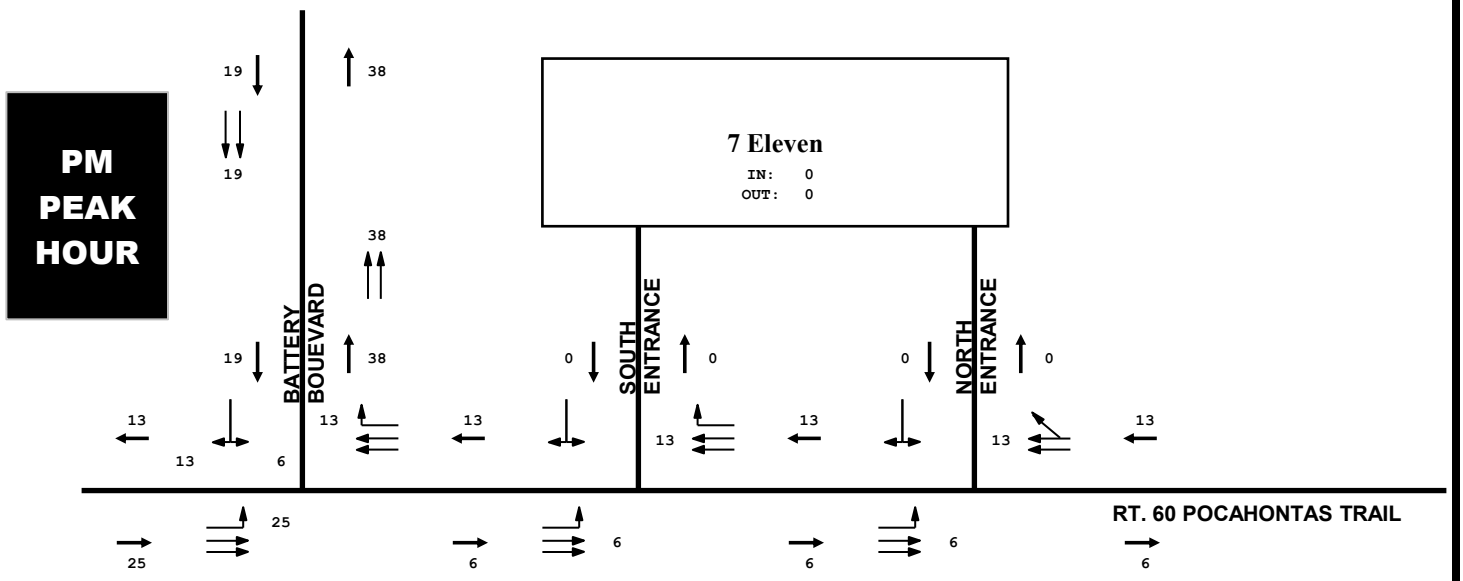
Exhibit D2





CONDOMINIUM /TOWNHOUSE TRIP ASSIGNMENT

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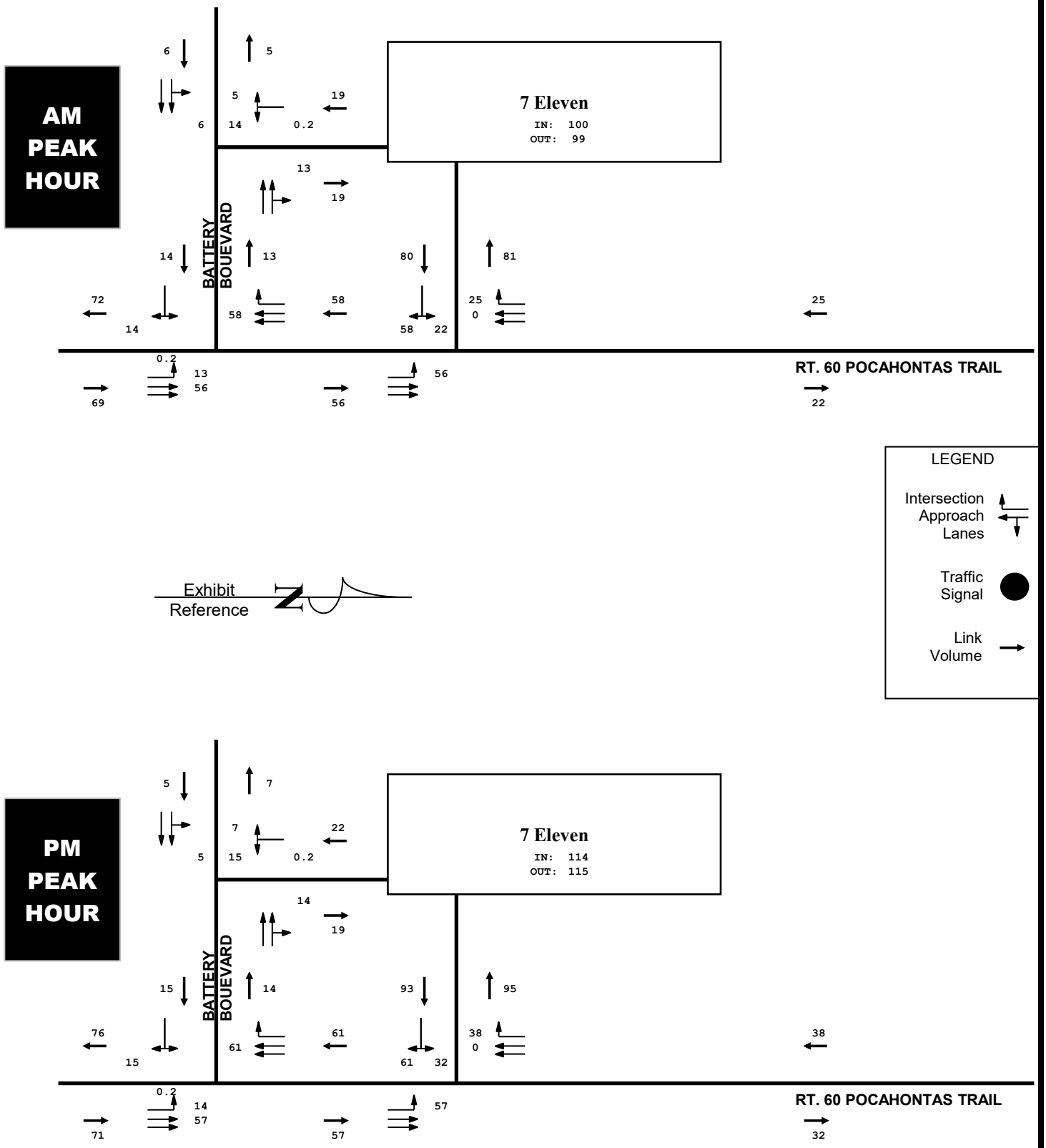
Exhibit D3



PEAK HOUR TRIP ASSIGNMENT
PROPOSED 7 ELEVEN

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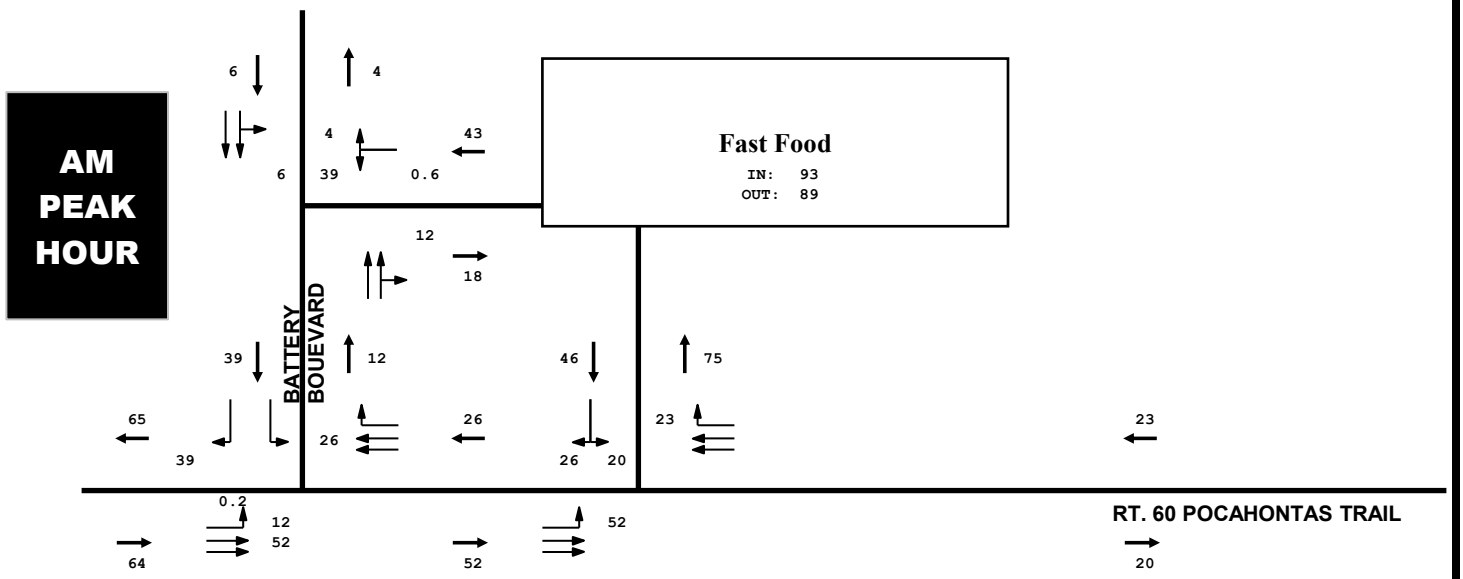
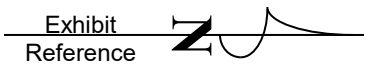
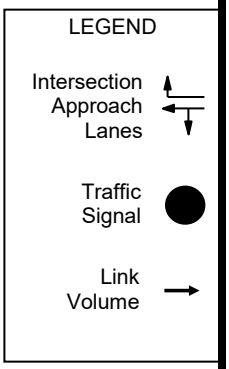
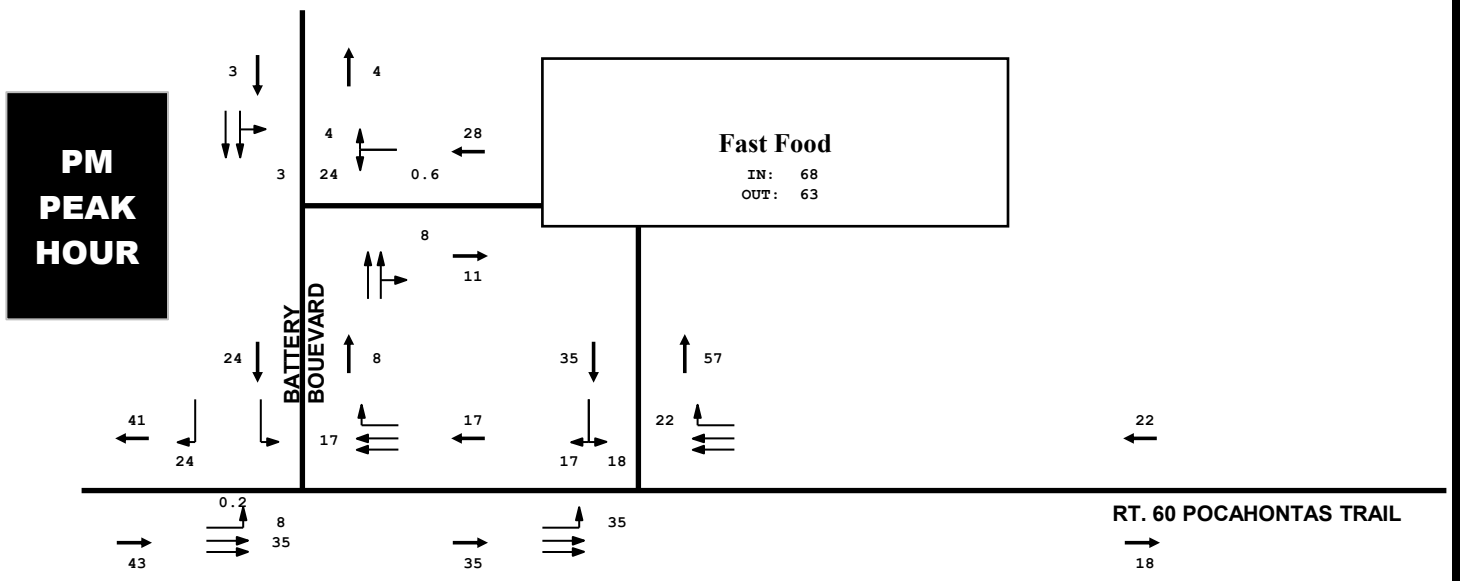
Exhibit D4









PEAK HOUR TRIP ASSIGNMENT
PROPOSED FAST FOOD

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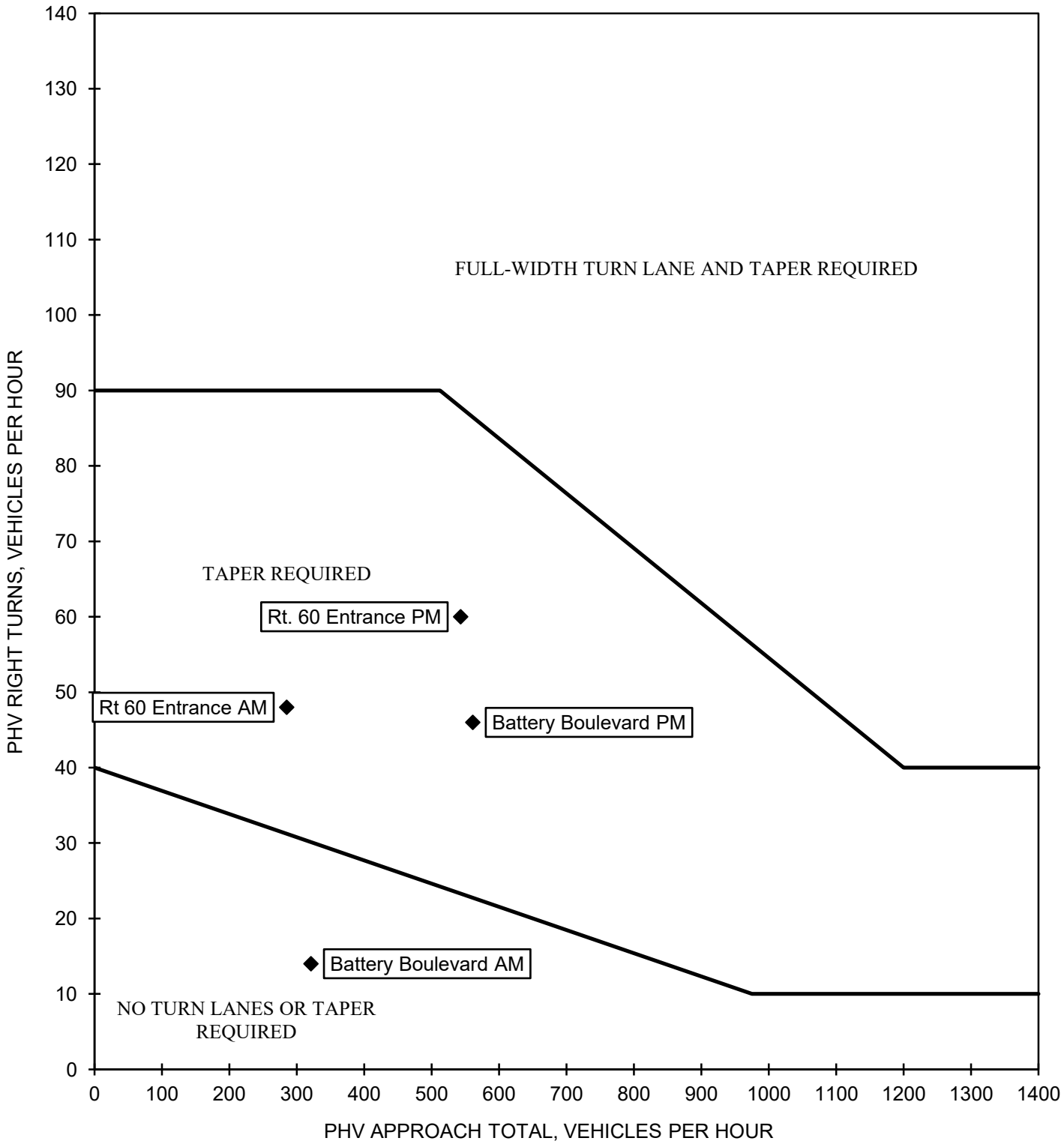
Exhibit D5

Guidelines for Right Turn Treatments 4 - Lane Highway



Source: VDOT Road Design Manual, Appendix F, Figure 3-27

VDOT RIGHT TURN LANE WARRANT
FOUR LANE ROAD
SOUTHBOUND POCAHONTAS TRAIL
2024 TOTAL TRAFFIC

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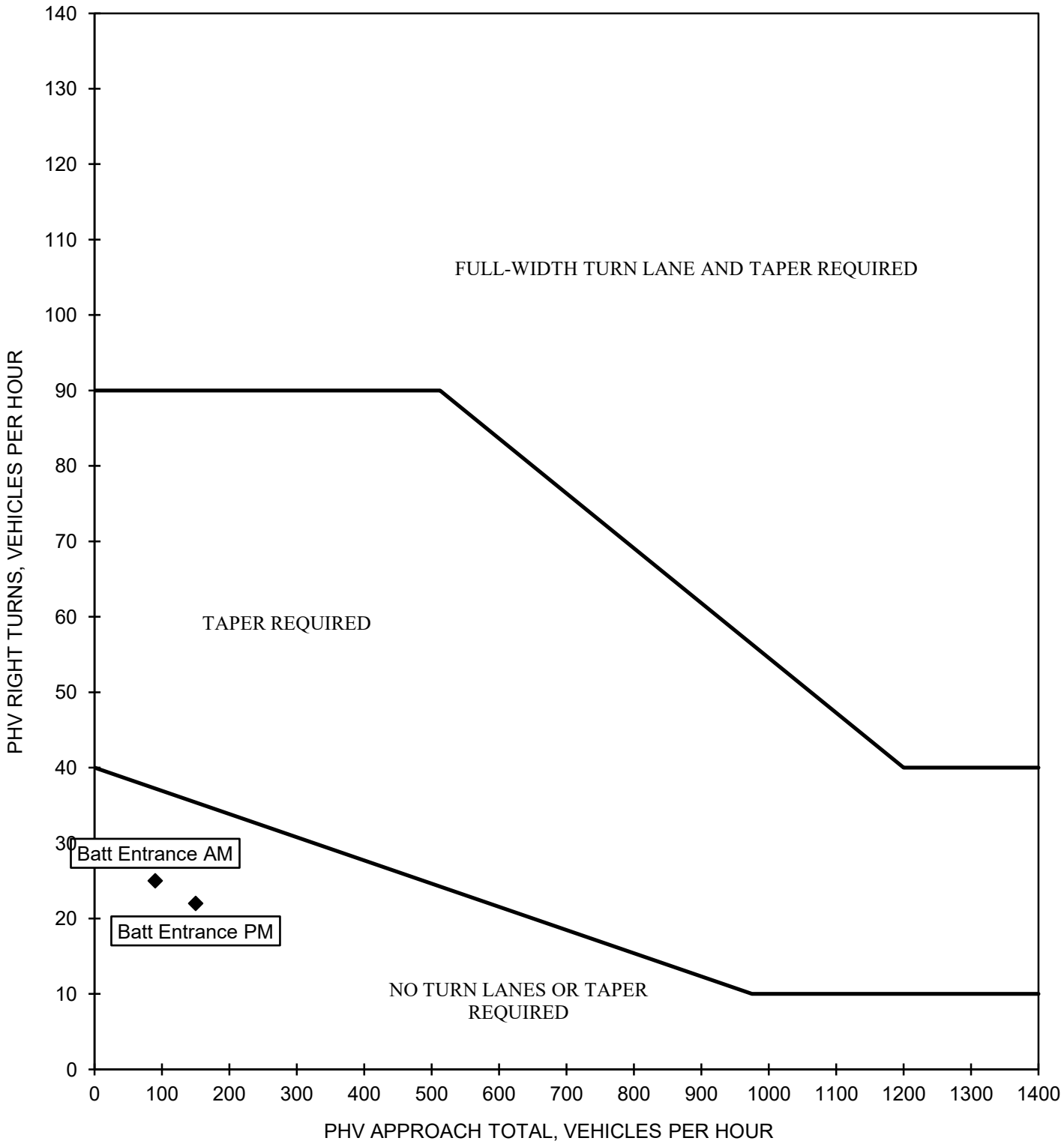
Exhibit F1

Guidelines for Right Turn Treatments 4 - Lane Highway



Source: VDOT Road Design Manual, Appendix F, Figure 3-27

VDOT RIGHT TURN LANE WARRANT
FOUR LANE ROAD
BATTERY BOULEVARD ENTRANCE
2024 TOTAL TRAFFIC

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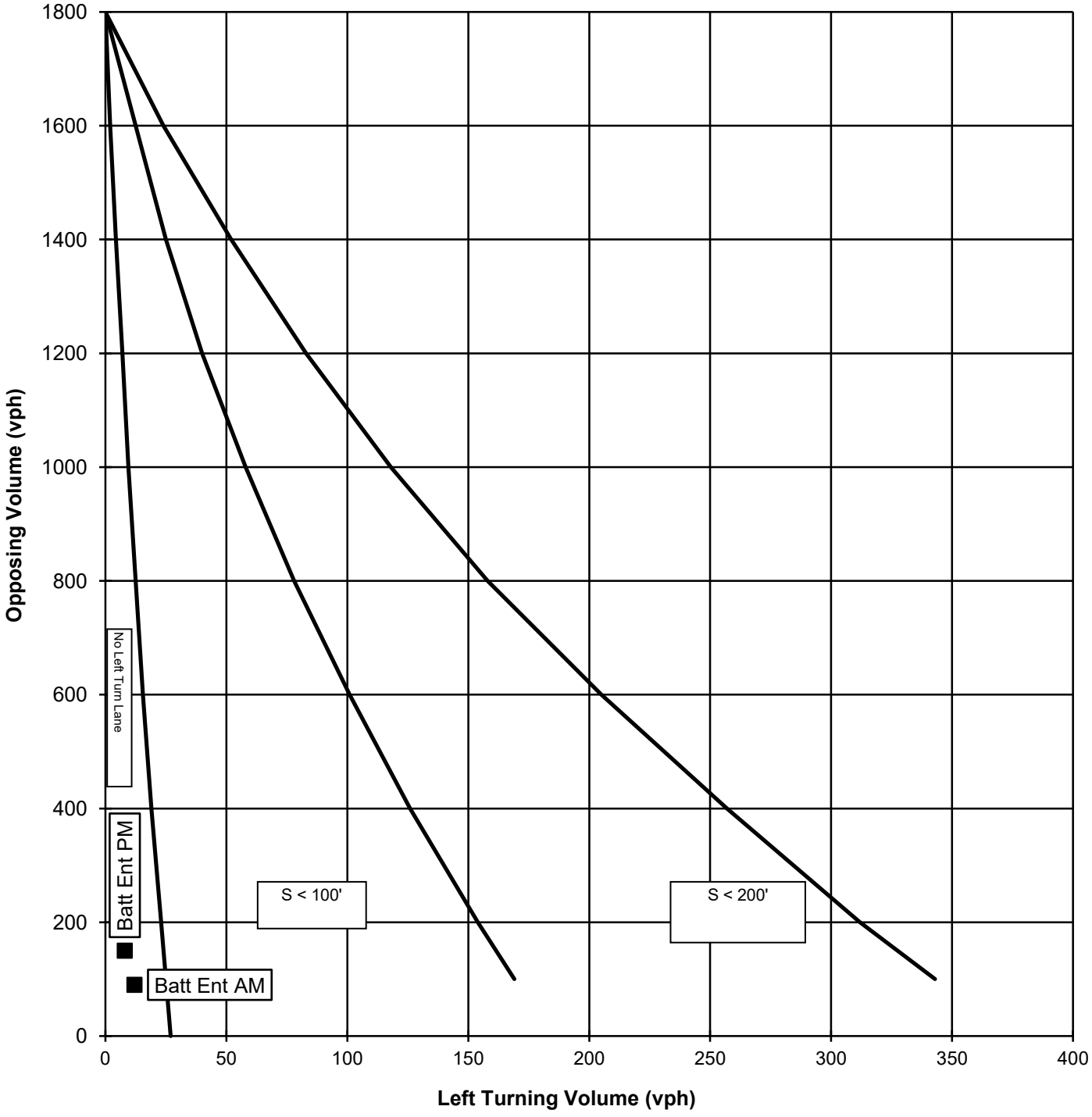
Exhibit F2

LEFT TURN LANE WARRANT
FOUR LANE HIGHWAY
UNDIVIDED
S = Left Turn Storage



Source: VDOT Road Design Manual, Appendix C, derived from Highway Research Record Number 211

VDOT LEFT TURN LANE WARRANT
FOUR LANE UNDIVIDED
BATTERY BOULEVARD ENTRANCE

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Exhibit F3

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	42	41	352	252	15
Future Vol, veh/h	27	42	41	352	252	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	13	8	3	5	6
Mvmt Flow	28	44	43	367	263	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	532	131	263	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	6.8	7.16	4.26	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.43	2.28	-	-	-
Pot Cap-1 Maneuver	482	860	1256	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	465	860	1256	-	-	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1256	-	465	860	-	-
HCM Lane V/C Ratio	0.034	-	0.06	0.051	-	-
HCM Control Delay (s)	8	-	13.2	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	47	30	349	220	0
Future Vol, veh/h	6	47	30	349	220	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	4	3	3	8	0
Mvmt Flow	6	49	32	367	232	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	479	116	232	0	-	0
Stage 1	232	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.59	7.18	5.36	-	-	-
Critical Hdwy Stg 1	6.94	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-
Follow-up Hdwy	3.82	3.94	3.13	-	-	-
Pot Cap-1 Maneuver	500	772	899	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	772	899	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	899	-	723	-	-
HCM Lane V/C Ratio	0.035	-	0.077	-	-
HCM Control Delay (s)	9.2	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	11	18	337	209	16
Future Vol, veh/h	10	11	18	337	209	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	10
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	18	11	3	8	6
Mvmt Flow	11	12	19	362	225	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	445	112	225	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	7.5	7.26	4.32	-	-	-
Critical Hdwy Stg 1	6.5	-	-	-	-	-
Critical Hdwy Stg 2	6.5	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.31	-	-	-
Pot Cap-1 Maneuver	501	871	1278	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	495	871	1278	-	-	-
Mov Cap-2 Maneuver	570	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	757	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1278	-	696	-	-
HCM Lane V/C Ratio	0.015	-	0.032	-	-
HCM Control Delay (s)	7.9	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	39	52	453	437	34
Future Vol, veh/h	29	39	52	453	437	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	8	0	2	2	9
Mvmt Flow	33	44	58	509	491	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	862	246	491	0	-	0
Stage 1	491	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	6.94	7.06	4.1	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.57	3.38	2.2	-	-	-
Pot Cap-1 Maneuver	285	736	1083	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	270	736	1083	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1083	-	270	736	-	-
HCM Lane V/C Ratio	0.054	-	0.121	0.06	-	-
HCM Control Delay (s)	8.5	-	20.2	10.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.2	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	33	18	464	438	0
Future Vol, veh/h	6	33	18	464	438	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	7	38	20	527	498	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	803	249	498	0	-	0
Stage 1	498	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.25	7.1	5.3	-	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	3.1	-	-	-
Pot Cap-1 Maneuver	358	644	686	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	348	644	686	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	681	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	686	-	569	-	-
HCM Lane V/C Ratio	0.03	-	0.078	-	-
HCM Control Delay (s)	10.4	-	11.9	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	14	29	441	424	23
Future Vol, veh/h	12	14	29	441	424	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	10
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	3	2	0
Mvmt Flow	13	16	33	496	476	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	789	238	476	0	-	0
Stage 1	476	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	332	769	1097	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	322	769	1097	-	-	-
Mov Cap-2 Maneuver	439	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1097	-	571	-	-
HCM Lane V/C Ratio	0.03	-	0.051	-	-
HCM Control Delay (s)	8.4	-	11.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	77	51	387	277	18
Future Vol, veh/h	38	77	51	387	277	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	13	8	3	5	6
Mvmt Flow	40	80	53	403	289	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	597	144	289	0	-	0
Stage 1	289	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.8	7.16	4.26	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.43	2.28	-	-	-
Pot Cap-1 Maneuver	439	843	1227	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	420	843	1227	-	-	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1227	-	420	843	-	-
HCM Lane V/C Ratio	0.043	-	0.094	0.095	-	-
HCM Control Delay (s)	8.1	-	14.5	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.3	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	47	30	395	248	0
Future Vol, veh/h	6	47	30	395	248	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	4	3	3	8	0
Mvmt Flow	6	49	32	416	261	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	532	131	261	0	-	0
Stage 1	261	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.59	7.18	5.36	-	-	-
Critical Hdwy Stg 1	6.94	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-
Follow-up Hdwy	3.82	3.94	3.13	-	-	-
Pot Cap-1 Maneuver	466	755	872	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	449	755	872	-	-	-
Mov Cap-2 Maneuver	449	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	872	-	701	-	-
HCM Lane V/C Ratio	0.036	-	0.08	-	-
HCM Control Delay (s)	9.3	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	11	18	383	237	16
Future Vol, veh/h	10	11	18	383	237	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	10
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	18	11	3	8	6
Mvmt Flow	11	12	19	412	255	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	500	127	255	0	-	0
Stage 1	255	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	6.8	7.26	4.32	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.31	-	-	-
Pot Cap-1 Maneuver	505	851	1244	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	497	851	1244	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1244	-	695	-	-
HCM Lane V/C Ratio	0.016	-	0.032	-	-
HCM Control Delay (s)	7.9	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	55	82	498	480	50
Future Vol, veh/h	37	55	82	498	480	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	8	0	2	2	9
Mvmt Flow	40	60	89	541	522	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	971	261	522	0	-	0
Stage 1	522	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.94	7.06	4.1	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.57	3.38	2.2	-	-	-
Pot Cap-1 Maneuver	242	720	1055	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	222	720	1055	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.3	1.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1055	-	222	720	-	-
HCM Lane V/C Ratio	0.084	-	0.181	0.083	-	-
HCM Control Delay (s)	8.7	-	24.8	10.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	0.3	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	33	18	517	497	0
Future Vol, veh/h	6	33	18	517	497	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	7	36	20	562	540	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	860	270	540	0	-	0
Stage 1	540	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.25	7.1	5.3	-	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	3.1	-	-	-
Pot Cap-1 Maneuver	332	625	656	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	322	625	656	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	656	-	546	-	-
HCM Lane V/C Ratio	0.03	-	0.078	-	-
HCM Control Delay (s)	10.7	-	12.1	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	14	29	494	483	23
Future Vol, veh/h	12	14	29	494	483	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	10
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	2	0
Mvmt Flow	13	15	32	537	525	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	857	263	525	0	-	0
Stage 1	525	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	300	742	1052	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	291	742	1052	-	-	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1052	-	543	-	-
HCM Lane V/C Ratio	0.03	-	0.052	-	-
HCM Control Delay (s)	8.5	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	130	76	451	307	14
Future Vol, veh/h	34	130	76	451	307	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	13	8	3	5	6
Mvmt Flow	35	135	79	470	320	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	713	160	320	0	-	0
Stage 1	320	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.8	7.16	4.26	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.43	2.28	-	-	-
Pot Cap-1 Maneuver	371	823	1194	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	823	1194	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	614	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1194	-	346	823	-	-
HCM Lane V/C Ratio	0.066	-	0.102	0.165	-	-
HCM Control Delay (s)	8.2	-	16.6	10.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	0.6	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	84	108	377	237	48
Future Vol, veh/h	42	84	108	377	237	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	70
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	4	3	3	8	0
Mvmt Flow	44	88	114	397	249	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	675	125	249	0	-	0
Stage 1	249	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Critical Hdwy	7.14	6.98	4.16	-	-	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-
Follow-up Hdwy	3.67	3.34	2.23	-	-	-
Pot Cap-1 Maneuver	356	896	1306	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	325	896	1306	-	-	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1306	-	565	-	-
HCM Lane V/C Ratio	0.087	-	0.235	-	-
HCM Control Delay (s)	8	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.9	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	111	65	25	53	9
Future Vol, veh/h	12	111	65	25	53	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	121	71	27	58	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	98	0	-	0	170	49
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1493	-	-	-	804	1009
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1493	-	-	-	797	1009
Mov Cap-2 Maneuver	-	-	-	-	797	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	919	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1493	-	-	-	822
HCM Lane V/C Ratio	0.009	-	-	-	0.082
HCM Control Delay (s)	7.4	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	94	104	546	515	46
Future Vol, veh/h	34	94	104	546	515	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	8	0	2	2	9
Mvmt Flow	37	102	113	593	560	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1083	280	560	0	-	0
Stage 1	560	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.94	7.06	4.1	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.57	3.38	2.2	-	-	-
Pot Cap-1 Maneuver	204	699	1021	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	181	699	1021	-	-	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1021	-	181	699	-	-
HCM Lane V/C Ratio	0.111	-	0.204	0.146	-	-
HCM Control Delay (s)	9	-	29.9	11	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.7	0.5	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	78	92	488	483	60
Future Vol, veh/h	50	78	92	488	483	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	70
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	54	85	100	530	525	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	990	263	525	0	-	0
Stage 1	525	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	247	742	1052	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	224	742	1052	-	-	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1052	-	390	-	-
HCM Lane V/C Ratio	0.095	-	0.357	-	-
HCM Control Delay (s)	8.8	-	19.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.6	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	89	128	22	39	11
Future Vol, veh/h	8	89	128	22	39	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	97	139	24	42	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	163	0	-	0	217	82
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1413	-	-	-	752	961
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1413	-	-	-	747	961
Mov Cap-2 Maneuver	-	-	-	-	747	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	942	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1413	-	-	-	785
HCM Lane V/C Ratio	0.006	-	-	-	0.069
HCM Control Delay (s)	7.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection: 1: Pocahontas Trail/Pocahontas Tr & Battery Boulevard

Movement	EB	EB	NB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	41	58	45	12
Average Queue (ft)	16	19	8	0
95th Queue (ft)	36	44	31	6
Link Distance (ft)	1120	1120	706	100
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Pocahontas Tr & South Ent

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	TR
Maximum Queue (ft)	67	30	12	6	6
Average Queue (ft)	25	6	0	0	0
95th Queue (ft)	50	25	6	4	4
Link Distance (ft)	299		100	38	38
Upstream Blk Time (%)				0	0
Queuing Penalty (veh)				0	0
Storage Bay Dist (ft)		50			
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 3: Pocahontas Tr & North Ent

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	59	34	45
Average Queue (ft)	17	4	4
95th Queue (ft)	46	21	25
Link Distance (ft)	317		38
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)		25	
Storage Blk Time (%)		0	0
Queuing Penalty (veh)		1	0

Network Summary

Network wide Queuing Penalty: 1

Intersection: 1: Pocahontas Trail/Pocahontas Tr & Battery Boulevard

Movement	EB	EB	NB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	76	53	43	10
Average Queue (ft)	20	16	13	0
95th Queue (ft)	53	39	37	7
Link Distance (ft)	1120	1120	706	100
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Pocahontas Tr & South Ent

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	TR
Maximum Queue (ft)	44	31	29	13	10
Average Queue (ft)	19	8	1	1	1
95th Queue (ft)	40	29	13	8	8
Link Distance (ft)	299		100	38	38
Upstream Blk Time (%)				0	0
Queuing Penalty (veh)				0	0
Storage Bay Dist (ft)		50			
Storage Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		

Intersection: 3: Pocahontas Tr & North Ent

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	45	31	41	9
Average Queue (ft)	17	9	9	0
95th Queue (ft)	41	31	35	4
Link Distance (ft)	317		38	
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)		25		10
Storage Blk Time (%)		1	0	0
Queuing Penalty (veh)		2	0	0

Network Summary

Network wide Queuing Penalty: 3

Intersection: 1: Pocahontas Trail/Pocahontas Tr & Battery Boulevard

Movement	EB	EB	NB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	48	57	45	6
Average Queue (ft)	20	26	12	0
95th Queue (ft)	44	48	36	4
Link Distance (ft)	1120	1120	706	100
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Pocahontas Tr & South Ent

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	68	46	16
Average Queue (ft)	26	8	1
95th Queue (ft)	50	32	8
Link Distance (ft)	299		100
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 3: Pocahontas Tr & North Ent

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	57	32	41
Average Queue (ft)	17	3	4
95th Queue (ft)	44	19	25
Link Distance (ft)	317		38
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)		25	
Storage Blk Time (%)		0	0
Queuing Penalty (veh)		1	0

Network Summary

Network wide Queuing Penalty: 1

Intersection: 1: Pocahontas Trail/Pocahontas Tr & Battery Boulevard

Movement	EB	EB	NB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	102	52	40	7
Average Queue (ft)	28	22	21	0
95th Queue (ft)	66	43	44	5
Link Distance (ft)	1120	1120	706	100
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Pocahontas Tr & South Ent

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	TR
Maximum Queue (ft)	47	30	12	20	6
Average Queue (ft)	20	5	1	1	0
95th Queue (ft)	44	24	10	9	4
Link Distance (ft)	299		100	38	38
Upstream Blk Time (%)				0	0
Queuing Penalty (veh)				0	0
Storage Bay Dist (ft)		50			
Storage Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		

Intersection: 3: Pocahontas Tr & North Ent

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	45	31	38
Average Queue (ft)	18	10	9
95th Queue (ft)	40	33	36
Link Distance (ft)	317		38
Upstream Blk Time (%)		1	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)		25	
Storage Blk Time (%)		1	0
Queuing Penalty (veh)		3	0

Network Summary

Network wide Queuing Penalty: 4

Intersection: 1: Pocahontas Trail/Pocahontas Tr & Battery Boulevard

Movement	EB	EB	NB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	50	89	51	12
Average Queue (ft)	17	37	18	0
95th Queue (ft)	41	73	46	6
Link Distance (ft)	265	265	705	164
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Pocahontas Tr & Rt 60 Entrance

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	121	57	13
Average Queue (ft)	48	19	1
95th Queue (ft)	89	48	6
Link Distance (ft)	225		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	70
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Battery Boulevard & Battery Entrance

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	70
Average Queue (ft)	1	28
95th Queue (ft)	8	53
Link Distance (ft)	150	173
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Pocahontas Trail/Pocahontas Tr & Battery Boulevard

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	68	71	65	14
Average Queue (ft)	22	30	28	0
95th Queue (ft)	55	56	54	8
Link Distance (ft)	265	265	705	159
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Pocahontas Tr & Rt. 60 Entrance

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	119	67	13
Average Queue (ft)	49	24	0
95th Queue (ft)	90	51	6
Link Distance (ft)	226		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	70
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Battery Boulevard & Battery Entrance

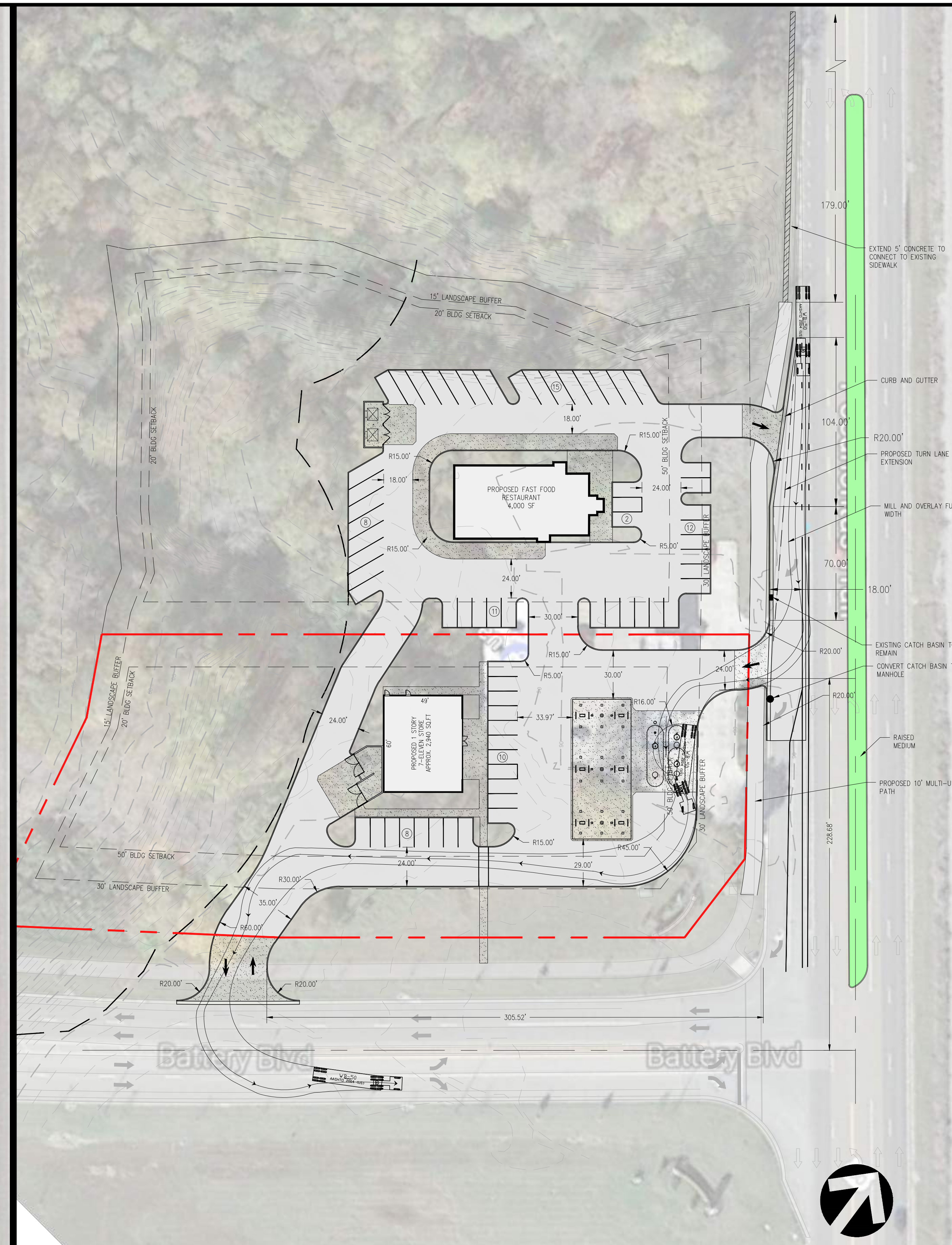
Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	50
Average Queue (ft)	0	27
95th Queue (ft)	6	47
Link Distance (ft)	150	173
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

POCAHONTAS TRL.

PHASE 1 ACCESS



PHASE 2 ACCESS
WHEN TRAFFIC COUNTS WARRANT SIGNAL

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REV	DATE	DESCRIPTION
1	7/11/17	ADDED RAISED MEDIAN IN PHASE 1
2		
3		
4		
5		
6		
7		

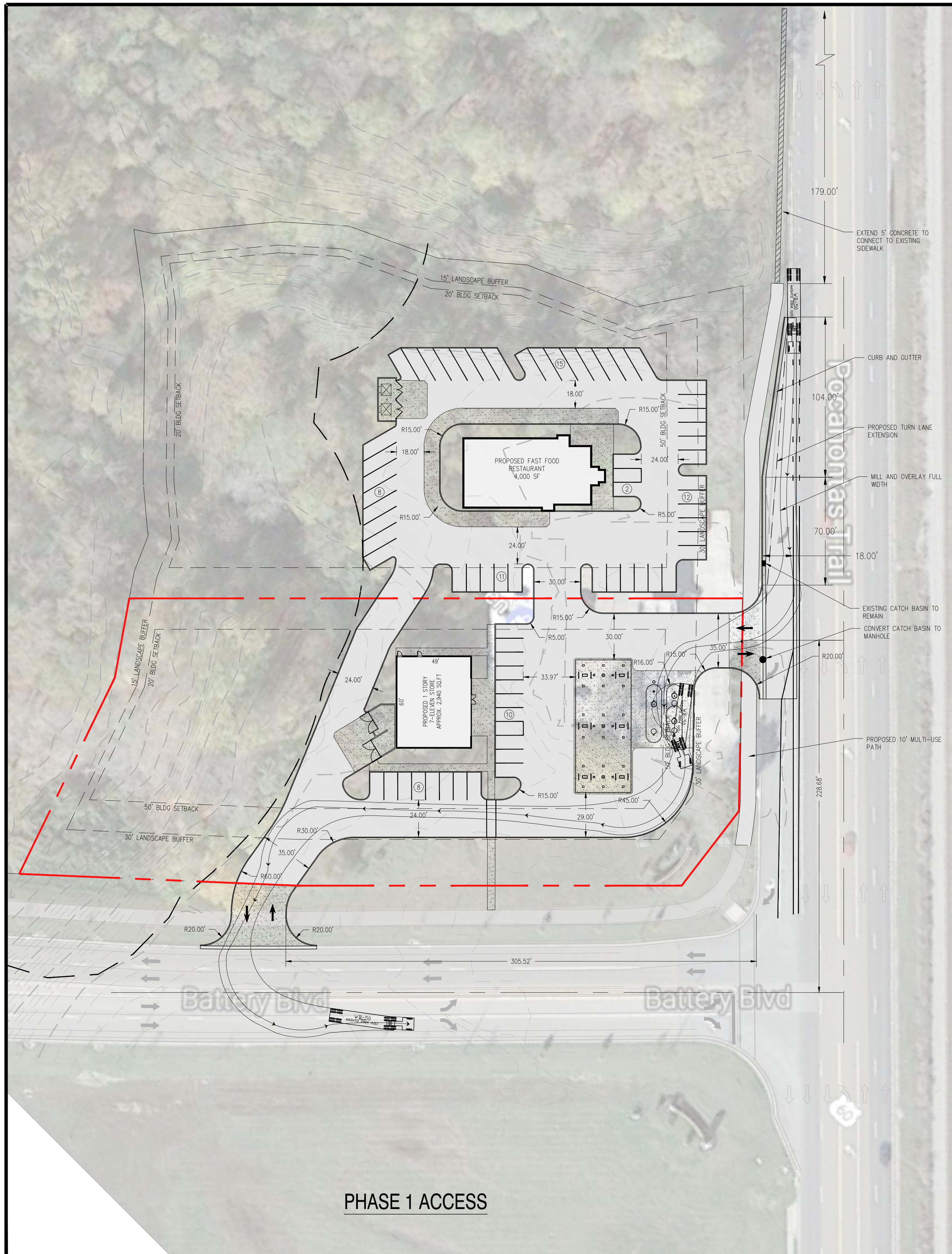
DATE ISSUED 03-13-17
DRAWN BY GF
REVIEWED BY SMB
DESIGNED BY GF

LOCATION: POCAHONTAS TRL. AND BATTERY BLVD.
SHEET TITLE: CONCEPT PLAN
SITE ID:
SITE ADDRESS: 7337 POCAHONTAS TRIAL WILLIMASBURG, VA
SHEET NO. G
CONCEPT PLAN

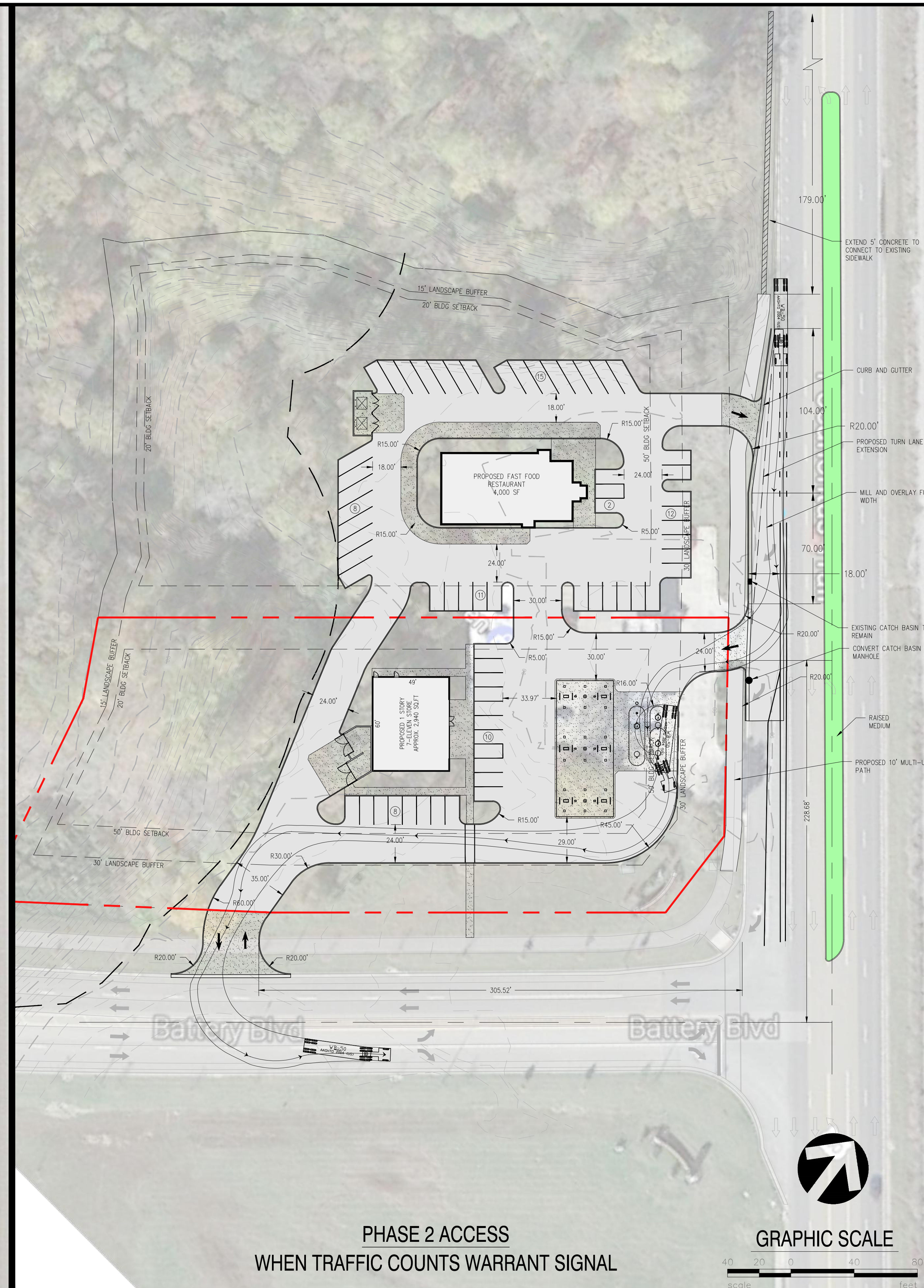
POCAHONTAS TRL.
POCAHONTAS TRL.
POCAHONTAS TRL.

FILE NAME: C:\Users\gfranks\appdata\local\temp\AcPublish_15888\Quoterpath - Concept G.dwg LAYOUT NAME: Layout1 PLOTTED: Thursday, July 13, 2017 - 11:58am

POCAHONTAS TRL.



PHASE 1 ACCESS



PHASE 2 ACCESS
WHEN TRAFFIC COUNTS WARRANT SIGNAL

GRAPHIC SCALE
40 20 0 40 80
scale feet

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POCAHONTAS TRL.

POCAHONTAS TRL.

FILE NAME: C:\Users\gfranks\appdata\local\temp\AcPublish_15888\Quoterpth - Concept 5.dwg LAYOUT NAME: Layout1 PLOTTED: Thursday, July 13, 2017 - 11:58am

RESOLUTION

CASE NO. SUP-0016-2016. 7-ELEVEN CONVENIENCE STORE WITH GAS PUMPS

AND DRIVE-THROUGH RESTAURANT AT QUARTERPATH

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

WHEREAS, Southland Corporation and Quarterpath Williamsburg, LLC (the "Owners") own property located at 7327, 7337, 7341 Pocahontas Trail and 3000 Battery Boulevard, further identified as James City County Real Estate Tax Map Parcel Nos. 5020100030, 5020100030A, 5020700004B and 5020100075A, respectively (together, the "Property"); and

WHEREAS, on behalf of the Owners, Mr. Mark Richardson of Timmons Group (the "Applicant") has applied for an SUP to allow a convenience store with gas pumps and a drive-through restaurant, as shown on the exhibit titled "7-11 Convenience Store with Gas and Drive-Thru Restaurant Conceptual Master Plan" prepared by Timmons Group, dated August 25, 2017; and

WHEREAS, a public hearing was advertised, adjoining property owners notified and a hearing conducted on Case No. SUP-0016-2016; and

WHEREAS, the Planning Commission, following its public hearing on September 6, 2017, recommended approval of the application by a vote of 7-0.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, after consideration of the factors in Section 24-9 of the James City County Code, does hereby approve the issuance of Case No. SUP-0016-2016 as described herein with the following conditions:

1. *Master Plan:* This Special Use Permit ("SUP") shall apply to that certain properties located at 3000 Battery Boulevard and 7327, 7337 and 7341 Pocahontas Trail, which are further identified as James City County Real Estate Tax Map Parcel Nos. 5020100075A, 5020100030, 5020100030A, and 5020700004B, respectively (the "Property"). The SUP shall be valid for a convenience store of up to 2,940 square feet that sells and dispenses fuel (the "Convenience Store"), and a drive-through fast food restaurant of up to 4,000 square feet (the "Restaurant"). All final development plans shall be consistent with the Master Plan entitled, "7-11 Convenience Store with Gas and Drive-Thru Restaurant Conceptual Master Plan" prepared by Timmons Group, dated August 25, 2017 (the "Master Plan") as determined by the Director of Planning with any deviations considered per Section 24-23(a)(2) of the Zoning Ordinance, as amended.

2. *Gas Pumps:* There shall be no more than six fueling islands on the Property as shown on the Master Plan.

3. *Archaeological Study:* A Phase I historic and archaeological study for the Property shall be submitted to the Director of Planning, or his designee, for review and approval prior to land disturbance. A treatment plan shall be submitted and approved by the Director of Planning for all sites in the Phase I study that are recommended for a Phase II evaluation and/or identified as eligible for inclusion on the National Register of Historic Places. If a Phase II study is undertaken, such a study shall be approved by the Director of Planning and a treatment plan for said sites shall be submitted to, and approved by, the Director of Planning for sites that are determined to be eligible for inclusion on the National Register of Historic Places and/or those sites that require a Phase III study. If in the Phase III study, a site is determined eligible for nomination to the National Register of Historic Places and said site is to be preserved in place, the treatment plan shall include nomination of the site to the National Register of Historic Places. If a Phase III study is undertaken for said sites, such studies shall be approved by the Director of Planning prior to land disturbance within the study areas. All Phase I, II and III studies shall meet the Virginia Department of Historic Resources' *Guidelines for Preparing Archaeological Resource Management Reports* and the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation,* as applicable, and shall be conducted under the supervision of a qualified archaeologist who meets the qualifications set forth in the Secretary of the Interior's *Professional Qualification Standards.* All approved treatment plans shall be incorporated into the plan of development for the Property and the clearing, grading or construction activities thereon.

4. *Phasing of Improvements Between the Different Principal Uses:* Prior to the issuance of any site plan approvals for the Restaurant, all shared improvements (including but not limited to all entrance improvements to/from Pocahontas Trail and Battery Boulevard, shared parking, shared stormwater management features and internal circulation improvements) shall be constructed and completed. Should development of the Restaurant precede development of the Convenience Store, the Director of Planning may approve an alternative phasing plan to ensure compliance and consistency with the Master Plan.

5. *Phasing of the Convenience Store and Gas Pumps:* Redevelopment of the gas pump canopy (the "Canopy") and gas pumps in a manner consistent with the Master Plan and these conditions shall occur prior to the issuance of any Certificate of Occupancy for the Convenience Store. The intent of this condition is to ensure that the existing gas pumps and existing canopy are not left in their existing location and condition.

6. *Existing Fueling Islands:* Prior to the issuance of a Certificate of Occupancy for the Convenience Store, all unused gasoline and diesel pumps, canopies and underground fuel tanks shall be removed from the Property.

7. *Spill Prevention, Control and Countermeasures (SPCC) Plan:* Prior to the issuance of a Land Disturbing Permit, an SPCC Plan shall be reviewed and approved by the Director of Stormwater and Resource Protection.

8. *Stormwater Management:* Unless otherwise approved by the Director of Stormwater and Resource Protection, development of the Property shall comply with the City of Williamsburg-approved *Stormwater Management Master Plan* (revised January 28, 2013) and *Best Management Practices Land Bay Design Guidelines* (January 7, 2013) reports for Quarterpath at Williamsburg.

9. *Internal Pedestrian Accommodations:* The owner of each property shall provide internal pedestrian connections to include, but not limited to, wherever sidewalk enters the parking area or crosses any entrance to the Property or drive-through lane and shall provide safe connections from the existing Williamsburg Area Transit Authority (WATA) bus stop. The connections shall be clearly delineated by use of a different color of pavement, brick pavers or some other method determined to be acceptable by the Director of Planning.

10. *Pedestrian and Bicycle Accommodations*: In accordance with the Regional Bikeway Map, a bike lane shall be provided along the Property's Pocahontas Trail frontage. In accordance with the adopted Pedestrian Accommodations Master Plan, a sidewalk shall be provided along the Property's Pocahontas Trail frontage. In lieu of a sidewalk, the Owners shall have the option of installing a multi-use trail to be consistent with other multi-use trails that may be a part of the larger Quarterpath at Williamsburg master plan; however, should the Owners elect to install a multi-use trail, a bike lane must still be provided. Pedestrian and bike accommodations shall be installed or bonded prior to the issuance of a Certificate of Occupancy for any building on the Property.

11. *Traffic Improvements:* Until a traffic signal is operational at the intersection of Pocahontas Trail and Battery Boulevard (the "Intersection"), access to the Property shall be limited to one ingress/egress entrance on Pocahontas Trail and one ingress/egress entrance on Battery Boulevard, as more specifically shown on the Master Plan. "Operational" is defined as electrified and controlling the movement of traffic at the Intersection. At such time that a traffic signal at the Intersection is operational, a second egress-only exit may be constructed on Pocahontas Trail, as more specifically shown on the Master Plan. Prior to the first Certificate of Occupancy for the Property, a raised landscape median on Pocahontas Trail across the Pocahontas Trail frontage of the Property as shown on the Master Plan shall be constructed or guaranteed by the owners of the Property in a manner acceptable to the County Attorney. The design of the raised landscape median shall be shown on the initial site plan. If the traffic light is not warranted within ten years from approval of this SUP, the raised landscape median referenced above shall not be required.

12. *Architectural Review:* Prior to issuance of a Building Permit for each structure shown on the Master Plan (specifically including the Canopy), the Director of Planning, or his designee, shall review and approve the final building elevations and architectural design for such structure. Exterior building materials and colors for all structures shall be generally consistent with the drawing entitled "Riverside Doctors' Hospital Williamsburg Exterior Mock-up 03-09-2012" as contained within the Community Impact Statement. Determination of substantial architectural consistency shall be determined by the Director of Planning or his designee. In the event the Director of Planning disapproves the architectural elevations, the applicant may appeal the decision to the Development Review Committee which shall forward a recommendation to the Planning Commission. Samples of such building materials and colors shall be approved by the Director of Planning prior to final site plan approval.

13. *Architectural Review – Gas Pump Canopy:* The architecture of the Canopy, including any columns, shall match the design and exterior building materials of the Convenience Store. The Canopy shall have a maximum height of 15 feet measured from the finished grade to the underside of the Canopy. No more than two signs shall be allowed on the Canopy. The Canopy shall not include gas pricing signs.

14. *Screening of Site Features:* All dumpsters and ground-mounted HVAC and mechanical units shall be screened by an enclosure composed of masonry, closed cell PVC, prefinished metal or cementitious panels in detail and colors to blend with adjacent building materials. Where present, such features shall be shown on the site plan for the adjacent building and shall be reviewed and approved by the Director of Planning for consistency with this condition.

15. *Outside Display, Sale or Storage:* Unless otherwise stated in this condition, no outside display, sale or storage of merchandise shall be permitted at the Property. As used for this condition, the term "merchandise" shall include but not be limited to ice, soda, candy and/or snack machines. For the Convenience Store, only one outside vending machine and one outside ice chest shall be permitted and, if used, shall be situated against the exterior wall that faces the Restaurant and both shall be screened with building materials similar in type and color with the site architecture to minimize visual impacts from adjacent road rights-of-way. Final screening design shall be approved by the Director of Planning.

16. *Intercom and Speaker Noise:* All intercom and other speaker systems on the Property shall operate in such a manner that they shall not be audible from adjacent properties.

17. *Lighting:* There shall be no light trespass, defined as light intensity measured at 0.1 foot candle or higher extending beyond the boundaries of the Property or into the public right-of-way unless lighting the pedestrian accommodations. All lights, including any lighting on the Canopy, shall have recessed fixtures with no bulb, lens or globe extending below the casing or the Canopy ceiling. Light poles in the parking lot shall not exceed 20 feet in height. The lighting for the Property, to include the Canopy lighting, shall be reviewed and approved by the Director of Planning prior to final site plan approval.

18. *WATA Facilities:* Any change or relocation of existing WATA facilities shall be subject to approval by the Director of Planning prior to final site plan approval.

19. *Signage:* All building face signage shall be externally illuminated or use back-lit or channeled lettered lighting as defined in Section 24-67 of the Zoning Ordinance. For any back-lit or channeled lettered signs the sign shall meet the criteria listed in Section 24-72 of the Zoning Ordinance, or successor section. In addition to any building face signage as permitted by the Zoning Ordinance, the Convenience Store and the Restaurant may each have one exterior freestanding sign. Freestanding signs shall be externally illuminated monument style signs not to exceed 8 feet in height and the base of the signs shall be brick or shall use materials similar in type and color with the site architecture.

20. *Sustainable Design Initiatives:*

    a. Sustainable design initiatives shall be implemented during development of the Property as shown on the Master Plan to achieve the equivalent of 36 points from the Leadership in Energy and Environmental Design (LEED) for New Construction and Major Renovations (based on 2017 guidelines) (the "Credits"). Prerequisite items in the LEED 2017 guidelines shall not be required to be completed in addition to the Credits. In addition, documentation of the building energy performance shall be provided by a mechanical engineer to the Director of

Planning before the Certificate of Occupancy for the initial building to demonstrate an improvement in efficiency of the building's thermal envelope, mechanical systems and electrical systems over code-required baseline performance.

b. The strategies to achieve the Credits will be incorporated into the construction documents either as part of the design or as requirements for the contractor to substantiate during the course of construction. Compliance with the Credit requirements will be validated in a straightforward way through things like, but not limited to, review of contractor submittals, submission of design calculations and letters certifying that requirements have been met. This validation will be overseen by a LEED-accredited professional and approved by the Director of Planning or his designee with Credits related to the design of the project approved prior to issuance of the final site plan approval, and Credits related to the construction of the project approved prior to issuance any Certificate of Occupancy.

21. *Commencement for Convenience Store and Gas Pumps*: Construction on the Convenience Store and the Canopy shall commence within 36 months from the date of approval of this SUP or this permit shall be void. Construction shall be defined as obtaining building permits and an approved footing inspection and/or foundation inspection.

22. *Commencement for Drive-Through Restaurant:* Construction on the Restaurant shall commence within 36 months from the date of approval of this SUP. Construction shall be defined as obtaining building permits and an approved footing inspection and/or foundation inspection.

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

BE IT FURTHER RESOLVED that SUP-0016-2016 shall amend, replace and supersede SUP-21-1991, and SUP-21-1991 shall no longer have any force or effect.

Kevin D. Onizuk
Chairman, Board of Supervisors

ATTEST:

Bryan J. Hill
Clerk to the Board

	VOTES		
	AYE	NAY	ABSTAIN
MCGLENNON	✓		
SADLER	Absent		
HIPPLE	✓		
LARSON	✓		
ONIZUK	✓		

Adopted by the Board of Supervisors of James City County, Virginia, this 10th day of October, 2017.

SUP-16-16PocTr7-11-res

AGENDA ITEM NO. H.1.

ITEM SUMMARY

DATE: 8/5/2020

TO: The Planning Commission

FROM: Paul D. Holt, III, Secretary

SUBJECT: Planning Director's Report - August 2020

ATTACHMENTS:

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

REVIEWERS:

Department	Reviewer	Action	Date
Planning Commission	Holt, Paul	Approved	7/29/2020 - 3:00 PM
Planning Commission	Holt, Paul	Approved	7/29/2020 - 3:07 PM
Publication Management	Daniel, Martha	Approved	7/29/2020 - 3:11 PM
Planning Commission	Holt, Paul	Approved	7/29/2020 - 3:12 PM

PLANNING DIRECTOR'S REPORT
August 2020

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

- **Planning**

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

  - **Board Action Results:**
    - **July 14, 2020**
      - ORD-20-0003. Consideration of Amendments to the Zoning Ordinance Regarding Inoperative Motor Vehicles and Oversized Vehicles
        (Amendments to Chapter 13: Approved 4-0.
        Amendments to Chapter 24: Deferred to the 9/8/2020 Board Meeting.)

      - ORD-19-0005. Consideration of Amendments to the Zoning Ordinance to Address Combat Tactical Training Facilities
        (Approved 4-0)

      - ORD-19-0007. Consideration of Warehouse, Storage, and Distribution Centers in the Mixed Use Zoning District
        (Approved 4-0)

      - ORD-20-0008. Proposed Ordinance and Policy Amendments to Address Code of Virginia Changes Regarding Wireless Communication Facilities
        (Approved 4-0)

      - SUP-20-0011. 2944 Chickahominy Road Manufactured Home Replacement
        (Approved 4-0)

      - HW-20-0001. King of Glory Lutheran Church
        (Approved 4-0)

      - SUP-19-0012. Tiki Tree and Landscape
        (Denied 4-0)

      - Delay of Consideration of Short-Term Rental Applications
        (Approved 4-0)

  - **Comprehensive Plan Update**

    On July 15, 2020 the Community Participation Team (CPT) met electronically to discuss the Agenda for the Exploring Our Future Alternatives Assembly (the "Virtual Assembly"). The Planning Team provided an update on the Comprehensive Plan Goals Questionnaire, previewed the MetroQuest Alternative Future Survey, and

presented a summary of comments from the Planning Commission Working Group (PCWG).

On July 27, 2020 the CPT met electronically to conduct a walk-through of the August 10 Virtual Assembly with the consultants, view the revised MetroQuest Survey, and collecting additional comments from the CPT. Planning staff also provided updates on the Virtual Assembly communications plan and advertising campaign.

The "Exploring Our Future Alternatives" Assembly will be televised and broadcast live from the County Board Room on Monday, August 10, 2020 at 6:30 p.m. The virtual event will include a live question and answer session and call for citizens to review the recorded presentation and complete online questionnaires by September 2, 2020. Citizens may contact Planning staff to request paper copies of questionnaires or internet access.

Last, staff continued to research and coordinate efforts to update the Comprehensive Plan chapters in preparation for Planning Commission Working Group meetings in the fall. Staff has also continued review of the land use applications.

New Cases for August 2020

Case Type	Plan Number	Case Title	Address	Description	Assigned To	District
Board of Zoning Appeals	BZA-20-0012	8220 Croaker Road Appeal	8220 CROAKER RD	Appeal of a Zoning Administrator's opinion that the use of an outdoor museum of sculptures requires a site plan in the M-1 zoning district.	Christy Parrish	Stonehouse
Conceptual Plan	C-20-0062	8228 Natures Way Driveway Access	8228 NATURES WAY	Conceptual plan for proposed driveway access to Riverview Road for 8228 Natures Way.	Brett Meadows	Stonehouse
	C-20-0068	Toano Open Air Farm Market	7881 RICHMOND RD	Conceptual plan for a farm market at 7881 Richmond Road.	Jose Ribeiro	Stonehouse
	C-20-0071	200 Brookwood Drive, Holly Hills Townhomes (Williamsburg Courtesy Review)	101 MOUNTS BAY RD	Courtesy review for the proposed Holly Hills Townhomes development in the City of Williamsburg.	Thomas Wysong	Roberts
	C-20-0073	1301 Lightfoot Rd. NNWW Water Tower (York County Courtesy Review)	101 MOUNTS BAY RD	Courtesy review for a proposed water tower at 1301 Lightfoot Road in York County.	Thomas Wysong	Roberts
	C-20-0074	4545 Ironbound Road NEPA Review	4545 IRONBOUND RD	Conceptual plan for a NEPA review at 4545 Ironbound Road.	Tori Haynes	Jamestown
	C-20-0075	171A The Maine JCSA Pump Station Replacement	171-A THE MAINE	Conceptual plan for a proposed replacement of a JCSA pump station at 171 A The Maine in First Colony.	Brett Meadows	Berkeley
	C-20-0077	2429 & 2431 Pocahontas Trail Rezoning (York County Courtesy Review)	101 MOUNTS BAY RD	Courtesy review for a proposed rezoning at 2429 & 2431 Pocahontas Trail in York County.	Thomas Leininger	Roberts
Site Plan	SP-20-0037	Smith Memorial Baptist Church Parking Lot Additions	6495 RICHMOND RD	Site plan for expanding the parking lot at Smith Memorial Baptist Church.	Tori Haynes	Stonehouse
	SP-20-0043	Monticello Marketplace - Bank of America Lighting SP Amend.	4620 MONTICELLO AVE	Site plan amendment for replacing outdoor lighting at the Bank of America in Monticello Marketplace.	John Risinger	Jamestown
	SP-20-0044	7961 Richmond Rd. Wray Bakery	7961 RICHMOND RD	Site plan for a parking lot for a proposed bakery at 7961 Richmond Road.	Jose Ribeiro	Stonehouse
	SP-20-0045	3091 Ironbound Rd. Farmer's Market	3091 IRONBOUND RD	Site plan for a farmer's market at 3091 Ironbound Road.	John Risinger	Berkeley
	SP-20-0047	Billsburg Concrete Pad Amendment	2054 JAMESTOWN RD	Site plan amendment for expanding a concrete slab at Billsburg Brewery.	Tori Haynes	Berkeley
	SP-20-0048	Freedom Park Bike Repair Station SP Amend.	5537 CENTERVILLE RD	Site plan amendment for a bike repair station at Freedom Park.	Jose Ribeiro	Powhatan