

AGENDA
JAMES CITY COUNTY PLANNING COMMISSION
REGULAR MEETING
COUNTY GOVERNMENT CENTER BOARD ROOM
101 MOUNTS BAY ROAD, WILLIAMSBURG, VA 23185
October 4, 2023
6:00 PM

A. CALL TO ORDER

B. ROLL CALL

C. PUBLIC COMMENT

D. REPORTS OF THE COMMISSION

E. CONSENT AGENDA

1. Minutes of the September 6, 2023 Regular Meeting

F. PUBLIC HEARING(S)

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

G. PLANNING COMMISSION CONSIDERATIONS

H. PLANNING DIRECTOR'S REPORT

1. Planning Director's Report - October 2023

I. PLANNING COMMISSION DISCUSSION AND REQUESTS

J. ADJOURNMENT

MINUTES
JAMES CITY COUNTY PLANNING COMMISSION
REGULAR MEETING
COUNTY GOVERNMENT CENTER BOARD ROOM
101 MOUNTS BAY ROAD, WILLIAMSBURG, VA 23185
September 6, 2023
6:00 PM

A. CALL TO ORDER

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

B. ROLL CALL

Planning Commissioners Present:

Frank Polster
Rich Krapf
Tim O'Connor
Jack Haldeman
Rob Rose
Barbara Null
Stephen Rodgers

Staff Present:

Paul Holt, Director of Community Development
Susan Istenes, Director of Planning
Liz Parman, Deputy County Attorney
Terry Costello, Senior Planner
Suzanne Yeats, Planner
Andrea Case, Community Development Assistant

C. PUBLIC COMMENT

Mr. Polster opened Public Comment.

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

D. REPORTS OF THE COMMISSION

Mr. Polster opened Public Comment.

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

E. CONSENT AGENDA

1. Minutes of the August 2, 2023, Regular Meeting

On a voice vote, the Commission approved the Consent Agenda. (7-0)

F. PUBLIC HEARING(S)

1. SUP-23-0012. 8659 Richmond Road Solar Project

Ms. Suzanne Yeats, Planner, stated that Mr. John Townsend has applied on behalf of Sun Tribe Development for a Special Use Permit (SUP) to develop and construct a 5-megawatt solar panel facility for electrical power generation, storage, and transmission on an approximately 67.8-acre portion of parcels located at 8659 Richmond Road and 8659A Richmond Road. Ms. Yeats stated these parcels are currently zoned A1, General Agricultural, and designated rural lands on the 2045 Comprehensive Plan Land Use Map and located outside the Primary Service Area (PSA).

Ms. Yeats stated this application was being presented to the Commission because it was submitted prior to the BOS' Initiating Resolution on large-scale solar farm applications. Ms. Yeats stated the parcel is split by Richmond Road and the entirety of the project will lie south of the Richmond Road right-of-way. Ms. Yeats stated the design of the project depicts solar panels on a single axis tracking system that will rotate throughout the day to track the sun. She stated the electricity produced by the panels is collected and connected to the existing electrical grid. Ms. Yeats stated the project is intended to operate for a term of 30 years with the potential for two additional five-year periods for a total of up to 40 years. Ms. Yeats stated at the end of the sublease term, the owner will cease operation of the project and execute a final decommissioning plan agreed to by the landlord and project owners.

Ms. Yeats stated the 2045 Comprehensive Plan Land Use Map designates the property as Rural Lands and that while not a typical primary use, staff finds this use could be appropriate in Rural Lands as solar farms in general are low intensity uses after the initial construction phase. Ms. Yeats stated the use is designed to be temporary in nature and intended to return to agricultural or forestal use at the conclusion of the lease term and decommissioning measures. She stated for this proposal staff finds the use generally compatible with the character of the area and generally in accordance with the Rural Lands Development Standards. Ms. Yeats stated much of the land has been cleared for farming and is surrounded by natural wooded growth. Ms. Yeats further stated the development plan shows a 50-foot-wide vegetated buffer along Richmond Road and a 35-foot-wide vegetated buffer along the perimeter of the facility site. She stated this is a low use with respect to traffic and noise.

Ms. Yeats stated staff has proposed conditions in Attachment No. 1 to mitigate impacts from this proposal to address public safety, stormwater and resource protection measures to mitigate potential pollutants and flooding, preservation of nearby and surrounding properties, placing utilities underground, buffering to mitigate visual impacts to the Community Character Corridor, native pollinators, and public improvements addressing public need and benefit. Ms. Yeats stated following the publication of the Agenda Packet materials for this case, staff has reviewed Condition No. 2 and recommends a revision of this condition to include language so that the condition includes a machinery and tool tax as well and what would be due under a Revenue Share Ordinance.

Ms. Yeats stated unless a Utility facility is shown on the adopted 2045 Comprehensive Plan or other master plans for the County, the local Planning Commission and governing body shall review the facility to determine whether the location, character, and extent of the project is substantially in accord with the adopted 2045 Comprehensive Plan. Ms. Yeats stated staff recommends that the Planning Commission find this proposed solar panel facility is substantially in accord with the adopted 2045 Comprehensive Plan and applicable parts thereof, as required by Section 15.2-2232 of the Code of Virginia. Ms. Yeats stated staff finds the proposal to be compatible with surrounding development and is consistent with the recommendations of the adopted 2045 Comprehensive Plan. Ms. Yeats stated staff recommends the Planning Commission recommend approval of the proposed SUP to the BOS, subject to the proposed conditions as amended.

Mr. John Townsend, Senior Developer, 107 5th Street SE, Sun Tribe Solar, made a presentation

in support of the application.

Mr. Krapf asked staff for more information on proposed Condition No. 11.

Mr. Holt stated that James City County has had four previous solar farm projects. Mr. Holt stated one project was not approved and three projects were approved. Mr. Holt stated one of these projects is currently in construction and another is substantially complete. Mr. Holt stated Dominion Energy completed substantial improvements for the Richmond Road solar facility that resulted in negative impacts to the viewshed. Mr. Holt stated Condition No. 11 is proposed to prevent a similar situation from occurring with this project.

Mr. Polster asked for a legal opinion.

Ms. Parman stated the condition was approved by the County Attorney's Office.

Mr. Polster asked for the surety amount required by the condition.

Mr. Holt replied staff would calculate the cost if the SUP is approved.

Mr. Polster stated the Virginia State Corporation Commission, which governs solar interconnection agreements, determined that the cost of interconnection is not the responsibility of the vendor. Mr. Polster asked if this was correct.

Mr. Holt stated staff would be able to research this and report back to the Commission.

Mr. O'Connor asked about the route to the substation from the point of interconnection.

Mr. Townsend stated the point of interconnection is on the property and the equipment will be ground-mounted.

Mr. Geoff Suttle of Sun Tribe Development stated the power would go to the Toano substation located at Anderson's Corner.

Mr. O'Connor asked when the generated electricity transfers from Sun Tribe Development to Dominion Energy.

Mr. Townsend replied this occurs at the point of interconnection.

Mr. Haldeman asked if Dominion Energy can be required to underground power lines if upgrading existing infrastructure.

Mr. Holt replied not under typical circumstances, but this is different because it is being proposed as an SUP condition.

Mr. Haldeman asked if the BOS approve the SUP without Condition No. 11 if the County would have any oversight over Dominion Energy upgrades.

Mr. Holt stated the County would not without an SUP condition.

Mr. Halderman confirmed that Dominion Energy would not need an SUP for any upgrade work.

Mr. Holt confirmed this was correct.

Mr. Polster requested staff determine the surety amount and define the locations on a map for the BOS to see.

Mr. Krapf asked Mr. Townsend how Sun Tribe Solar would like to modify Condition No. 11.

Mr. Townsend stated the project would not add new poles, that equipment would be ground-mounted, and all cabling undergrounded or mounted to the solar panels. Mr. Townsend stated that the issue is not the amount of the surety but rather that Sun Tribe Solar has no way to ensure Dominion Energy will follow the condition. He stated Dominion Energy could act in such a way that would cause Sun Tribe to be delinquent. He stated he cannot guarantee the condition could be met as written.

Mr. Polster stated this was a Dominion Energy issue that was becoming an issue for Sun Tribe Development.

Mr. Rose asked for details on the revenue provided to the County from the project.

Mr. Townsend replied the estimate included an assumption that the property value would increase, resulting in increased property taxes. Mr. Townsend stated this accounts for about half of the \$879,000 revenue to the County and the remaining revenue comes from the revenue share option that is part of Condition No. 2.

Mr. O'Connor asked about the traffic management plan and if the Virginia Department of Transportation (VDOT) required bonding for damage to the road. Mr. O'Connor also asked about the flow of traffic to turn into the property.

Mr. Townsend stated for previous projects Sun Tribe Solar has completed a road evaluation before construction to identify and repair any damage due to construction. Mr. Townsend stated the traffic plan would minimize the use of U-turns and would defer to their traffic consultant regarding the best flow of traffic.

Mr. Polster inquired about the Shared Solar Program and his understanding that a low-income family could have a \$55 energy bill.

Mr. Townsend replied a lower-income subscriber would have a percentage reduction based on income and the \$55.10 minimum bill could be erased in its entirety.

Mr. Polster asked about the estimate of the power from the project being able to support 1,000 homes.

Mr. Townsend stated the number was taken from a Dominion Energy conference presentation.

Mr. Polster stated it seemed that 1,000 low-income homes in James City County could benefit from this program.

Mr. Townsend stated that is one way to look at it.

Mr. Polster asked about marketing for the program to ensure citizens know about the program. Mr. Polster asked if Sun Tribe Solar had asked staff about reaching the audience for the program.

Mr. Townsend stated he reached out to Neighborhood Development and there is not a current outreach program for low-income residents who may qualify.

Mr. Polster asked about measures for damaged panels and decommissioning.

Mr. Townsend answered damaged panels would be removed and replaced almost immediately and would not be stored on-site.

Mr. Polster stated Sun Tribe Solar was the first company to receive the gold star certification from the Virginia Department of Environmental Quality. Mr. Polster asked if Sun Tribe would pursue this certification for this project.

Mr. Townsend stated the pollinator plan for this project is based off the Virginia Smart Pollinators Program; however, Sun Tribe Solar would not pursue this project because some requirements do not apply to this project.

Mr. Polster asked about the mowing schedule, if the maintenance plan ensured the vegetative buffer was intact three -ears later, and herbicide use.

Mr. Townsend stated herbicides would not be used, and he believed the mowing schedule was once per quarter.

Mr. Polster stated it is important to ensure the property is cared for during the 30-40-year period of this project.

Mr. Townsend stated it was understood the vegetation within the facility and the vegetative buffer would be maintained throughout the operational life of the project. Mr. Townsend further stated that during construction there would be State and County requirements to ensure the site reaches full stabilization and groundcover is established.

Mr. O'Connor asked if battery storage would be added to the facility in the future.

Mr. Townsend stated battery storage was not part of the project.

Mr. Polster opened the Public Hearing.

Ms. Patricia H. Hunter, 1010 Marney Court, spoke in support of the application.

Mr. Richard Matula, 113 Mid Ocean, spoke regarding his project questions.

Mr. William Lee, 4560 Longhill Road, spoke in support of the application.

Mr. Polster closed the Public Hearing.

Mr. Krapf stated this project supports alternative energy sources and the preservation of rural lands found in the 2045 Comprehensive Plan. Mr. Krapf stated he supports the option for landowners to be able to earn an income from their land and is impressed with the applicant. Mr. Krapf stated he is supportive of the application.

Ms. Null asked if the application can be approved with the question related to Condition No. 11.

Mr. Holt stated the motion and recommendation from the Commission would state if the condition were included, not included, or modified.

Mr. Rose stated he was unsure what it would mean to approve the application without Condition No. 11.

Mr. Polster stated the final decision will be made by the Board and Supervisors and the Commission will make a recommendation based on the available information.

Mr. Haldeman stated he intended to support the application.

Mr. O'Connor stated he was in favor of the solar farm and wanted to understand more regarding Condition No. 11 given the changes to Richmond Road completed by Dominion Energy.

Mr. Polster stated more information was needed regarding Condition No. 11.

Mr. Krapf asked if Condition No. 11 could be recommended only within the project boundary.

Mr. O'Connor asked if the applicant's project returns would change if Condition No. 11 remained.

Mr. Polster stated he believed the recommendation would modify Condition No. 11 to only apply within the project boundary.

Mr. Townsend clarified that Dominion Energy owns an easement within the property boundary along Richmond Road.

Mr. Suttle stated Condition No. 11 creates a situation where Sun Tribe is responsible for Dominion Energy when they have no authority to the design upgrades that Dominion may make in the future. Mr. Suttle stated Sun Tribe have already agreed to underground and ground-mount their equipment from the solar plant to the point of interconnection.

Mr. Polster stated the applicant has already agreed to a condition accepting responsibility for the distribution box. Mr. Polster asked if this agreement was in writing.

Mr. Suttle stated it was in the site plan.

Mr. Holt confirmed it is part of the Master Plan.

Mr. Polster stated this could be clarified by modifying Condition No. 11 to include responsibility for underground utilities up to the point of interconnection. Mr. Polster asked Sun Tribe Development if this condition would be amenable to them.

Mr. Townsend stated it would be.

Mr. Rose asked if Condition No. 11 would be removed, and this new condition added.

Mr. O'Conner stated that Condition No. 11 would be modified to reflect the edit.

Mr. Krapf confirmed it would amend Condition No. 11.

Mr. Polster stated he needed two motions on the item - one for consistency with the 2045 Comprehensive Plan and the second for the SUP with the recommendation for the amended condition.

Mr. Holt stated the recommendation would recommend approval of the resolution in the Agenda Packet as presented.

Mr. Rodgers motioned for the Committee to recommend approval of the resolution in the Agenda Packet and find application SUP-23-0012 consistent with the 2045 Comprehensive Plan.

On a roll call vote, the Commission voted to Approve the resolution in the agenda packet and find application SUP-23-0012 consistent with the 2045 Comprehensive Plan. (7-0)

Mr. Krapf made a motion for approval of SUP-23-0012 to the BOS with conditions as presented with recommended edits to Condition No. 11 to have utilities undergrounded to the point of interconnection and to Condition No. 2 to include machinery and tool tax and revenue share payments to the County.

On a roll call vote, the Commission voted to recommend approval of SUP to the BOS with conditions as presented with recommended edits to Condition No. 11 to have utilities undergrounded to the point of interconnection and to Condition No. 2 to include machinery and tool tax and revenue share payments to the County. (7-0)

2. Z-22-0004 and SUP-22-0026. 8290 Richmond Road Hankins-Dunn Rezoning and Residential Cluster Development

Ms. Terry Costello stated the applicant requested deferral of this case until the November 1, 2023, meeting of the Planning Commission.

Mr. Polster opened the Public Hearing.

Mr. Micheal Hosang, 8404 Camellia Court, spoke in opposition of the application.

Mr. Haldeman motioned to defer this item to the November 1, 2023, meeting and leave the Public Hearing open until that date.

On a roll call vote, the Commission voted to defer item Z-22-0004 and SUP-22-0026. 8290 Richmond Road Hankins-Dunn Rezoning and Residential Cluster Development to the November 1, 2023, meeting, and leave the Public Hearing open until that date. (7-0)

G. PLANNING COMMISSION CONSIDERATIONS

There were no items for Planning Commission Consideration.

H. PLANNING DIRECTOR'S REPORT

1. Planning Director's Report - September 2023

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

I. PLANNING COMMISSION DISCUSSION AND REQUESTS

Mr. O'Connor stated two applicants tonight were surprised by the conditions and asked regarding the system for proffers.

Mr. Holt stated staff works as best they can to make applicants aware of any issues throughout the plan review process. Mr. Holt stated for rezonings and proffers staff cannot have these discussions with the applicant as a result of General Assembly legislation. Mr. Holt stated staff does a good job identifying inconsistencies with the 2045 Comprehensive Plan and items from a land use point of view that need to be mitigated, especially with respect to SUPs. Mr. Holt stated staff do a pretty good job communicating with applicants along the way.

Mr. Polster stated the County has started a new fiscal impact statement worksheet and this may account for some of the disconnect seen in the Agenda Packet.

Mr. Krapf asked if staff can communicate with an applicant if a proffer is not acceptable.

Mr. Holt stated the County's position under the 2018 legislation is that staff are unable to negotiate proffers.

Mr. Krapf asked if this made the process more cumbersome and would lead to more deferral requests and lengthier processes.

Mr. Holt stated that staff do their best to provide excellent customer service within the constraints of the General Assembly.

Mr. O'Connor wondered if stated proffers were not acceptable constituted negotiation.

Mr. Holt stated staff are unable to do that outside of a staff report.

Mr. Krapf confirmed the application would not know proffers were deemed unacceptable until the staff report became publicly available.

Mr. Holt confirmed that was correct. He stated the staff report was based on staff analysis and finding out if impacts were mitigated and the degree to which what was being proffered was consistent or not with the 2045 Comprehensive Plan and BOS' policies.

Mr. O'Connor stated some localities offer the ability for the applicant to sign an affidavit that the proffers are voluntary. Mr. O'Connor stated the County Attorney was not amenable to this and he felt it was a disservice to the applicant, citizens, and staff. He stated he wished for a better solution.

Mr. Rose asked if there would be a scenario in which the Commission would not grant the deferral.

Mr. Holt stated once the item is on the Commission's Agenda, it is up to the Commission to recommend approval or denial. Mr. Holt stated the Commission is not obligated to act in any particular way.

Mr. Haldeman observed Low Density Residential Lands are under pressure to be developed for housing. Mr. Haldeman citizens of the County have repeatedly asked to protect agricultural lands inside and outside the PSA and it was increasingly difficult to respect their opinion in the face of such pressure.

J. ADJOURNMENT

Mr. Haldeman made a motion to adjourn.

The meeting was adjourned at approximately 7:30 p.m.

Paul D. Holt, III, Secretary

Frank Polster, Chair

**SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self Storage Facility
Staff Report for the October 4, 2023, Planning Commission Public Hearing**

SUMMARY FACTS

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

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

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

Locations: 4399 John Tyler Highway
4365 John Tyler Highway

Tax Map/Parcel Nos.: 4710100115
4620100014A

Property Acreage: ± 4.93 acres

Current Zoning: MU, Mixed Use with Proffers

Proposed Zoning: MU, Mixed Use with Amended Proffers

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

Primary Service Area: Inside

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

PUBLIC HEARING DATES

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

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

FACTORS FAVORABLE

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

FACTORS UNFAVORABLE

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

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

**SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self Storage Facility
Staff Report for the October 4, 2023, Planning Commission Public Hearing**

SUMMARY STAFF RECOMMENDATION

Staff recommends that the Planning Commission recommend approval of these applications, subject to the proposed proffers and conditions.

PROJECT DESCRIPTION

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

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

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

This proposed amendment increases the commercial square footage to 100,000 square feet. This amendment also allows for a full entrance onto John Tyler Highway and proposes turn lane improvements that mitigate traffic impacts coming into the site. This application includes

an emergency access to Ironbound Road and the proposed proffers would allow for this to be converted to a full entrance in the future with approval from the Virginia Department of Transportation (VDOT); however, with the proposed conditions an SUP amendment would be required for the addition of an entrance to Ironbound Road.

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

PLANNING AND ZONING HISTORY

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

SURROUNDING ZONING AND DEVELOPMENT

The parcel to the north and east of the subject parcels are zoned MU,

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Mixed Use, and B-1, General Business. To the south and west, the parcels are zoned R-8, Rural Residential, and PL, Public Lands. Clara Byrd Baker Elementary School is located to the south of the subject parcels. Governors Grove and Powhatan Office Park are located to the north across Route 5 and directly adjacent is the 7-Eleven at 4455 John Tyler Highway. To the east is Governors Green Shopping Center and to the west is the James City Service Authority Desalination Treatment Plant.

2045 COMPREHENSIVE PLAN

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

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

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

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

The property on the west side of Ironbound Road and south side of John Tyler Highway (Route 5) is envisioned to be limited to of the existing two-lane roads.

community-scale and neighborhood commercial and office uses. Specifically, future development on the parcel directly to the south and west of the existing 7-Eleven should not exceed the intensity and density of development identified on the approved master plan and approved proffers for James City County Case Nos. Z-9-05/MP-6-05 (Governor’s Grove at Five Forks, approved by the Board of Supervisors on August 9, 2005).

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

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

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

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PRIMARY PRINCIPLES FOR THE FIVE FORKS AREA

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

Transportation Principles:

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

Environmental Principles:

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

Land Use Principles:

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

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

TRAFFIC IMPACTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self Storage Facility
Staff Report for the October 4, 2023, Planning Commission Public Hearing

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

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

SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self Storage Facility
Staff Report for the October 4, 2023, Planning Commission Public Hearing

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

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

SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self Storage Facility
Staff Report for the October 4, 2023, Planning Commission Public Hearing

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

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

SPECIAL USE PERMIT-22-0017, REZONING-22-0002, and MASTER PLAN-22-0002. 4399 John Tyler Highway Five Forks Self Storage Facility
Staff Report for the October 4, 2023, Planning Commission Public Hearing

PROPOSED SUP CONDITIONS

Proposed conditions are provided as Attachment No. 1.

STAFF RECOMMENDATION

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

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

PC/md
SUP22-17_FFSelfStor

Attachments:

1. Proposed SUP Conditions
2. Proposed Proffers
3. Amended Master Plan
4. Conceptual Building Renderings
5. Location Map
6. Rendered Conceptual Layout
7. Section 2 Open Space Exhibit
8. Section 3 Open Space Exhibit
9. Community Impact Assessment - Governors Grove
10. Traffic Impact Analysis
11. 2005 Master Plan

12. 2005 Proffers
13. 2005 Staff Report
14. Primary Principles for the Five Forks Area

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

PROPOSED CONDITIONS FOR CASE NO. SUP-22-0017.

4399 AND 4365 JOHN TYLER HIGHWAY FIVE FORKS SELF STORAGE FACILITY

1. Master Plan. This Special Use Permit (the “SUP”) shall be valid for approximately 4.93 acres of property located at 4399 John Tyler Highway and 4365 John Tyler Highway and further identified as James City County Real Estate Tax Map Parcel Nos. 4710100115 and 4620100014A (collectively the “Property”). Development of the Property shall be generally in accordance with the plan entitled “Governor’s Grove - Section 3- Self Storage” prepared by AES Consulting Engineers and dated July 14, 2023, (the “Master Plan”) and the design guidelines entitled “TSS 5 Forks” prepared by Place Maker Design dated November 5, 2021, (the “Design Guidelines”), with any deviations considered per Section 24-23(a)(2) of the Zoning Ordinance, as amended.
2. Water Conservation. Water conservation standards shall be submitted to and approved by the James City Service Authority prior to final site plan approval. The standards shall address such water conservation measures as limitations on the installation and use of approved landscaping design and materials to promote water conservation and minimize the use of public water resources.
3. Vegetated Buffers. Prior to final approval of any site plan, the Planning Director or designee shall review and approve a landscape plan for the entirety of the Property. The landscape plan shall provide a 50-foot vegetated buffer along the rights-of-way(s) for Ironbound Road and John Tyler Highway in accordance with Section 24-98 of the Zoning Ordinance. Any disturbance or grading into this area shall be the minimum necessary and shall require additional plantings consisting of no less than 125% of the required plantings per the Ordinance or as may be otherwise approved by the Planning Director or designee.
4. Vehicular Access Restriction. The gated emergency access entrance to the Property shall be located in the general location shown on the Master Plan and shall only be utilized as an emergency access. Emergency access provisions shall be shown on the final site plan and shall be as approved by the Fire Chief or designee.
5. Lighting. All new light poles shall not exceed 20 feet in height from finished grade. There shall be no light trespass, defined as light intensity measured 0.1-foot candle or higher extending beyond the boundaries of the Property. A lighting plan consistent with the requirements of this condition shall be submitted to, and approved by, the Planning Director or designee prior to final site plan approval.
6. Freestanding Signage. All freestanding signage shall be externally illuminated monument-style signs, not to exceed eight feet in height. The base of the signs shall be brick or shall use materials similar in type and color with the site architecture. The design of the signs shall be approved by the Planning Director prior to final site plan approval for consistency with this condition.
7. Screening of Site Features. All dumpsters, ground-mounted HVAC, or mechanical units shall be screened by an enclosure composed of masonry, closed cell PVC, prefinished metal, or cementitious panels, and shall be in detail and colors matching what is shown in the Design Guidelines. Where present, such features shall be shown on the final site plan and such screening shall be reviewed and approved by the Planning Director for consistency with this condition.
8. Outside Storage of Materials. No outside display, sale, or storage of materials shall be permitted on the Property.

9. Fencing. Fencing on the Property shall be of a material and color complementary to the building standards in the Primary Principles for the Five Forks Area, adopted by the Board of Supervisors on September 28, 2004. Fencing shall not exceed a height of eight feet above finished grade and shall not include barbed wire. Chain-link fencing shall be prohibited. Prior to final approval of any site plan, the Planning Director shall review and approve the design of any proposed fencing on the Properties for consistency with this condition.
10. Virginia Runoff Reduction Method. The purchase of offsite nutrient credits toward needed water quality associated with the development of Governor's Grove - Section 3 will not be allowed. The use of forested open space toward needed water quality associated with the development of the Master Plan will not be allowed.
11. Location of Stormwater Management Facilities. The location of structural stormwater management facilities will not be permitted within landscape or corridor buffers.
12. Special Stormwater Criteria. The application of Special Stormwater Criteria (SSC) practices are required. The number of practices required will be per Table SSC-1 of the Stormwater Resource Protection Division's form entitled, "Stormwater-Special Criteria in James City County, Virginia." Practices to be used must be approved by the Director of Stormwater and Resource Protection for appropriateness to the Master Plan. SSC measures or practices cannot be used toward stormwater management quality needs presented in the Virginia Runoff Reduction Method.
13. Commencement. A permanent Certificate of Occupancy shall be obtained within 48 months from the date of adoption of this resolution or this SUP shall be void.
14. Severance Clause. This SUP is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

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

Parcel Id Nos. 4620100014A and 4710100115

AMENDED PROFFERS
GOVERNOR'S GROVE
JOHN TYLER SELF STORAGE FACILITY

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

RECITALS

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

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

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

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

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

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

Now, therefore, for and in consideration of the approval of the Master Plan and Proffers amendment and pursuant to section 15.2-2298 of the Code of Virginia (1950) as amended, Owner agrees that the Property shall be developed in compliance with all of the following

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

PROVISIONS

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

2. **Density/Use.** The Property shall be developed as a self-storage facility with accessory and related uses containing not more than 100,000 square feet of interior floor area. No other use of the Property shall be permitted.

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

4. **Entrances/Access.**

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

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

C. An eastbound left turn lane and a westbound right turn taper on Route 5 shall be constructed at the entrance to the Property from Route 5. The turn lanes proffered hereby shall be constructed in accordance with Virginia Department of Transportation ("VDOT") standards and shall be completed prior to the issuance of a certificate of occupancy. At the time of construction of the turn lanes proffered above, to the extent not already existing, a three foot

paved shoulder on the north side of Route 5 shall be constructed. Sufficient area for a future vehicular connection from Section 3 of the Property to the adjacent property to the north (Tax Parcel 4710100033) shall be reserved. The entrance into the Property on Route 5 shall be designed and constructed to accommodate a center left turn lane on Route 5 from the existing eastbound left turn lane on Route 5 at Ironbound Road to the Route 5 entrance to the Property.

D. The provisions of this paragraph shall supersede provisions of paragraph 6 in the Proffers and content of the Master Plan relative to the Property and Section 3 as shown on the Master Plan.

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

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

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

8. Amended and Restated Proffers. These Amended Proffers and the Amended Master Plan amend and supersede the Proffers and the Master Plan for Section 3 only.

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

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

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

WITNESS the following signatures, thereunto duly authorized:

FIVE FORKS 2, LLC,
a Virginia limited liability company

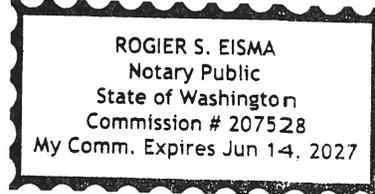
By: [Signature]
Robert Josephberg, Manager

STATE OF WA
CITY/COUNTY OF King, to wit:

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

[Signature]
Notary Public [Affix Notarial Stamp]

My Commission Expires: 06/14/27
Notary Registration No.: 207528



FIVE FORKS 3, LLC,
a Virginia limited liability company

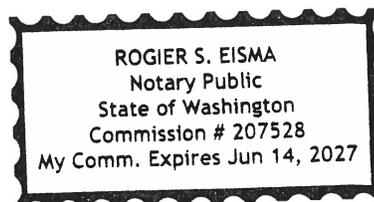
By: [Signature]
Robert Josephberg, Manager

STATE OF WA
CITY/COUNTY OF King, to wit:

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

[Signature]
Notary Public [Affix Notarial Stamp]

My Commission Expires: 06/14/27
Notary Registration No.: 207528



**EXHIBIT A
LEGAL DESCRIPTION**

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

Special Use Permit

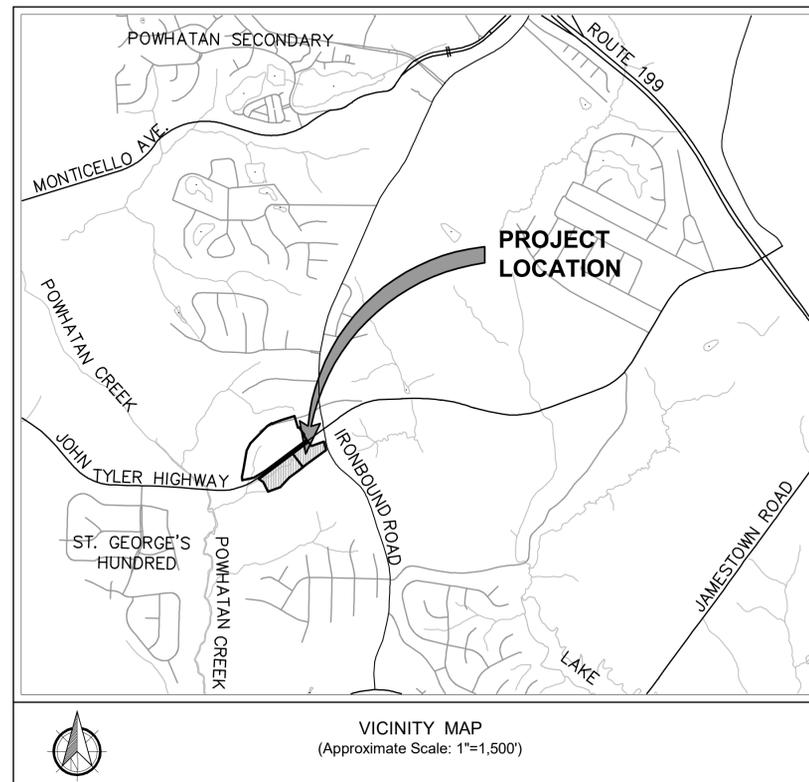
For

GOVERNOR'S GROVE (SECTION 3)

Berkeley District James City County Virginia

SITE DATA:

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



County Project No.: C-22-0027
 Original Submittal Date: 08/24/2022
 Revised: 07/14/2023

INDEX OF SHEETS

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

OWNER/DEVELOPER INFORMATION:

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

Rev.	Date	Description	Revised By
1	7/14/23	REVISED PER COUNTY COMMENTS	

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

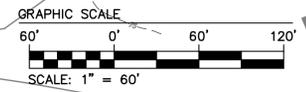
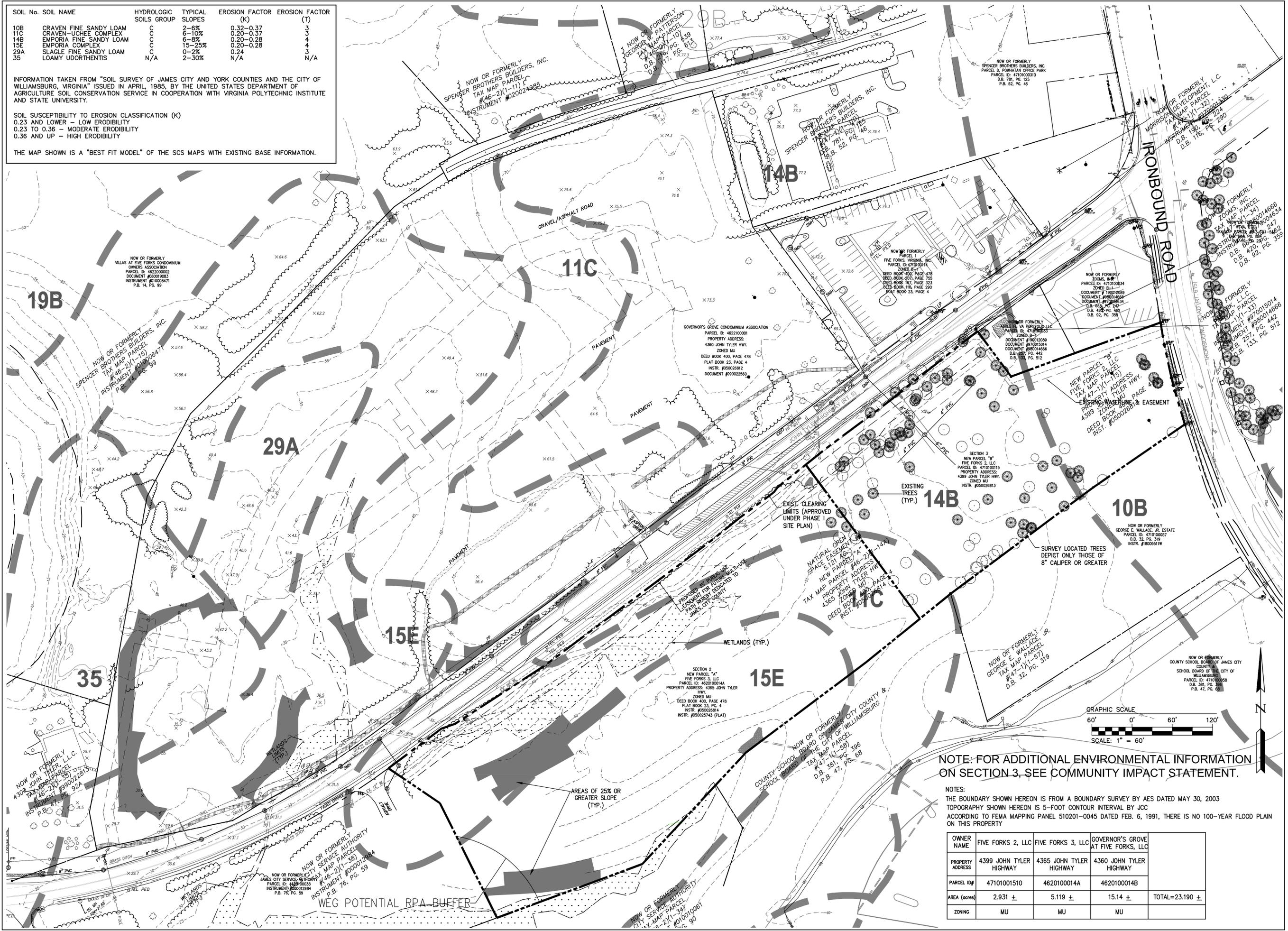
Project Contacts: HWP / GRR
 Project Number: W09263-09
 Scale: AS SHOWN Date: 08/24/2022
 Sheet Title: COVER SHEET
 Sheet Number: MP01

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

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

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

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



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

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

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

Rev.	Date	Description
1	7/14/23	REVISED PER COUNTY COMMENTS

5248 Old Town Road, Suite 1
 Williamsburg, Virginia 23188
 Phone: (757) 255-0040
 Fax: (757) 226-8894
 www.aesva.com

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GOVERNOR'S GROVE
 SECTION 3 - SELF STORAGE

BERKELEY DISTRICT | JAMES CITY COUNTY | VIRGINIA

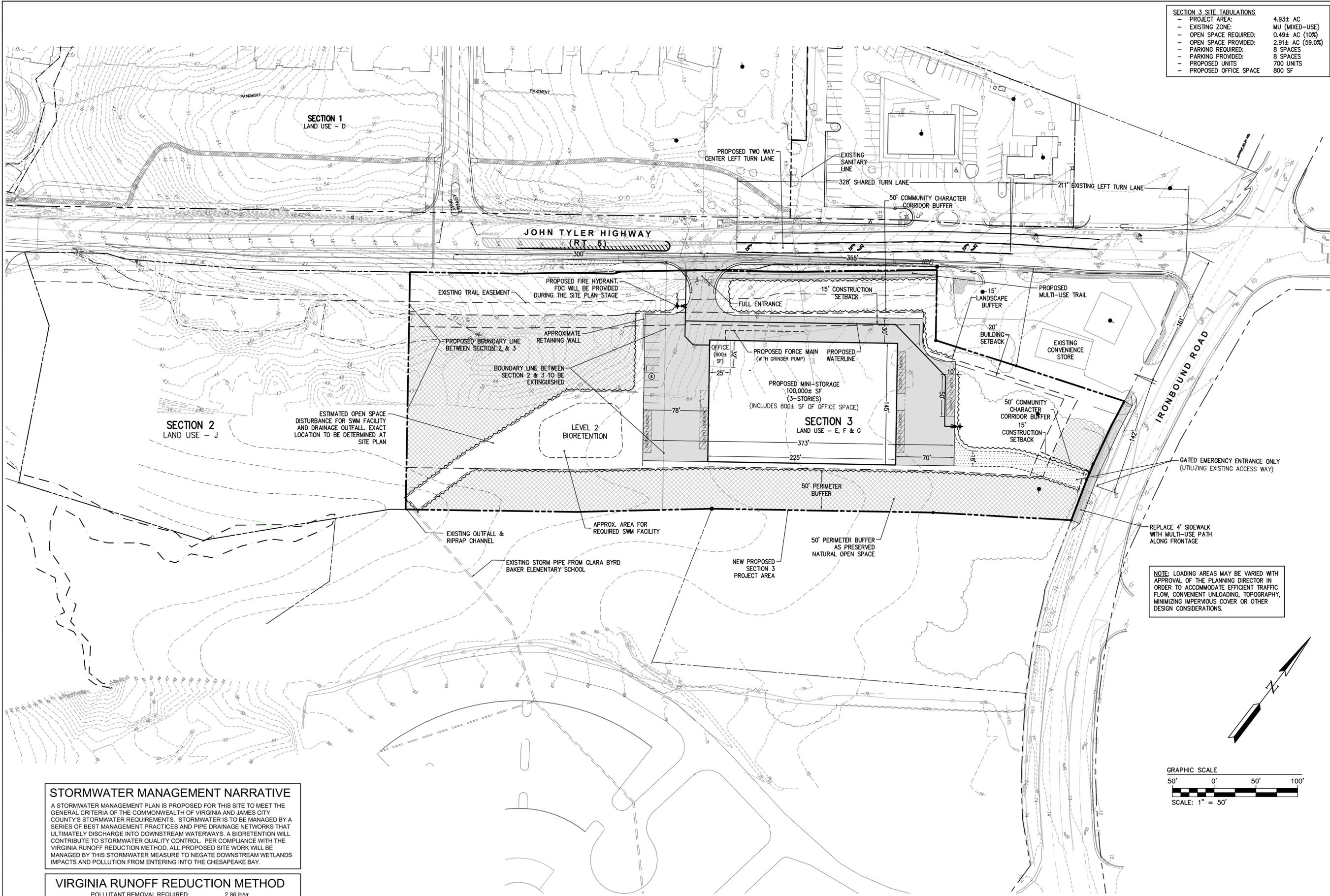
Project Contacts: HWP / GRR
 Project Number: W09263-09
 Scale: AS SHOWN
 Date: 08/24/2022

Sheet Title:
 ENVIRONMENTAL INVENTORY

Sheet Number:
 MP02

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

Rev.	Date	Description	By
1	7/14/23	REVISED PER COUNTY COMMENTS	



SECTION 2
LAND USE - J

SECTION 1
LAND USE - D

SECTION 3
LAND USE - E, F & G

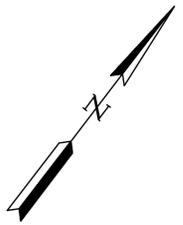
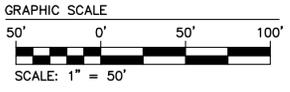
STORMWATER MANAGEMENT NARRATIVE

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

VIRGINIA RUNOFF REDUCTION METHOD

POLLUTANT REMOVAL REQUIRED:	2.86 lb/yr
POLLUTANT REMOVAL PROVIDED:	3.18 LB/yr
PROPOSED IMPERVIOUS AREA:	1.6± ACRES

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



5248 Old Towne Road, Suite 1
Williamsburg, Virginia 23188
Phone: (757) 283-0040
Fax: (757) 226-8994
www.aesva.com

AES
CONSULTING ENGINEERS

Hampton Roads | Central Virginia | Middle Peninsula

GOVERNOR'S GROVE
SECTION 3 - SELF STORAGE

BERKELEY DISTRICT | JAMES CITY COUNTY | VIRGINIA

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

Sheet Title:
CONCEPTUAL LAYOUT AND SWM/UTILITY PLAN

Sheet Number:
MP03





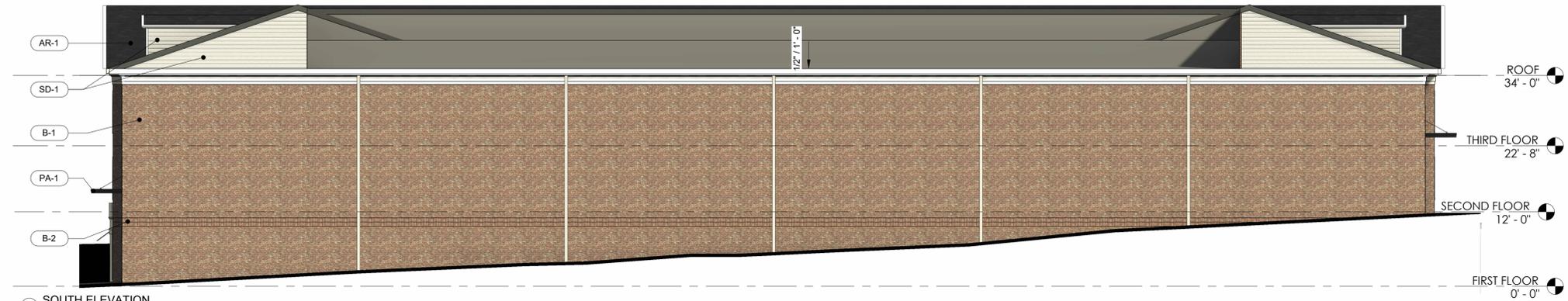




04 NORTH ELEVATION (STREET FACING)
3/32" = 1'-0"



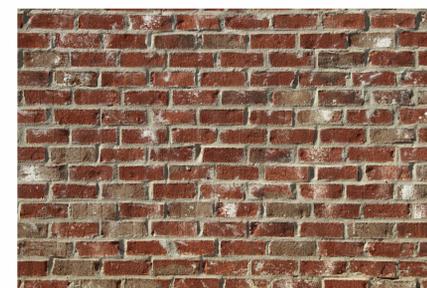
03 WEST ELEVATION
3/32" = 1'-0"



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



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



CHARLESTON BRICK PATTERN

MATERIAL SCHEDULE

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

REV #	DATE	DESCRIPTION

ISS 5 Forks
3191 Ironbound Rd
Williamsburg, VA 23185

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NOT ISSUED FOR CONSTRUCTION

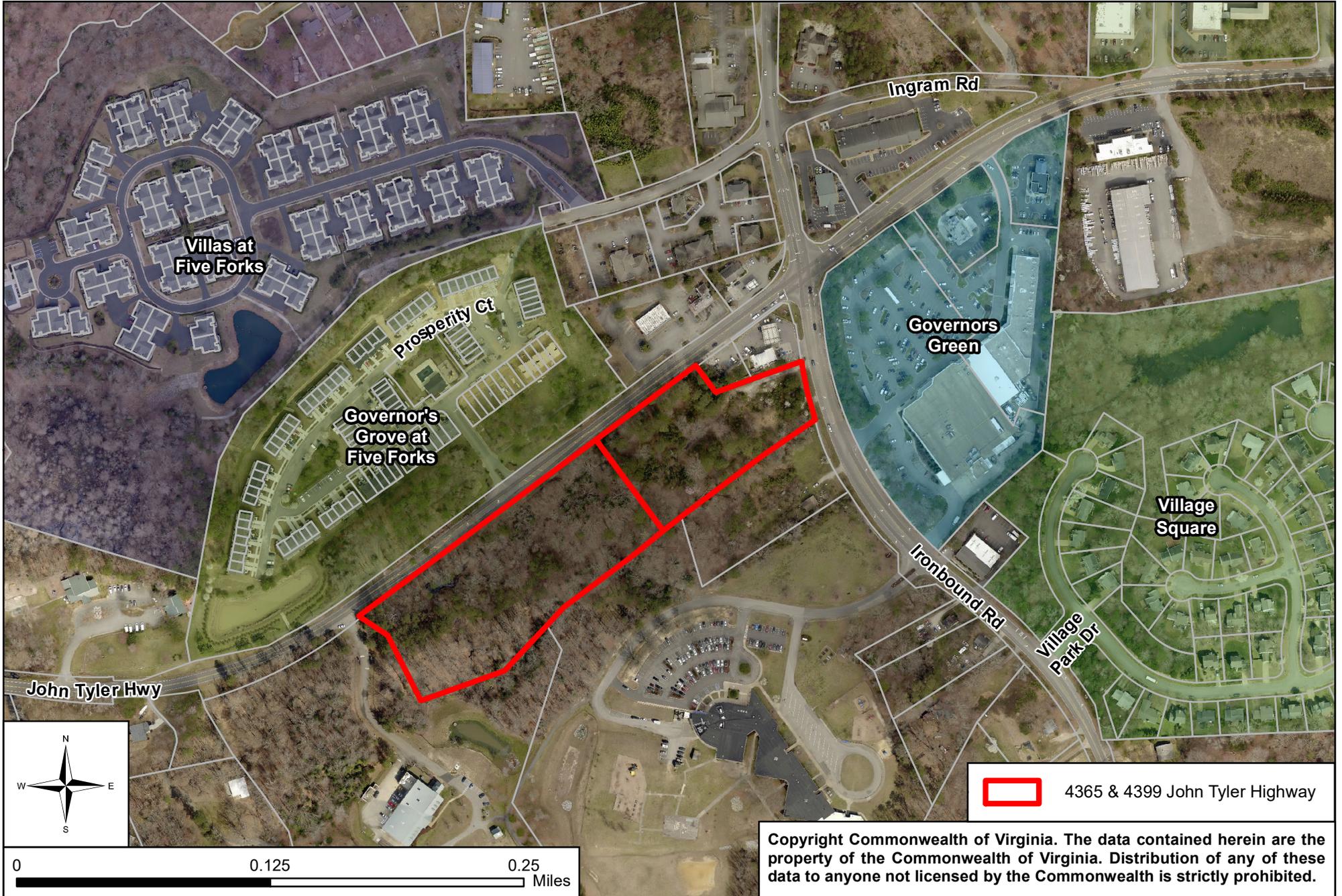
PLACE MAKER DESIGN
1000 CIRCLE 75 PARKWAY
SUITE 400
ATLANTA, GEORGIA 30339
404.549.4499

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

SHEET TITLE
EXTERIOR ELEVATIONS

SHEET # **A2.0**

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



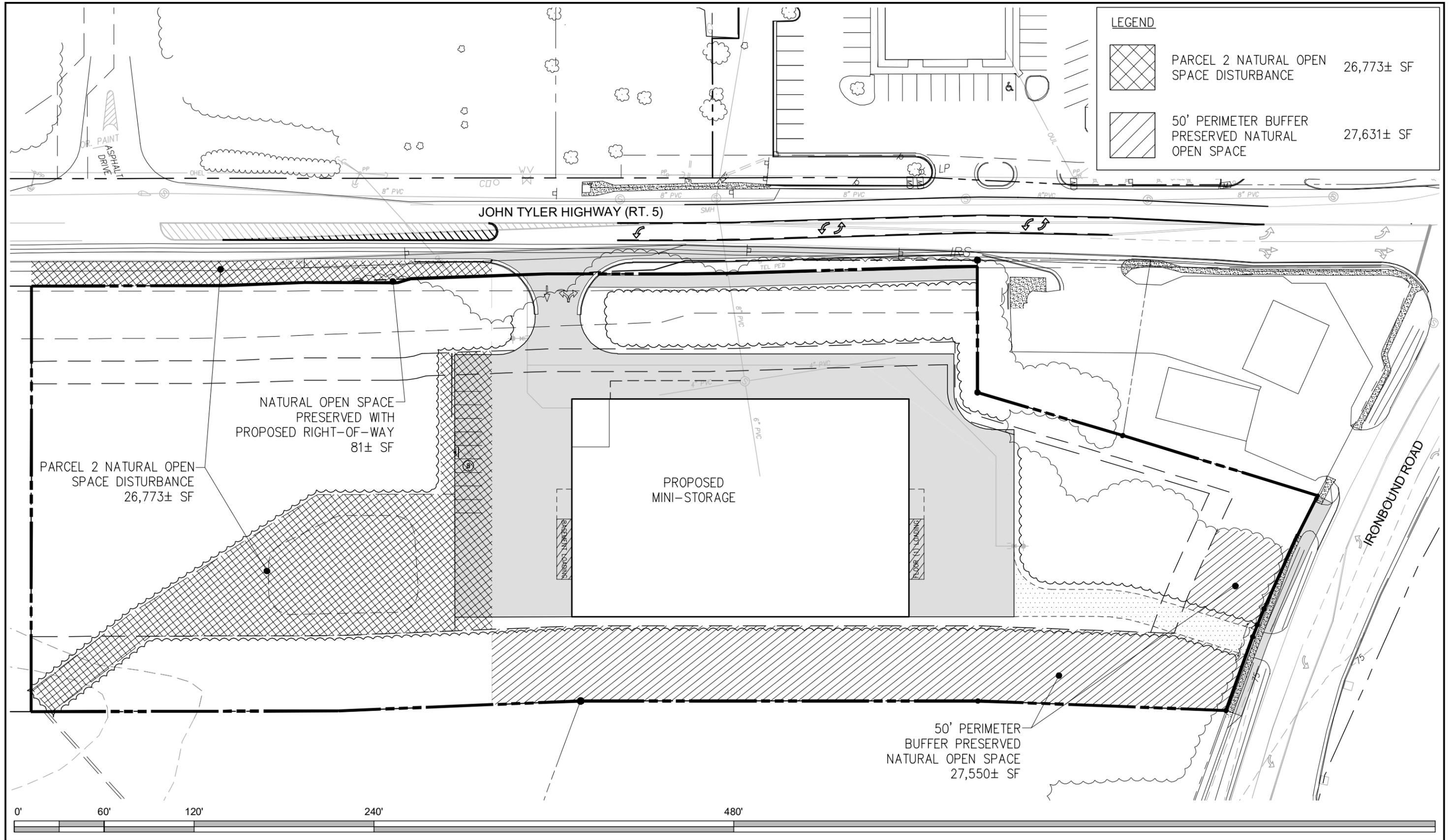


DATE: JULY 14, 2023
SCALE: 1"=30'

SHEET 1 of 1

RENDERED CONCEPTUAL LAYOUT
GOVERNOR'S GROVE PARCEL 3
 JAMES CITY COUNTY, VIRGINIA
 (AES PROJECT #: 9263-09 - AES PROJECT CONTACT: HOWARD PRICE)

AES
 CONSULTING ENGINEERS
 5248 Old Towne Road, Suite 1
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 Phone: (757) 253-0040
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 www.aesva.com
 Hampton Roads | Central Virginia | Middle Peninsula



DATE: FEBRUARY 15, 2023

REVISED: JULY 13, 2023

SCALE: 1"=60'

SHEET 1 of 1

NATURAL OPEN SPACE EXHIBIT GOVERNOR'S GROVE PARCEL 3

JAMES CITY COUNTY, VIRGINIA

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



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CONSULTING ENGINEERS

Hampton Roads | Central Virginia | Middle Peninsula

GOVERNOR’S GROVE

A SELF STORAGE FACILITY IN JAMES CITY COUNTY

Stein Investment Group

COMMUNITY IMPACT ASSESSMENT Project Narrative and Executive Summary

INTRODUCTION – THE PROPERTY AND PROPOSED USE

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

THE PROJECT TEAM

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

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

Key Components of this Community Impact Study are:

- Analysis of Impacts to Public Facilities and Services

Community Business

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

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

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

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

Average Daily Trips Table

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

Self-Storage Customer Trends

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

Self-Storage Market Analysis

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

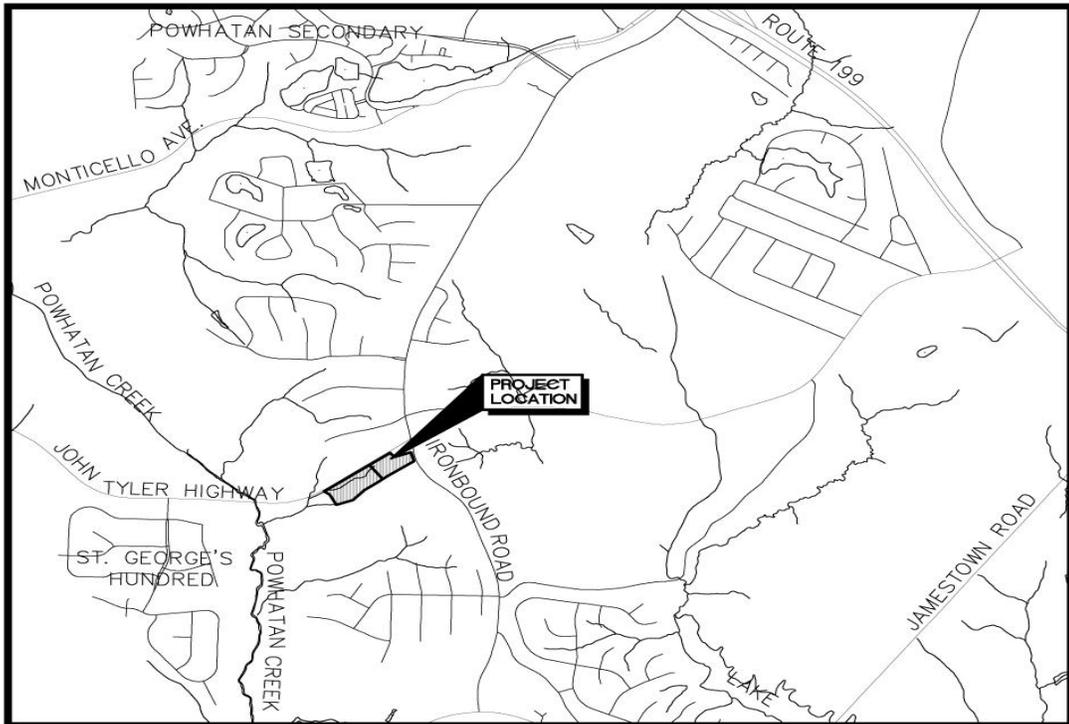
undersupplied by more than 25% (including the proposed Development). The Development will be the first and only high quality, secured self-storage facility in the trade area. Thus, the neighborhood commercial moniker fits the proposed use well.

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

PROJECT DESCRIPTION

The project location is shown on the following exhibit:

Exhibit 1



Planning Considerations

- The Development will maintain a **50-foot undisturbed buffer per the Community Character Corridor** and the buildings will be significantly screened from all public rights-of-way apart from the curb cuts. The buildings will set a new standard for architecture and landscaping in Five Forks.
- The Development fits within the corridor and is consistent with the commercial uses of nearby properties.
- The Development will not adversely affect the usability of adjacent and/or nearby properties.
- The Development will increase the tax assessment of the property (currently vacant land) without creating burdens on schools, County services or infrastructure.
- Self-Storage is the lowest intensity of any commercial use.
 - Lowest traffic generator, averaging 12-15 customer trips per day.
 - Minimal/no burden on existing county infrastructure.
 - No dumpsters on site.
 - The Development requires fewer parking spaces than other permitted uses of the site, resulting in additional pervious area.
- The Development will not have overnight parking nor outside storage of cars/boats/RV/trailers.
- The Development will provide a high level of security including exterior and interior cameras as well as pin pad access at all entrances and exits for customers.
- The architecture of the Development will be high quality, complementing existing structures, and designed to meet the Character Guidelines of the County's Comprehensive Plan.
- The two proposed buildings, totaling 100,000 square feet, will have 7 parking spaces while, per code, a 25,000 square foot retail building would require 100 parking spaces (*From James City County Code of Ordinances – 4 per 1k SF in Planned Shopping Centers*) and would generate 100x more traffic.

Stein Investment Group

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

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

ANALYSIS OF IMPACTS TO PUBLIC FACILITIES AND SERVICES

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

Public Water Facilities

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

Public Sewer Facilities

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

Public Schools

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

Fire Protection and Emergency Services

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

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

Solid Waste

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

Utility Service Providers

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

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

1. The development incorporates stormwater management facility(s) / best management practice design(s) to honor James City County's stormwater management goals, maintain high stream quality, and address the fecal coliform issue.
2. The development will provide buffers areas at the perimeter of the development. The majority of the buffers will be left natural.
3. Section 2, as revised, to remain undisturbed closest to the limits of the RPA of Powhatan Creek to maintain the quality of the RPA.
4. LID measures and required SSC measures have been incorporated into the proposed plans.

Soils

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

ANALYSIS OF STORMWATER MANAGEMENT/BMP

An approved Master Storm Water Management Plan was prepared for the entire Five Forks MU area (case# Z-9-05/MP-6-05). Specifically, two SWM / BMPs were envisioned for Governor's Grove. The southern section of Governor's Grove will contain a SWM / BMP facility in the area labeled Section 3 (our proposed development site). While the proffers make provisions for the ability to utilize some portions of the 5 Acre open space area (Section 2) for storm water management, the design intent for Section 3 is to avoid encroachment into Section 2. The exception for this design will be the installation on Section 2 of the outfall for the sub-surface BMP facility serving Section 3. To achieve that goal a subsurface storage system is envisioned for this site. The conceptual layout and location are illustrated on the Conceptual Plan. Based upon current SSC criteria, the amount of disturbance for the self-storage facility is anticipated to create a requirement for three SSC measures to be applied to this site. Three of the following SSC measures will be utilized on the site due to its location within the Powhatan Creek mainstem: enhanced outlet protection, slope stabilization, pervious pavers (1000 S.F. minimum required), and bio-retention basin (650 S.F. minimum size).

The proposed subsurface system will attenuate flows from the impervious area of the site as well as some off-site areas that are currently untreated such as Route 5 roadway drainage and a portion of the existing 7-11 (formerly Zoom's) at the intersection of Route 5 and Ironbound Road.

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

TABLE 2

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

JCC SP-005-06 / AES Project # 9263-04
 4/10/2006 (Revised: 6/27/06; 10/04/06)

A. STRUCTURAL BMP POINT ALLOCATION

Site Area for Structural BMP'S =

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

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

TOTAL WEIGHTED STRUCTURAL BMP POINTS: 5.84

B. NATURAL OPEN SPACE CREDIT

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

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

Open Space Adjacent to RPA on Adjacent Tract

TOTAL OPEN SPACE POINTS: 4.32

D. TOTAL WEIGHTED POINTS

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

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

CONCLUSION

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

This Community Impact study concludes the following:

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

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

Traffic Analysis For Proposed Governors Grove Section 3

JAMES CITY COUNTY, VIRGINIA

For:
Stein Investment Group

By:
DRW Consultants, LLC
Midlothian, VA

May 10, 2023

Traffic Analysis For Proposed Governors Grove Section 3

JAMES CITY COUNTY, VIRGINIA

For:
Stein Investment Group

By:
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May 10, 2023

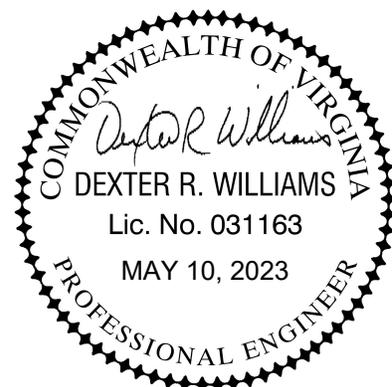
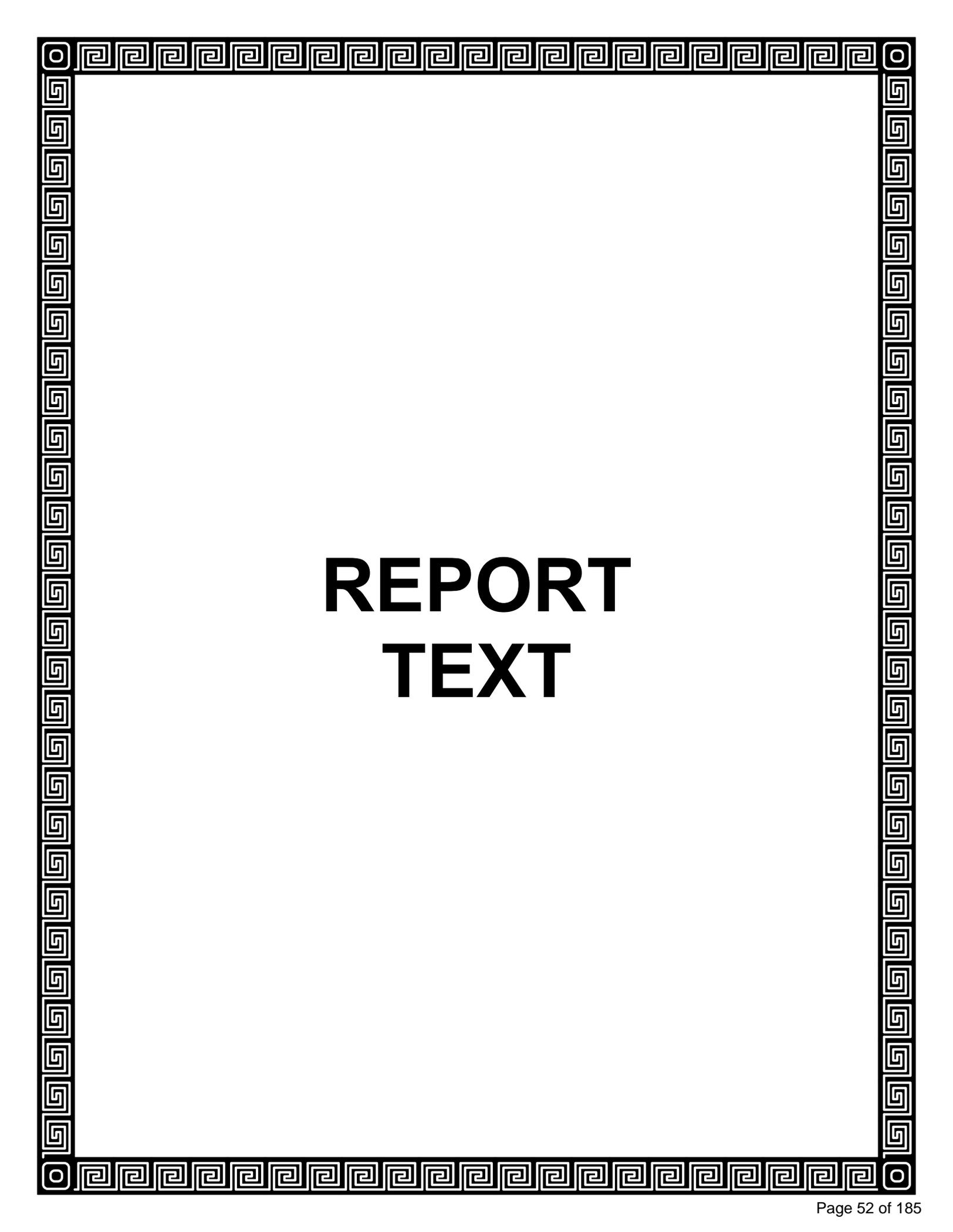


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REPORT TEXT

INTRODUCTION

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

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

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

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

EXECUTIVE SUMMARY

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

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

TRAFFIC COUNTS AND GROWTH TO DATE

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

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

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

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

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

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

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

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

DESIGN YEAR BACKGROUND TRAFFIC

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

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

SITE TRIP GENERATION AND DISTRIBUTION

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

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

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

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

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

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

2023 TRAFFIC FORECAST WITH SITE

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

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

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

TRAFFIC ANALYSIS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONCLUSIONS

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

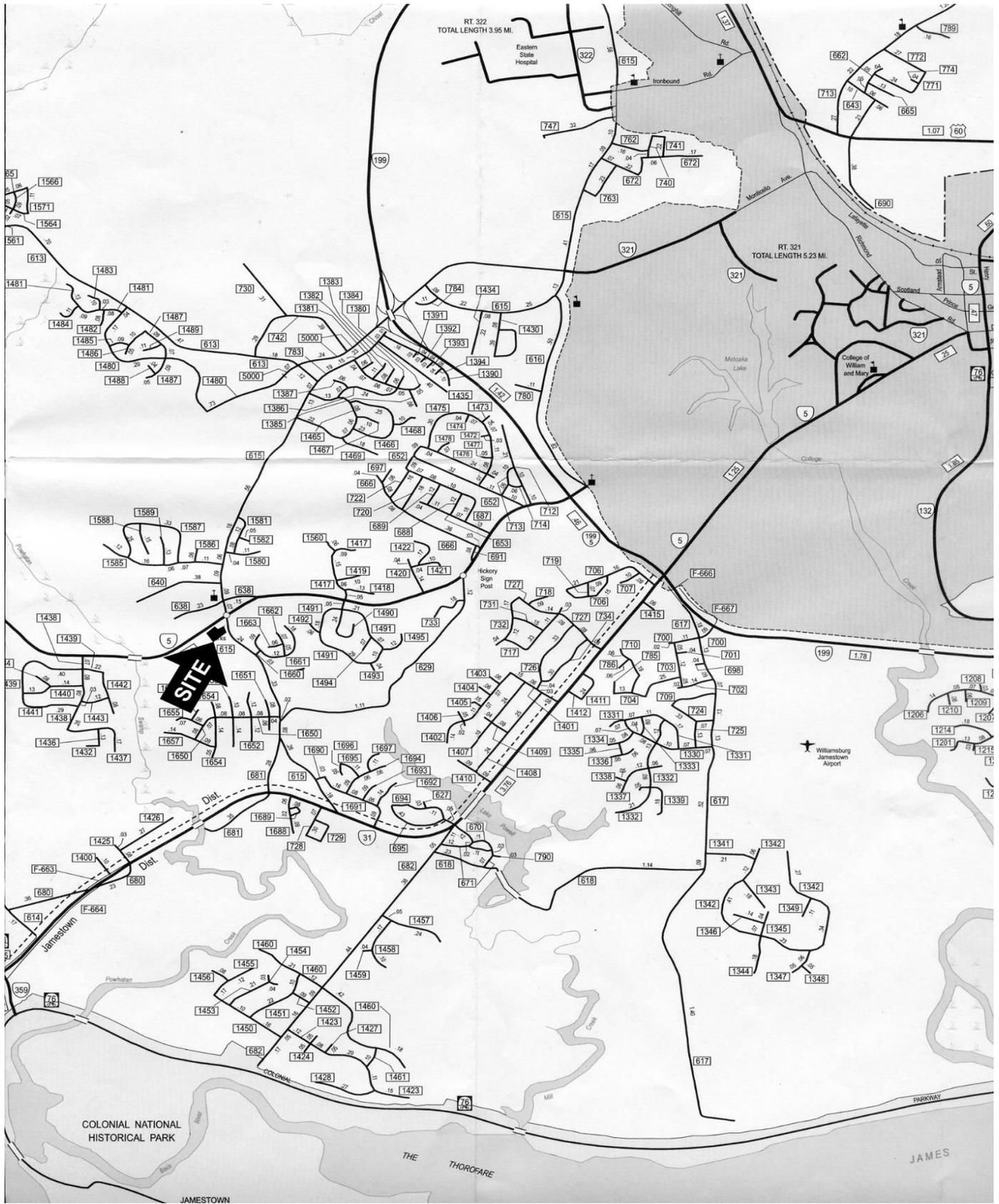
TABLE 6 RT. 5/RT. 615 INTERSECTION SECONDS DELAY		
	AM	PM
2023 Counts	23.8	25.1
2025 Background	24.1	25.5
2025 Rt. 5 Full Access Only	24.2	25.6
2025 Rt. 615 Right Turn In/Out Only	24.3	25.7
2025 Rt. 5 Full Access & Rt. 615 RTI/O	24.1	25.6

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

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



REPORT EXHIBITS



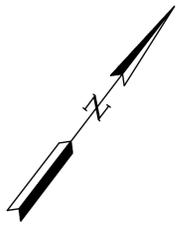
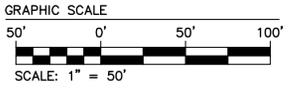
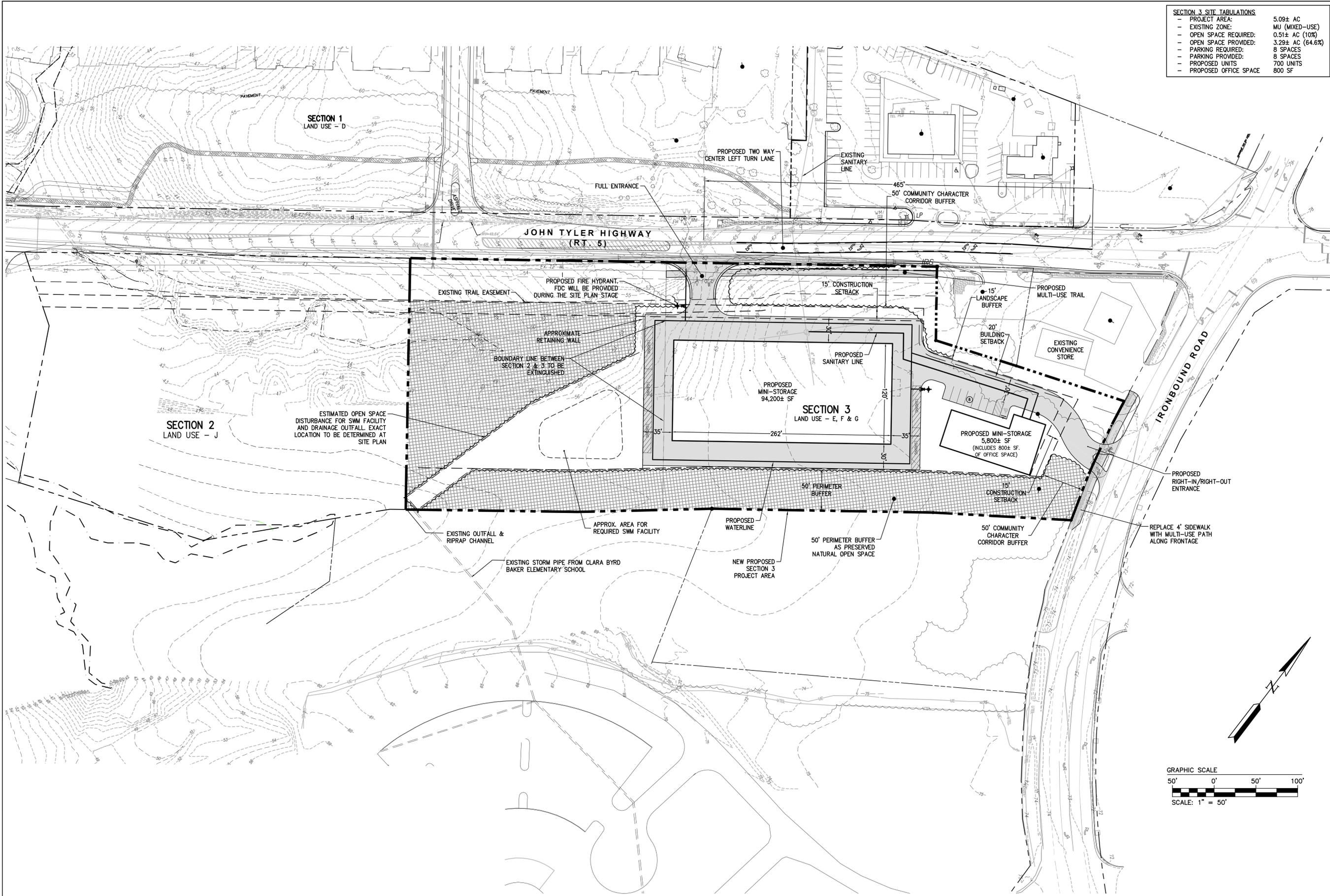
REGIONAL MAP
GOVERNORS GROVE SECTION 3

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Exhibit 1

SECTION 3 SITE TABULATIONS	
- PROJECT AREA:	5.09± AC
- EXISTING ZONE:	MU (MIXED-USE)
- OPEN SPACE REQUIRED:	0.51± AC (10%)
- OPEN SPACE PROVIDED:	3.29± AC (64.6%)
- PARKING REQUIRED:	8 SPACES
- PARKING PROVIDED:	8 SPACES
- PROPOSED UNITS:	700 UNITS
- PROPOSED OFFICE SPACE:	800 SF

Rev.	Date	Description



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 Williamsburg, Virginia 23188
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 Fax: (757) 226-8994
 www.aesva.com

AES
 CONSULTING ENGINEERS

Hampton Roads | Central Virginia | Middle Peninsula

GOVERNOR'S GROVE
 SECTION 3 - SELF STORAGE

BERKELEY DISTRICT | JAMES CITY COUNTY | VIRGINIA

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

Sheet Title:
**CONCEPTUAL
 MASTER LAYOUT
 AND UTILITY PLAN**

Sheet Number
MP03

Exhibit 2

Street: Rt. 5

From: Centerville
To: Ironbound

Street: Rt. 5

From: Ironbound
To: Stanley

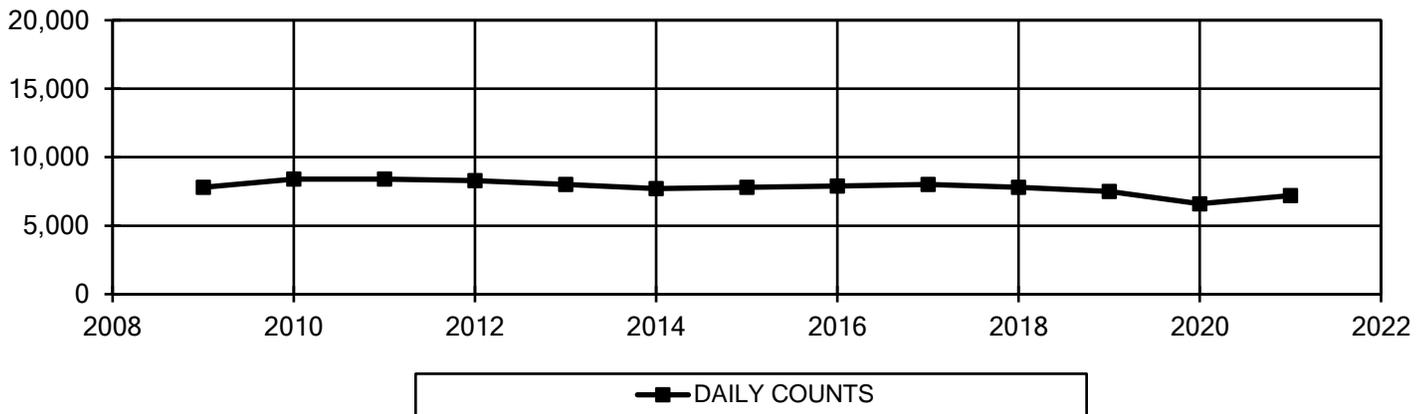
Year	DAILY COUNTS
2009	7,800
2010	8,400
2011	8,400
2012	8,300
2013	8,000
2014	7,700
2015	7,800
2016	7,900
2017	8,000
2018	7,800
2019	7,500
2020	6,600
2021	7,200

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

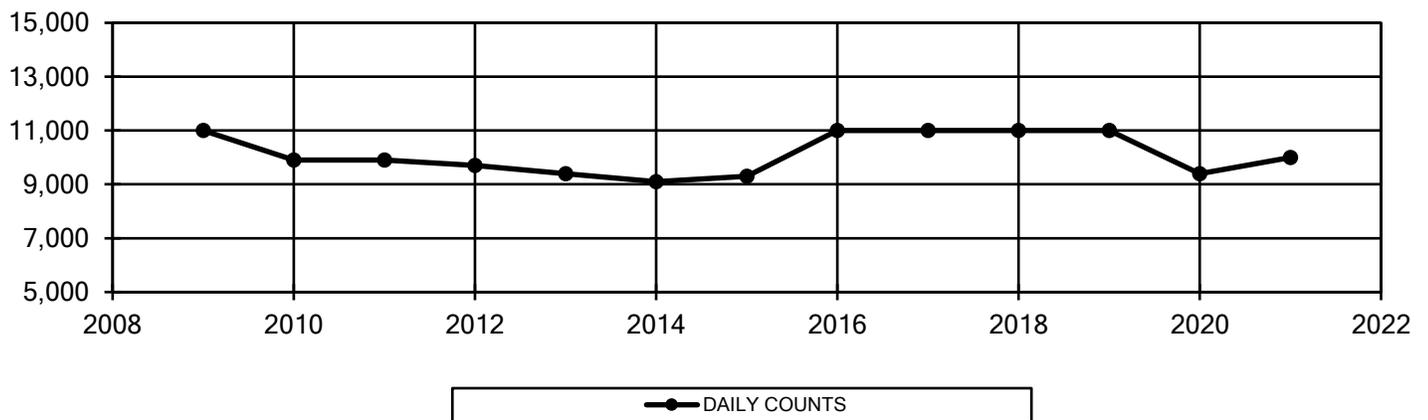
Year	DAILY COUNTS
2009	11,000
2010	9,900
2011	9,900
2012	9,700
2013	9,400
2014	9,100
2015	9,300
2016	11,000
2017	11,000
2018	11,000
2019	11,000
2020	9,400
2021	10,000

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

Centerville To Ironbound



Ironbound To Stanley



VDOT Average Annual Daily Traffic (AADT) Volume Estimates

RT. 5 DAILY TRAFFIC COUNTS
AND 2009 TO 2019 TREND

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Exhibit 3

Street: Ironbound Road

From: Sandy Bay
To: Rt. 5

Street: Ironbound Road

From: Rt. 5
To: News Road

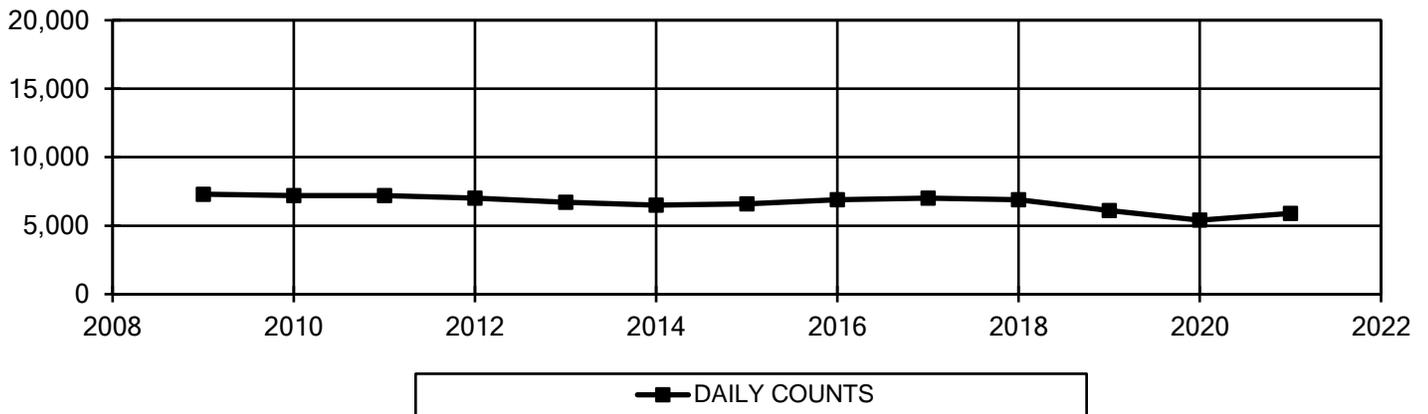
Year	DAILY COUNTS
2009	7,300
2010	7,200
2011	7,200
2012	7,000
2013	6,700
2014	6,500
2015	6,600
2016	6,900
2017	7,000
2018	6,900
2019	6,100
2020	5,400
2021	5,900

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

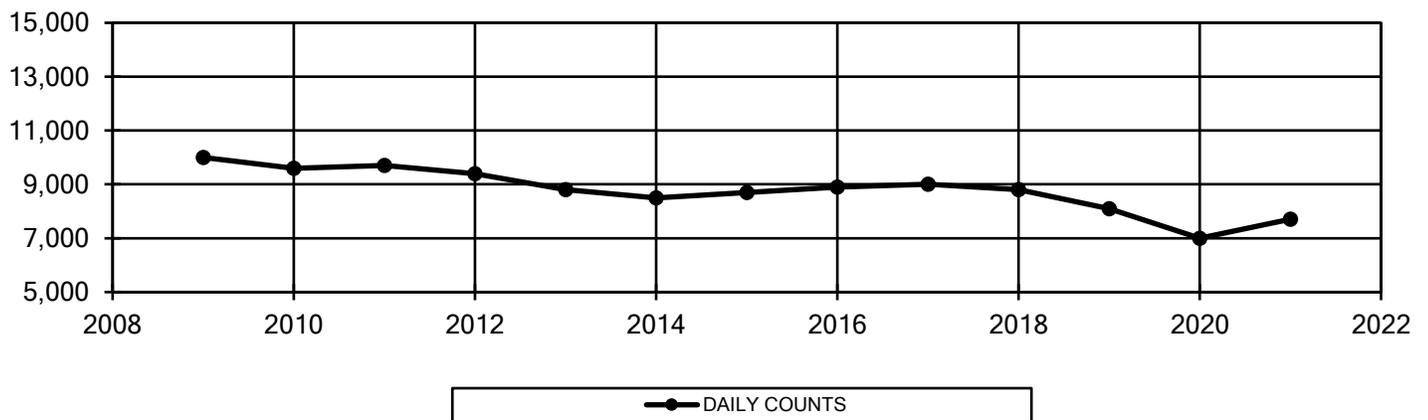
Year	DAILY COUNTS
2009	10,000
2010	9,600
2011	9,700
2012	9,400
2013	8,800
2014	8,500
2015	8,700
2016	8,900
2017	9,000
2018	8,800
2019	8,100
2020	7,000
2021	7,700

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

Sandy Bay to Rt. 5



Rt. 5 to News Road



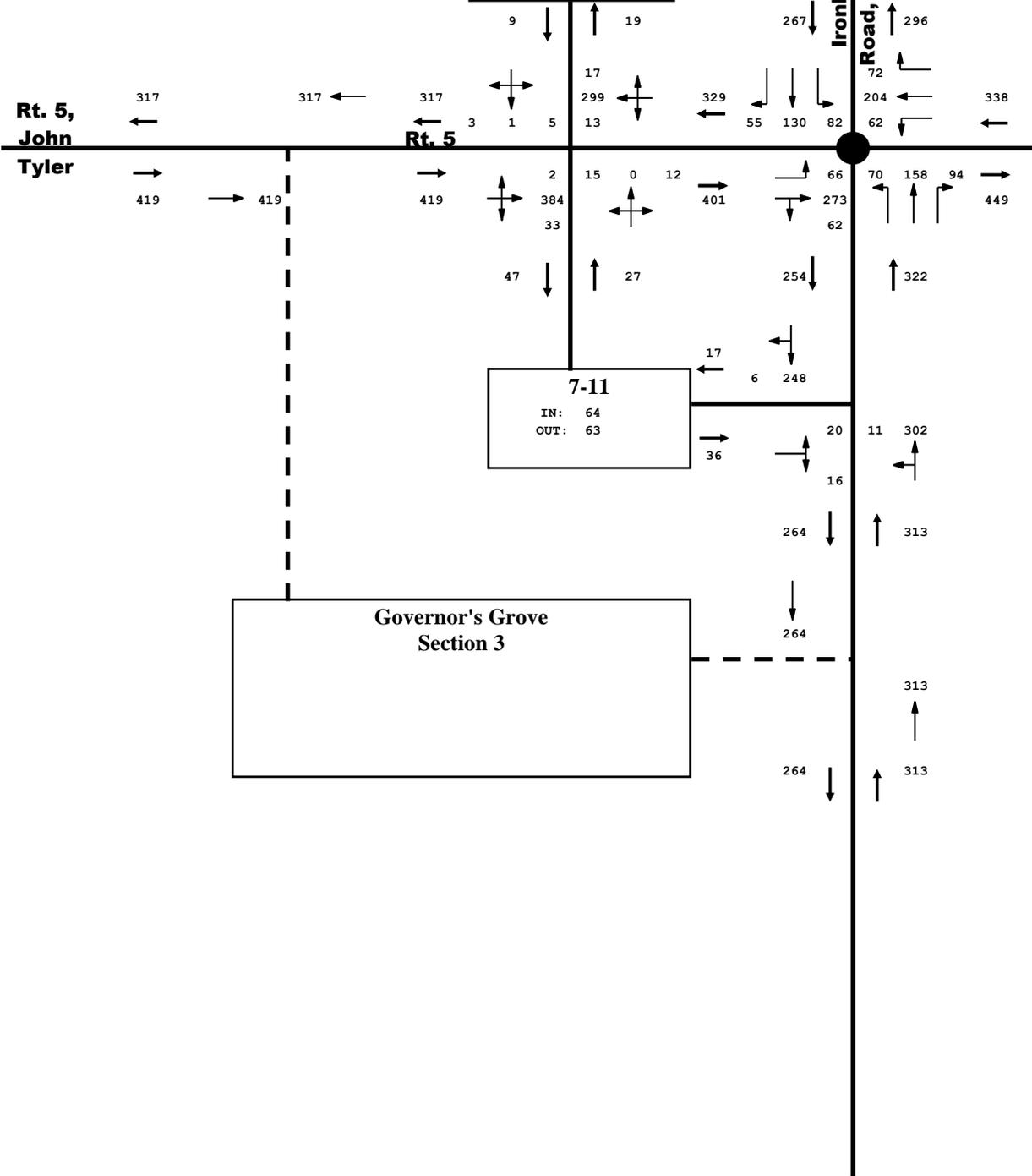
VDOT Average Annual Daily Traffic (AADT) Volume Estimates

RT. 615 DAILY TRAFFIC COUNTS
AND 2009 TO 2019 TREND

DRW Consultants, LLC
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Exhibit 4

The Shops
At Five Forks
East Entrance



LEGEND

Intersection Approach Lanes

Traffic Signal

Link Volume

AM PEAK HOUR COUNTS - MARCH 2023
WITH BALANCE

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804-794-7312

Exhibit 5a

The Shops
At Five Forks
East Entrance

25 ↓ ↑ 18
14 425 ↔
5 3 17 9

Ironbound
Road, Rt. 615

372 ↓ ↑ 446
98 251 ← 435
86 ↓

Rt. 5,
John
Tyler

438 ←
403 →

Rt. 5

438 ← 403 →

4 8 0 16
373 406 96 236
26 74

7-11
IN: 57
OUT: 51

19 ← 9 374
27 → 12 10 475
15

124 252 111
↑ ↑ ↓ 423

38 ↓ ↑ 24

383 ↓ ↑ 487

Governor's Grove
Section 3

389 ↓ ↑ 485

389 ↓ ↑ 485

Exhibit
Reference

LEGEND

Intersection Approach Lanes 

Traffic Signal 

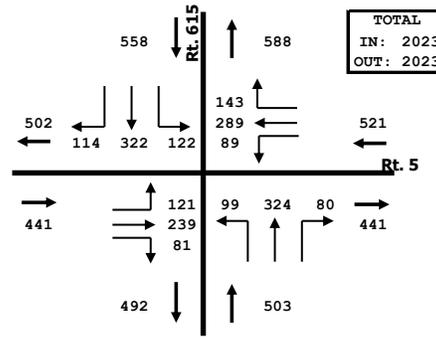
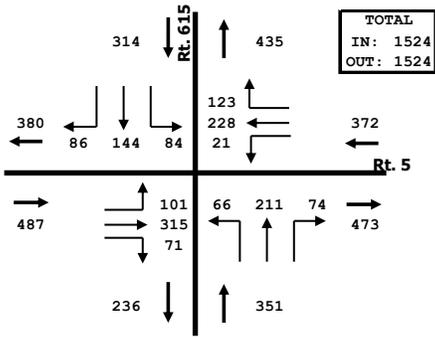
Link Volume 

PM PEAK HOUR COUNTS - MARCH 2023
WITH BALANCE

DRW Consultants, LLC
804-794-7312

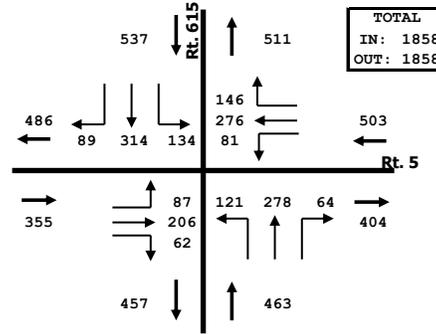
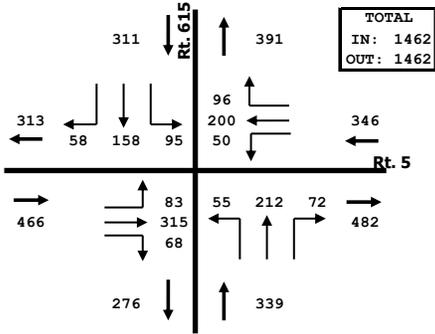
Exhibit 5b

July 2003 Counts - DRW

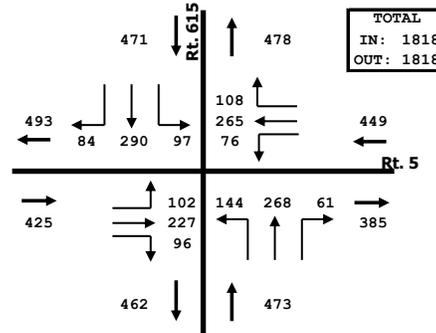
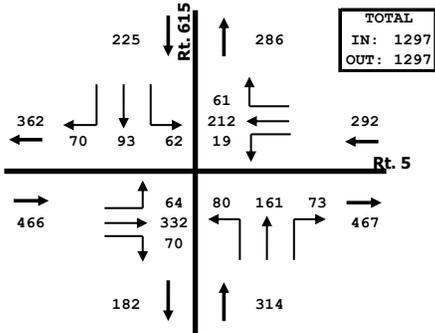


Rt. 615
Rt. 5

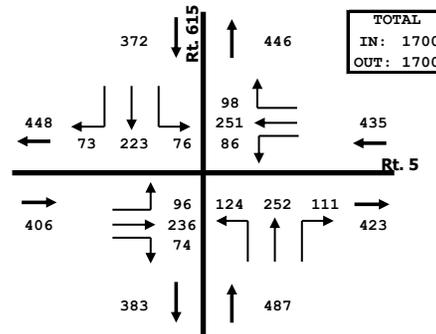
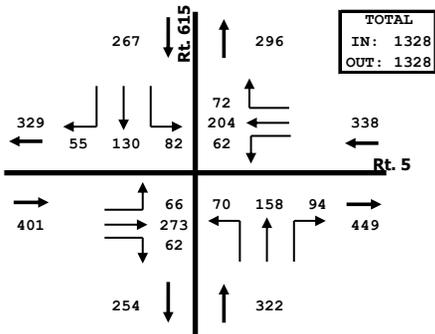
Dec. 2003 Counts - KHA



Apr./May 2009 Counts - DRW



March 2023 Counts - DRW



AM Peak Hour

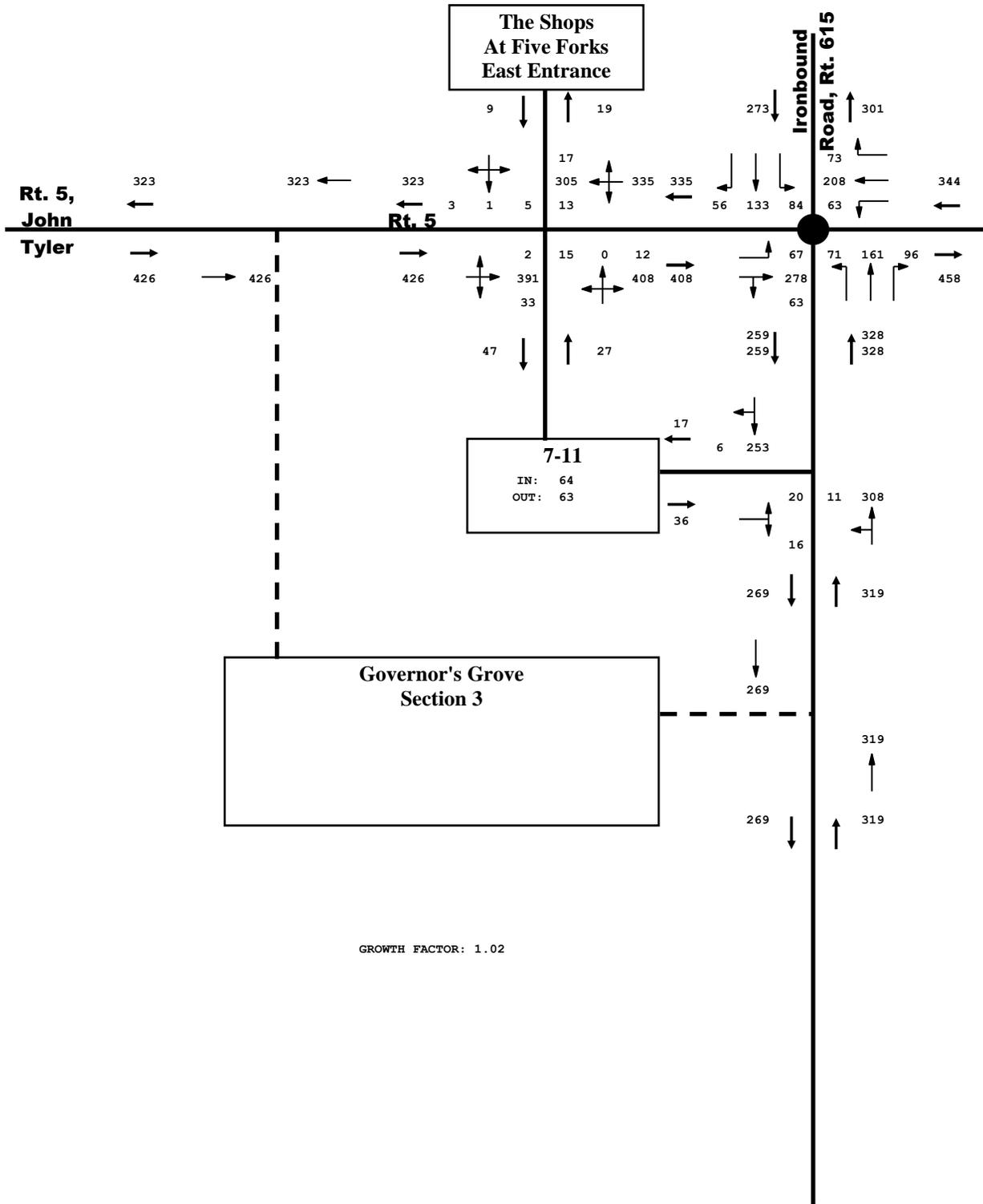
PM Peak Hour

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

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Exhibit 6

The Shops
At Five Forks
East Entrance



GROWTH FACTOR: 1.02

LEGEND

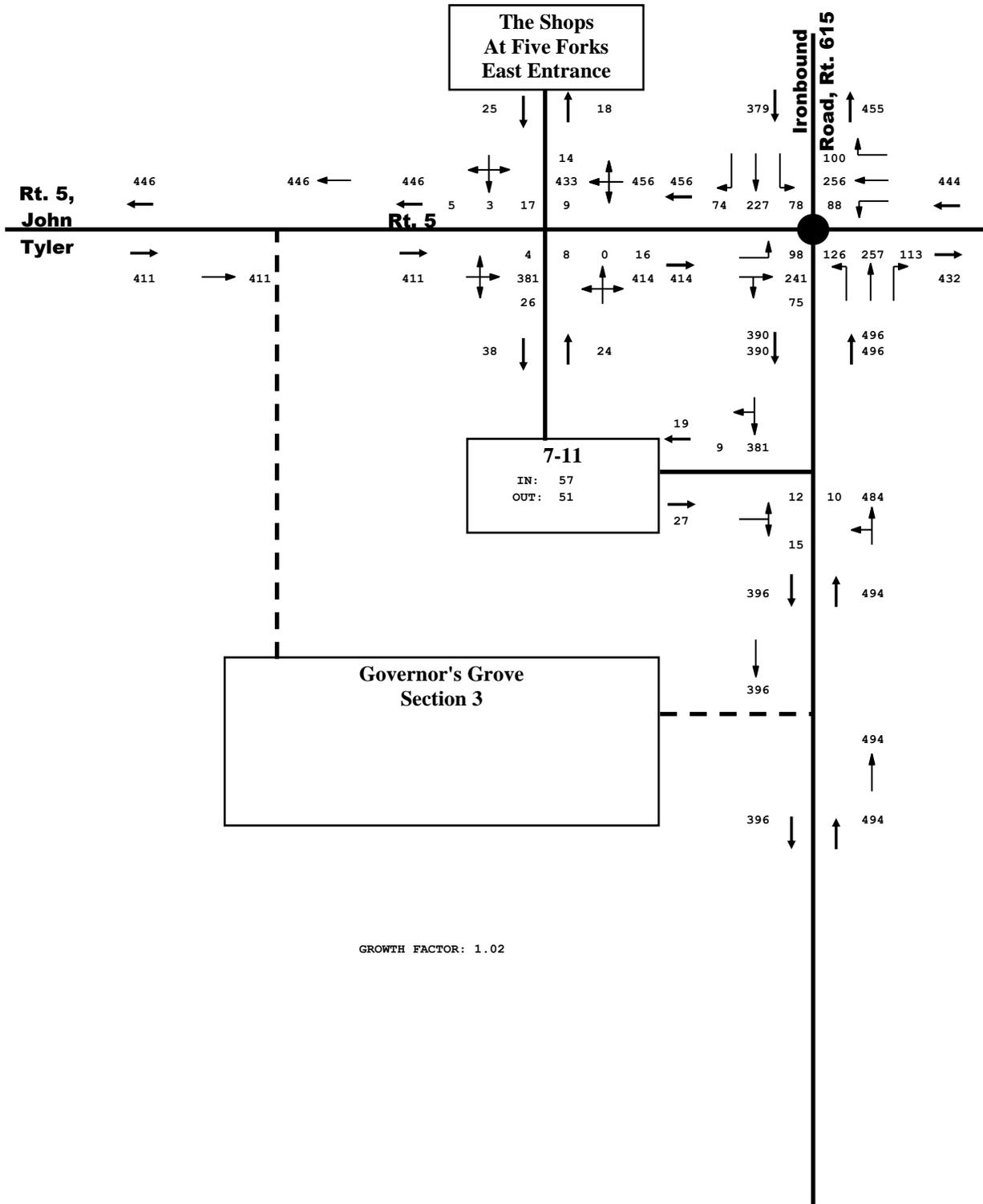
- Intersection Approach Lanes:
- Traffic Signal:
- Link Volume:

2025 AM PEAK HOUR BACKGROUND TRAFFIC FORECAST
GROWTH FACTOR ONLY

DRW Consultants, LLC
804-794-7312

Exhibit 7a

The Shops
At Five Forks
East Entrance



GROWTH FACTOR: 1.02

LEGEND

Intersection Approach Lanes

Traffic Signal

Link Volume

2025 PM PEAK HOUR BACKGROUND TRAFFIC FORECAST
GROWTH FACTOR ONLY

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Exhibit 7b

The Shops
At Five Forks
East Entrance



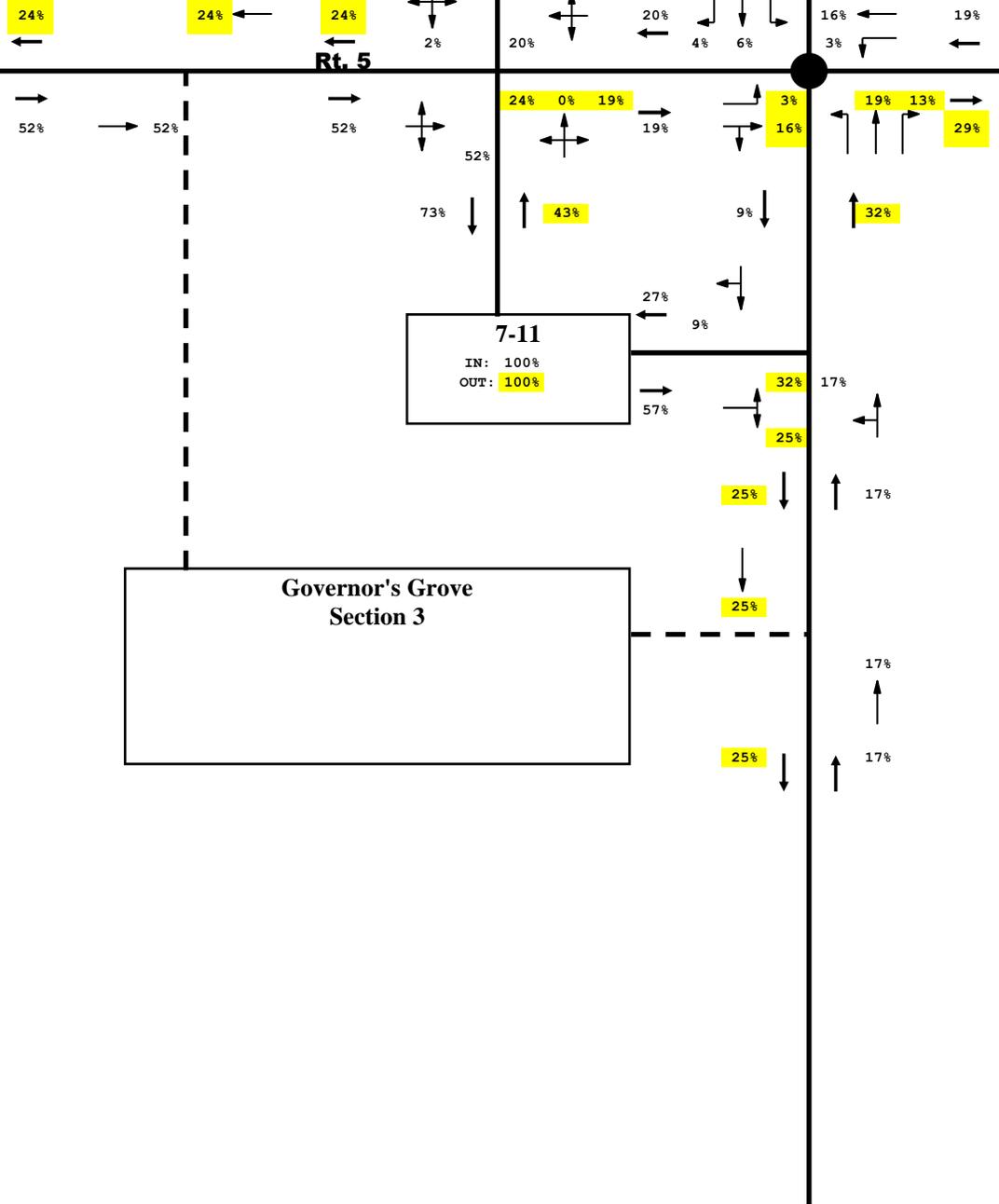
Rt. 5,
John
Tyler

Rt. 5

Ironbound
Road, Rt. 615

7-11
IN: 100%
OUT: 100%

Governor's Grove
Section 3



LEGEND

Intersection Approach Lanes

Traffic Signal

Link Volume

7-ELEVEN AM PEAK HOUR TRIP DISTRIBUTION

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Exhibit 8a

The Shops
At Five Forks
East Entrance

Ironbound
Road, Rt. 615

Exhibit
Reference

Rt. 5,
John
Tyler

Rt. 5

7-11
IN: 100%
OUT: 100%

Governor's Grove
Section 3

LEGEND

Intersection Approach Lanes 

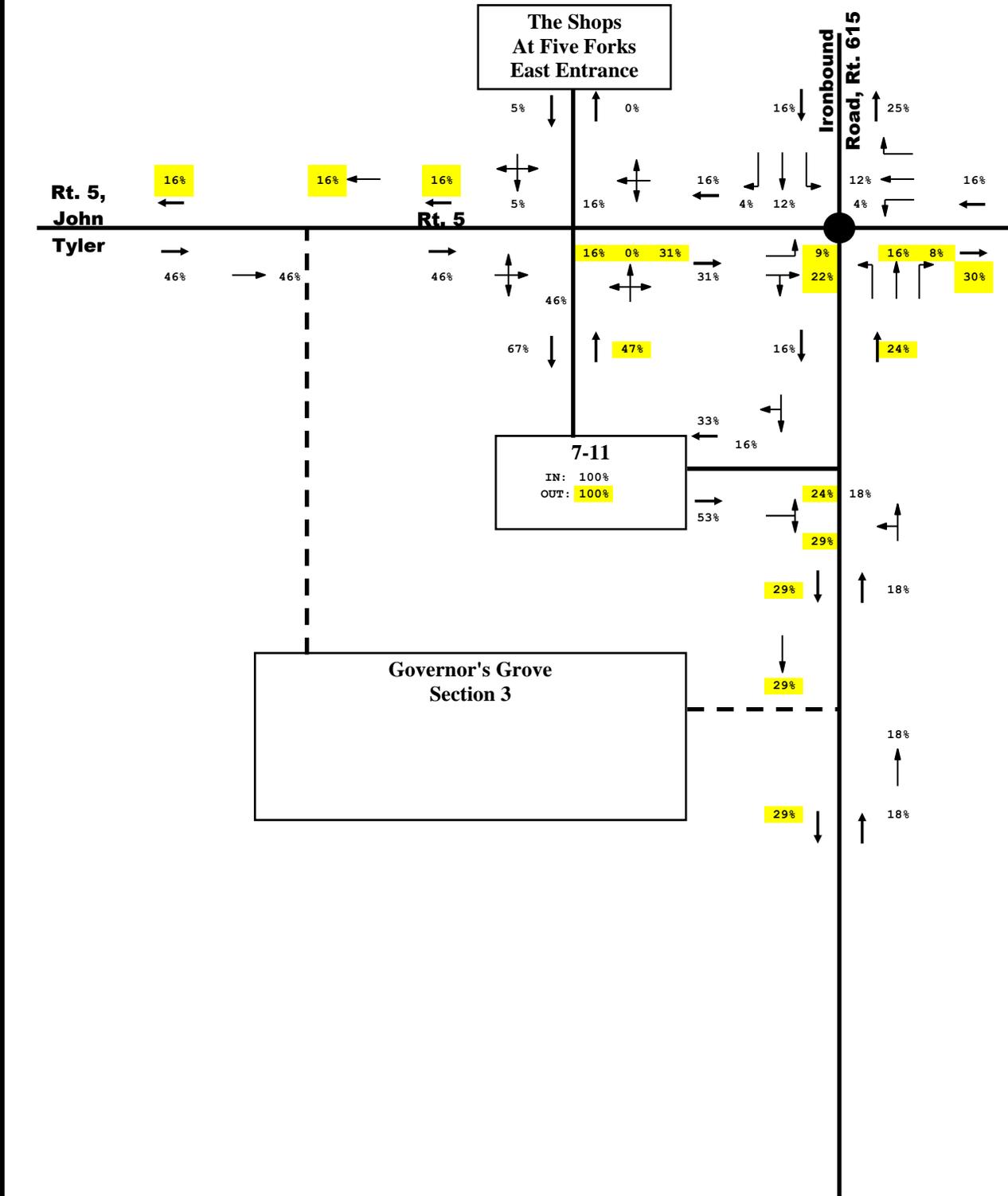
Traffic Signal 

Link Volume 

7-ELEVEN PM PEAK HOUR TRIP DISTRIBUTION

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Exhibit 8b



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

TABLE ONE: PROPOSED DEVELOPMENT VARIOUS VALUES

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

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

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

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

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

TABLE FOUR: PROPOSED DEVELOPMENT SELECTED TRIP GENERATION

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

TABLE FIVE - PROPOSED SITE TRIP DISTRIBUTION

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

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

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

DRW Consultants, LLC
804-794-7312

Exhibit 9

The Shops
At Five Forks
East Entrance

7-11
IN: 0
OUT: 0

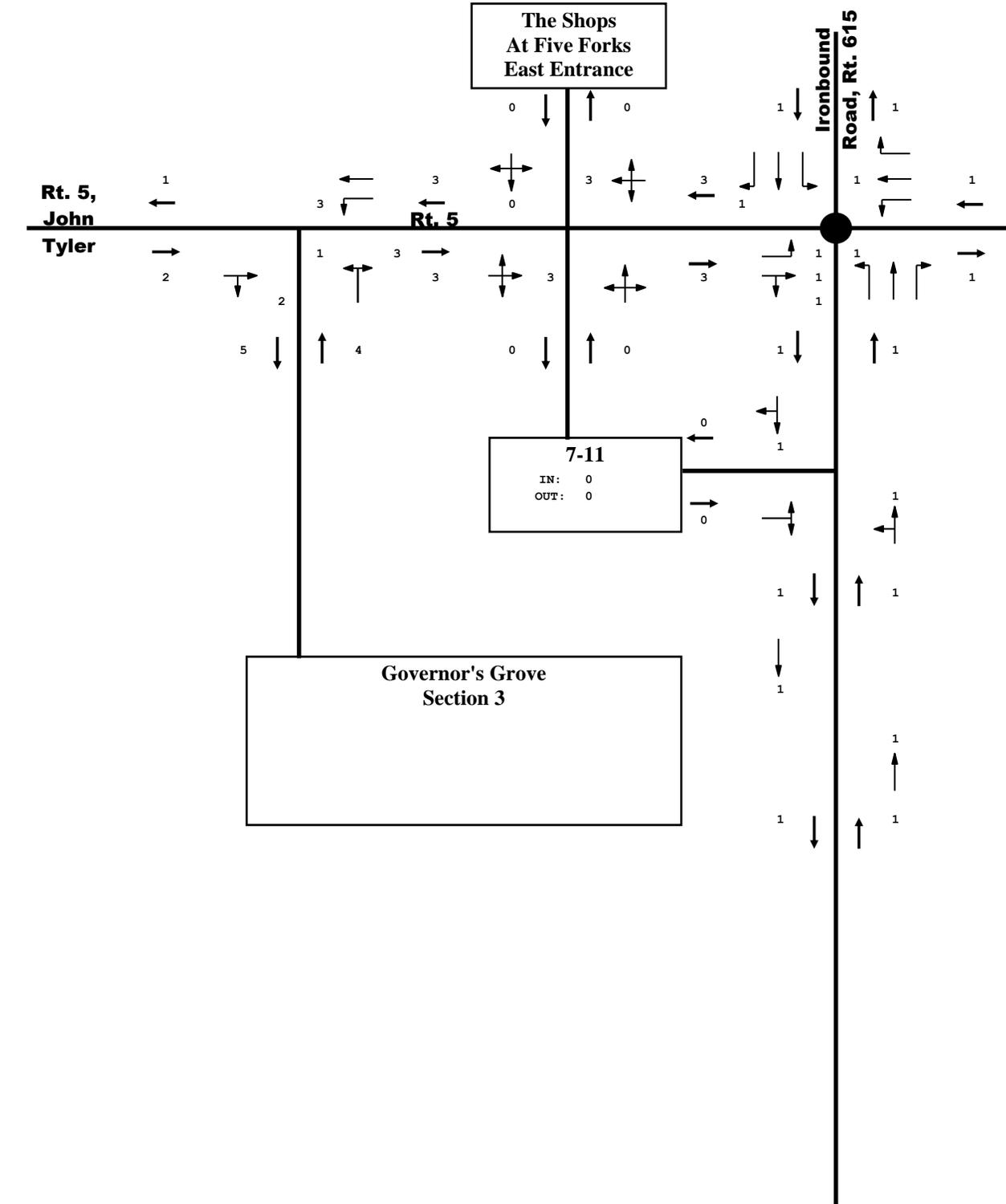
Governor's Grove
Section 3

Ironbound
Road, Rt. 615



Rt. 5,
John
Tyler

Rt. 5



LEGEND

Intersection Approach Lanes

Traffic Signal

Link Volume

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

DRW Consultants, LLC
804-794-7312

Exhibit 10a

The Shops
At Five Forks
East Entrance



Rt. 5,
John
Tyler

Rt. 5

Ironbound
Road, Rt. 615

7-11
IN: 0
OUT: 0

Governor's Grove
Section 3

LEGEND

Intersection Approach Lanes

Traffic Signal

Link Volume

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

DRW Consultants, LLC
804-794-7312

Exhibit 10b

The Shops
At Five Forks
East Entrance



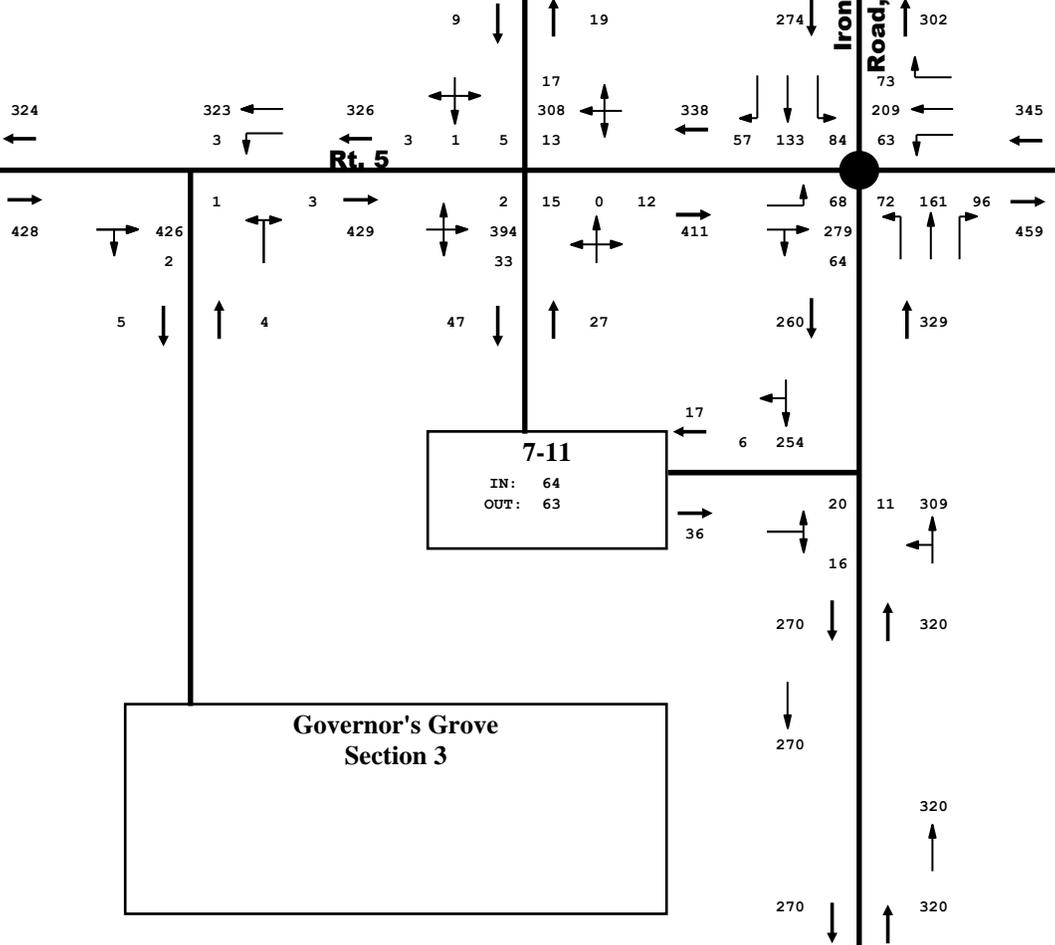
Rt. 5,
John
Tyler

Rt. 5

Ironbound
Road, Rt. 615

7-11
IN: 64
OUT: 63

Governor's Grove
Section 3



LEGEND

Intersection Approach Lanes:

Traffic Signal:

Link Volume:

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

DRW Consultants, LLC
804-794-7312

Exhibit 11a

The Shops
At Five Forks
East Entrance

0 ↓ ↑ 0

Rt. 5,
John
Tyler

1

1

1

1

1

Ironbound
Road, Rt. 615

1

1

Exhibit
Reference

Rt. 5

2

2

2

2

2

2

1

1

1

1

1

1

1

7-11
IN: 0
OUT: 0

0

0

5

5

3

1

3

1

3

1

3

1

3

1

Governor's Grove
Section 3

5

5

4

1

3

1

3

LEGEND

Intersection Approach Lanes 

Traffic Signal 

Link Volume 

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

DRW Consultants, LLC
804-794-7312

Exhibit 12a

The Shops
At Five Forks
East Entrance

Exhibit
Reference

Rt. 5,
John
Tyler

Rt. 5

Ironbound
Road, Rt. 615

7-11
IN: 0
OUT: 0

Governor's Grove
Section 3

LEGEND

Intersection Approach Lanes 

Traffic Signal 

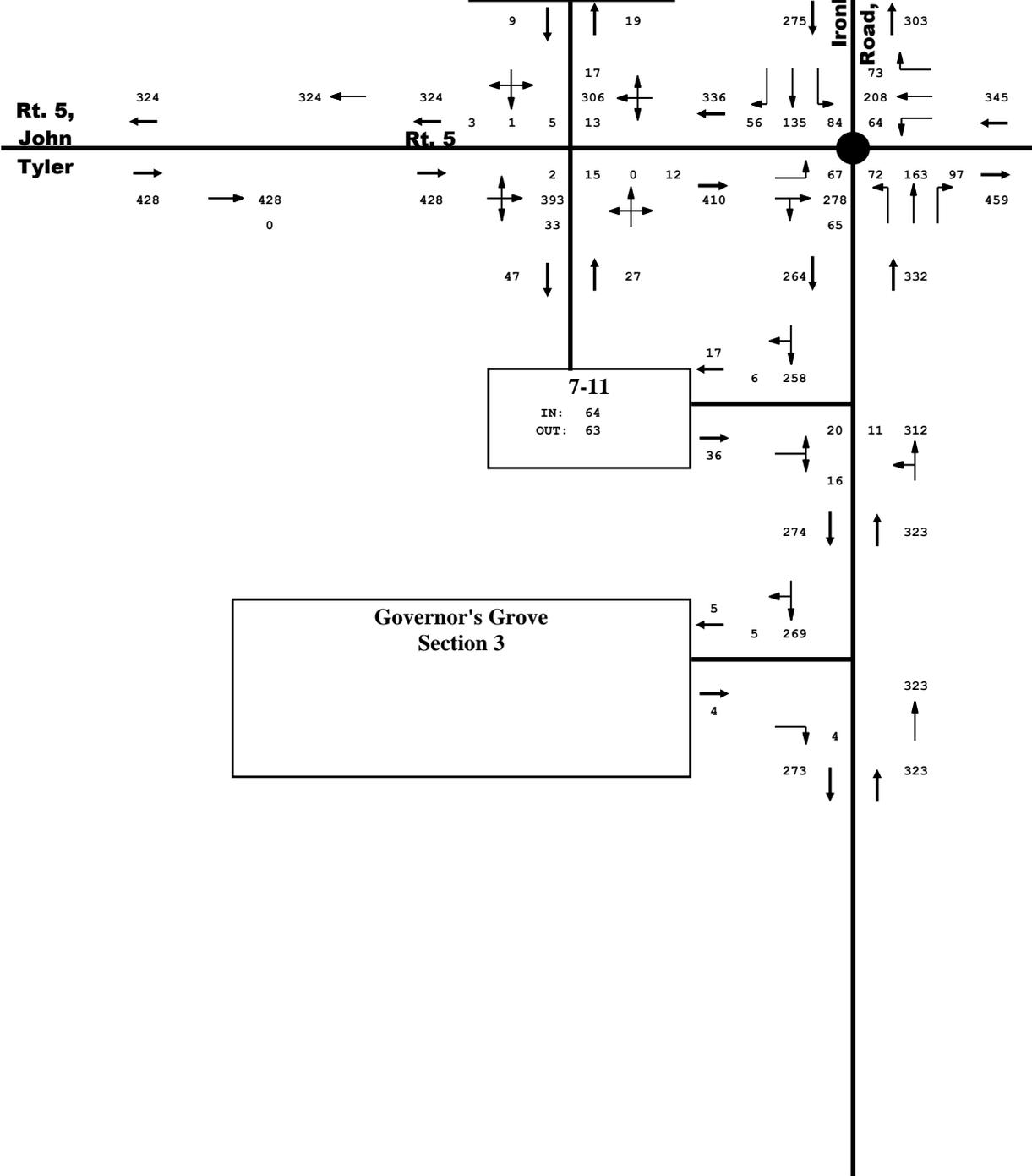
Link Volume 

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

DRW Consultants, LLC
804-794-7312

Exhibit 12b

The Shops
At Five Forks
East Entrance



LEGEND

Intersection Approach Lanes

Traffic Signal

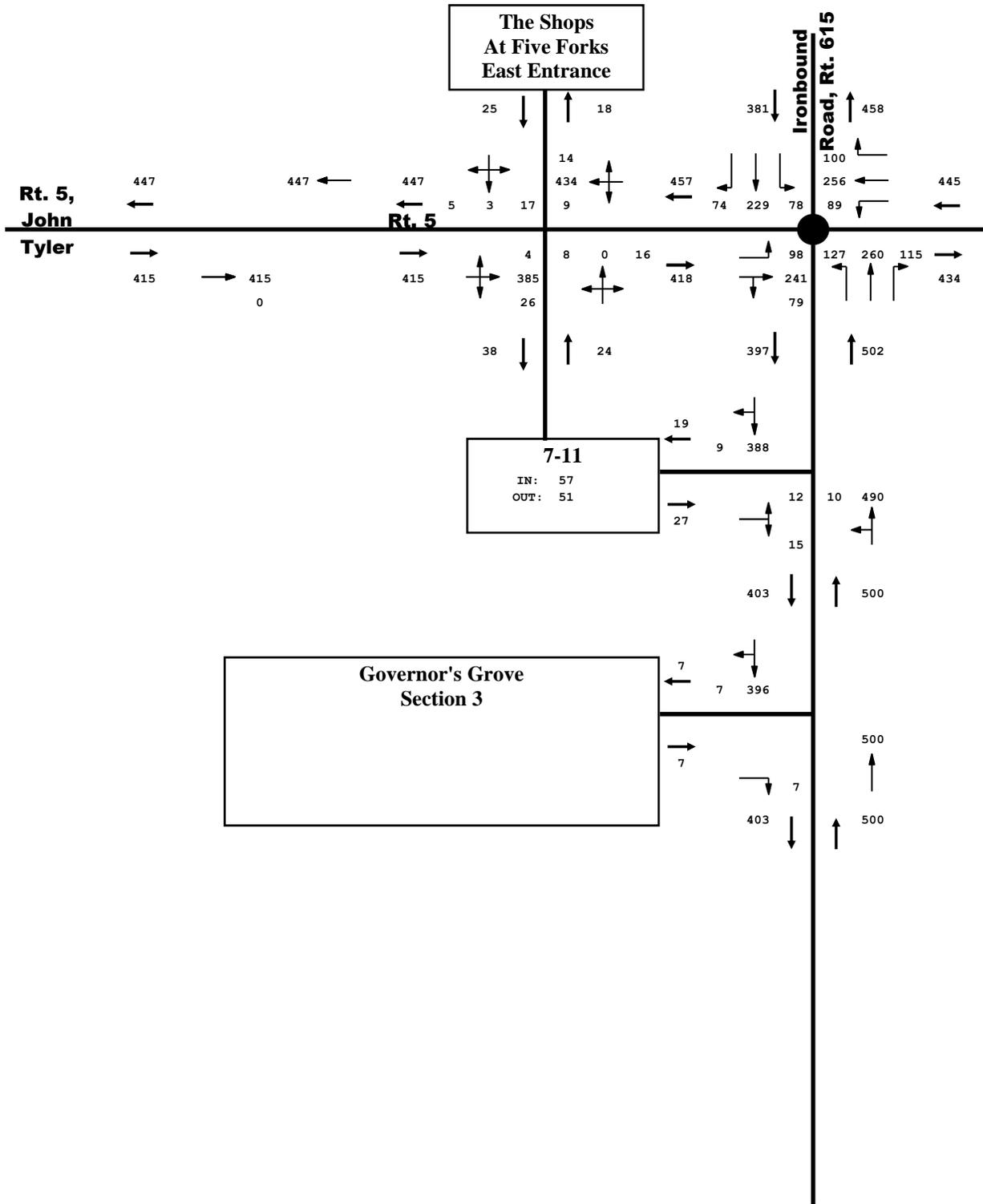
Link Volume

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

DRW Consultants, LLC
804-794-7312

Exhibit 13a

The Shops
At Five Forks
East Entrance



LEGEND

Intersection Approach Lanes

Traffic Signal

Link Volume

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

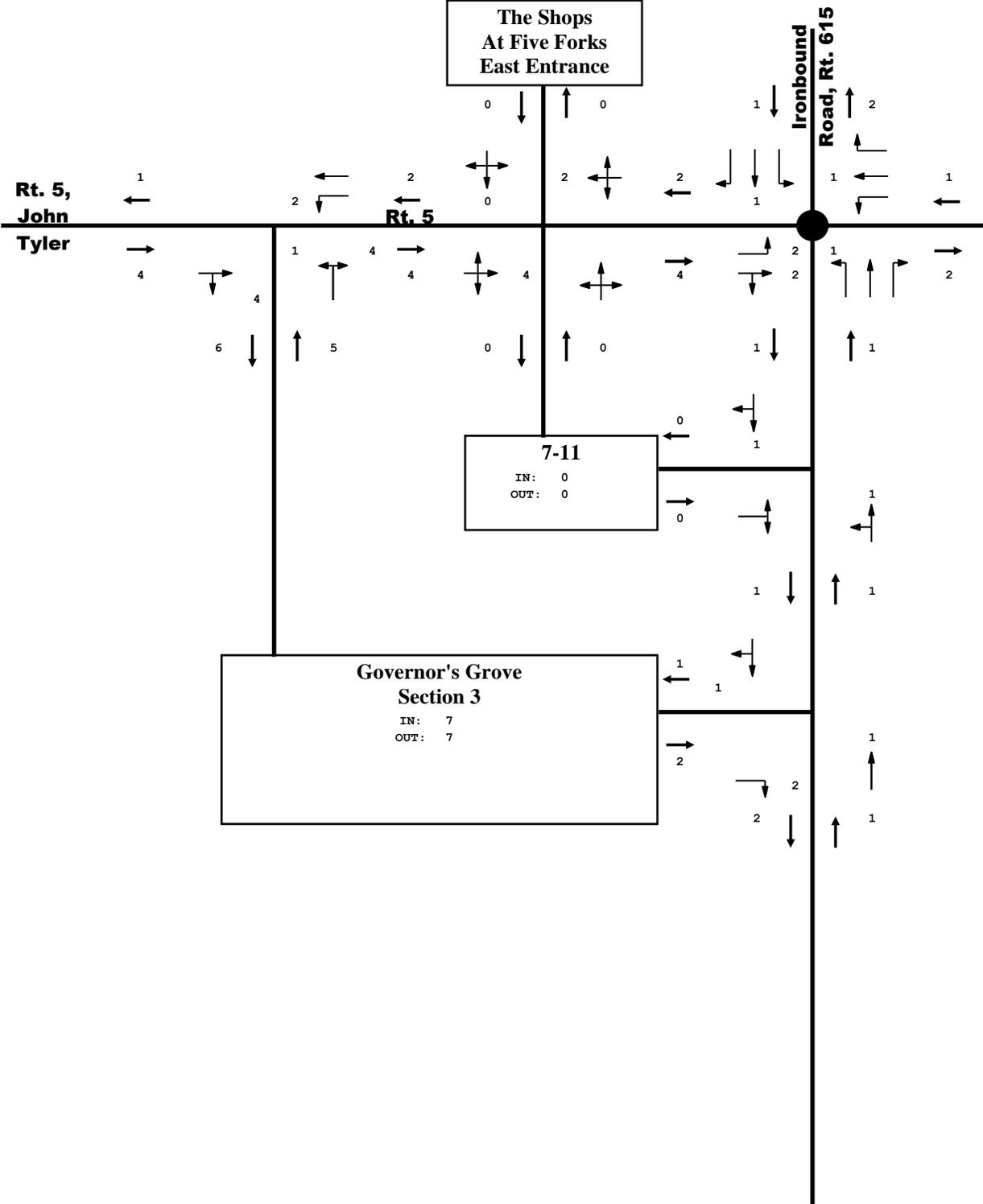
DRW Consultants, LLC
804-794-7312

Exhibit 13b

The Shops
At Five Forks
East Entrance

7-11
IN: 0
OUT: 0

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



LEGEND

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

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

DRW Consultants, LLC
804-794-7312

Exhibit 14b

The Shops
At Five Forks
East Entrance



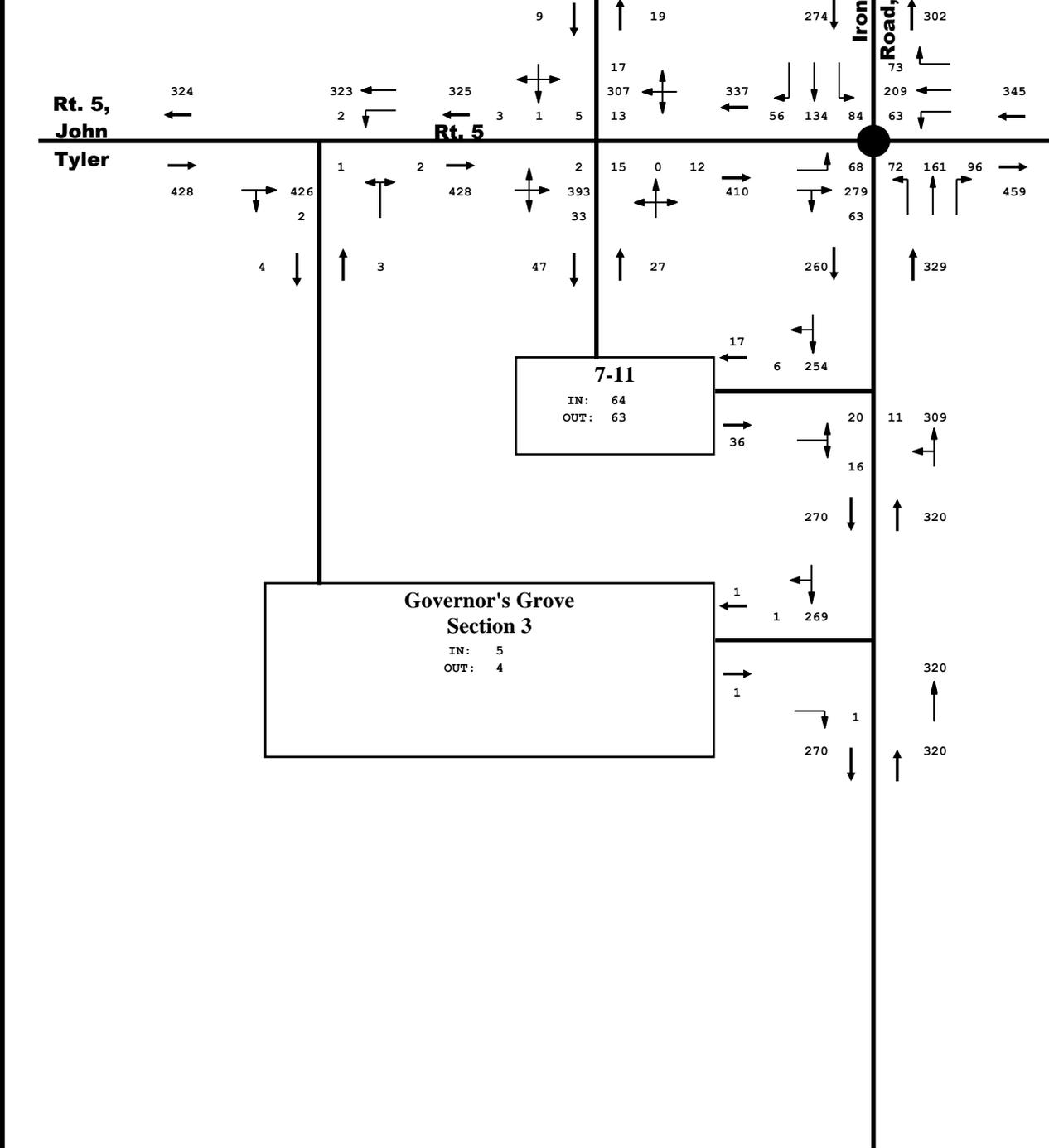
Rt. 5,
John
Tyler

Rt. 5

Ironbound
Road, Rt. 615

7-11
IN: 64
OUT: 63

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



LEGEND

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

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

DRW Consultants, LLC
804-794-7312

Exhibit 15a

The Shops
At Five Forks
East Entrance



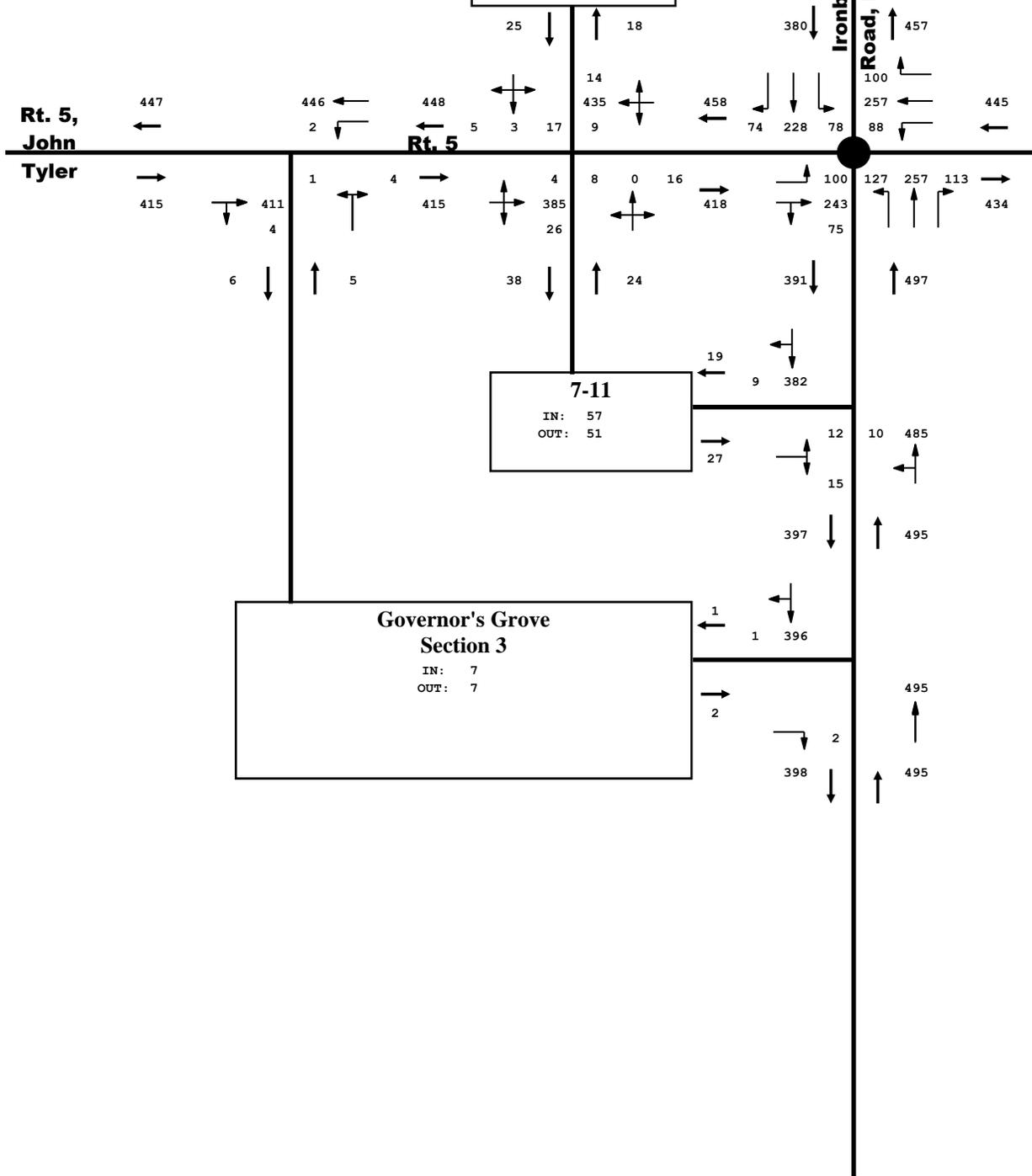
Rt. 5,
John
Tyler

Rt. 5

Ironbound
Road, Rt. 615

7-11
IN: 57
OUT: 51

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



LEGEND

Intersection Approach Lanes

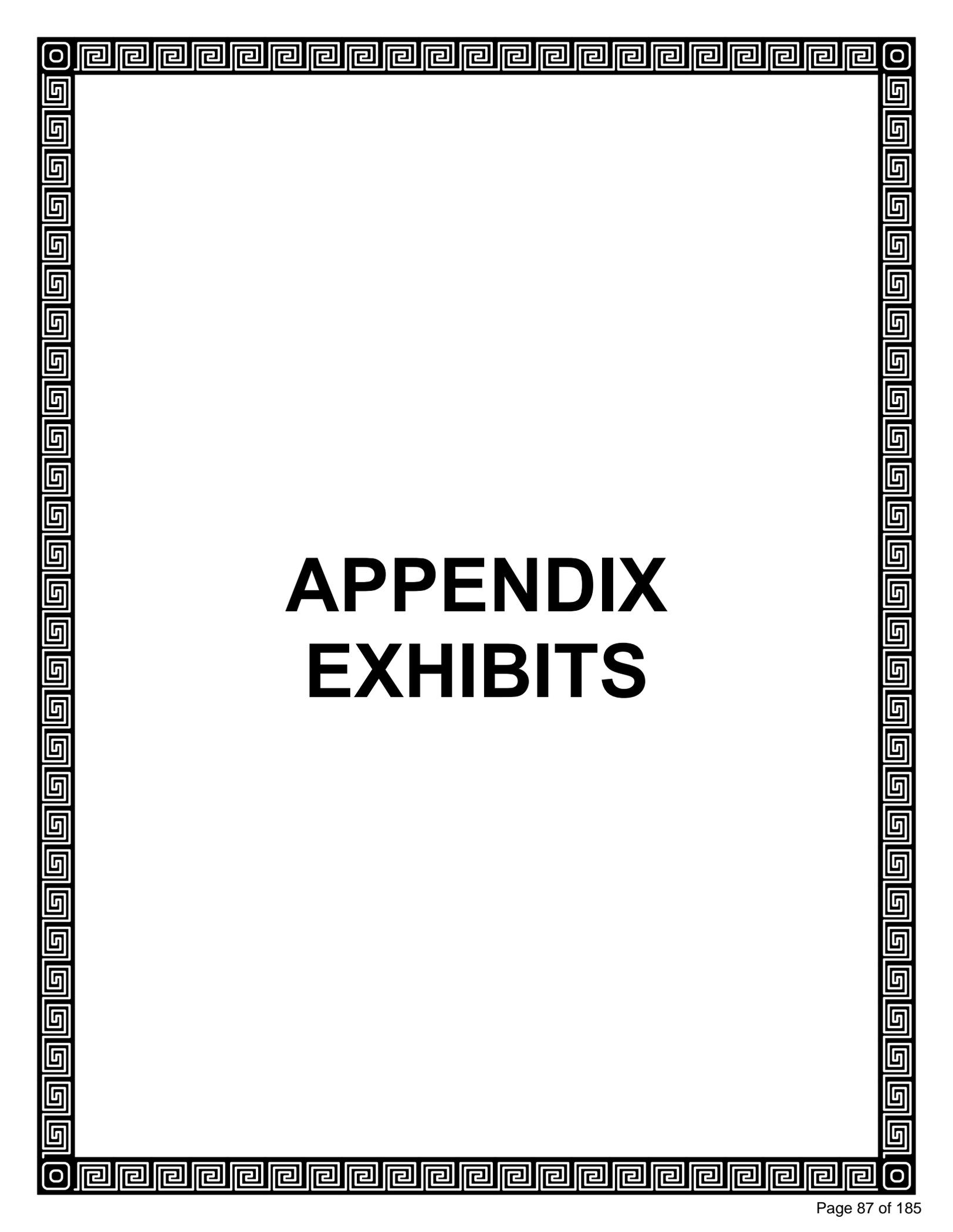
Traffic Signal

Link Volume

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

DRW Consultants, LLC
804-794-7312

Exhibit 15b



APPENDIX EXHIBITS

APPENDIX

TABLE OF CONTENTS

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

TOTALS TURNING MOVEMENT COUNT - SUMMARY

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

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

Wednesday

Star Rating: 4



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

EXHIBIT A1

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

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

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

Wednesday

Star Rating: 4



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

EXHIBIT A2

TOTALS TURNING MOVEMENT COUNT - SUMMARY

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

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

Wednesday
Star Rating: 4



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

EXHIBIT B1

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

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

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

Wednesday

Star Rating: 4



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

EXHIBIT B2

TOTALS TURNING MOVEMENT COUNT - SUMMARY

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

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

Wednesday

Star Rating: 4



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

EXHIBIT C1

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

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

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

Wednesday

Star Rating: 4



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

EXHIBIT C2

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

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

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

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

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

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

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

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

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

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

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

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

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

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

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

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

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

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

HCM 6th Signalized Intersection Summary

1: Ironbound Road & Rt. 5

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

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

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

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

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

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

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

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

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

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑	
Traffic Vol, veh/h	0	4	0	323	269	5
Future Vol, veh/h	0	4	0	323	269	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	2	2
Mvmt Flow	0	4	0	351	292	5

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

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

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

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↘	
Traffic Vol, veh/h	0	7	0	500	396	7
Future Vol, veh/h	0	7	0	500	396	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	0	8	0	543	430	8

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

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↘	
Traffic Vol, veh/h	0	1	0	320	269	1
Future Vol, veh/h	0	1	0	320	269	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	2	2
Mvmt Flow	0	1	0	348	292	1

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

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

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

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

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

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↘	
Traffic Vol, veh/h	0	2	0	495	396	1
Future Vol, veh/h	0	2	0	495	396	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	0	2	0	538	430	1

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

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

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

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

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

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

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

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

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

Network Summary

Network wide Queuing Penalty: 2

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

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

Network Summary

Network wide Queuing Penalty: 13

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

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

Network Summary

Network wide Queuing Penalty: 3

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

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

Network Summary

Network wide Queuing Penalty: 15

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

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

Intersection: 14: Gov Grove 3 & Rt. 5

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

Network Summary

Network wide Queuing Penalty: 2

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

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

Intersection: 14: Gov Grove 3 & Rt. 5

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

Network Summary

Network wide Queuing Penalty: 13

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

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

Intersection: 7: Ironbound Road & Gov Grove 3

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

Network Summary

Network wide Queuing Penalty: 3

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

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

Intersection: 7: Ironbound Road & Gov Grove 3

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

Network Summary

Network wide Queuing Penalty: 16

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

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

Intersection: 7: Ironbound Road & Gov Grove 3

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

Intersection: 14: Gov Grove 3 & Rt. 5

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

Network Summary

Network wide Queuing Penalty: 2

Queuing and Blocking Report
Baseline

04/27/2023

Intersection: 1: Ironbound Road & Rt. 5

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

Intersection: 7: Ironbound Road & Gov Grove 3

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

Intersection: 14: Gov Grove 3 & Rt. 5

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

Network Summary

Network wide Queuing Penalty: 17

Rt 5 & 615 (5 Forks)

Phase Timing

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

Rt 5 & 615 (5 Forks)

Phase Options

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

Rt 5 & 615 (5 Forks)

Phase Startup Options

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Startup Flash Mode
 Startup All Red Yellow

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

Phase Startup Timing

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

Unit

Red Revert Ped Protect AdvFls in Flash

Rt 5 & 615 (5 Forks)

Ring Sequence / Conflicting Phases

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Ringgroup 1

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

Ringgroup 2

Custom Sequences

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

Conflicting Phases

1-8

9-16

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

Rt 5 & 615 (5 Forks)

MCE Options

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

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

Rt 5 & 615 (5 Forks)

FYA/FRA

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

Ped Hawk 1

Veh Phase

Ped Phase

Flash Yel Dark Signal

Flash Delay Flash Carryover

Green Mode

Ped Hawk 2

Veh Phase

Ped Phase

Flash Yel Dark Signal

Flash Delay Flash Carryover

Green Mode

Ped Hawk 3

Veh Phase

Ped Phase

Flash Yel Dark Signal

Flash Delay Flash Carryover

Green Mode

Ped Hawk 4

Veh Phase

Ped Phase

Flash Yel Dark Signal

Flash Delay Flash Carryover

Green Mode

Rt 5 & 615 (5 Forks)

Overlap Startup Options

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

Overlap Startup Timing

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

Overlap Unit Options

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

Rt 5 & 615 (5 Forks)

Coordination Options

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Sync Time

RTC Set Time

Transition Mode

Ped Adjust

Trans Short %

Trans Long %

Offset Reference

Short Cycles

Dual Entry

Overlap F/O

Master Sync Mode

Master Sync Length

Adapt Thresh

Adapt Step

External Plan Max

Hardwire No Match

Hardwire Sync Fail

Override Omit/Recall

Phases 1-8

9-16

No Trans Recall

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Trans Ped Recall

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Trans Phases

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Rt 5 & 615 (5 Forks)

Hardwire Plans

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

Rt 5 & 615 (5 Forks)

Soft Interconnect

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Mode	<input type="text" value="Slave"/>	Remote Int Number	<input type="text" value="0"/>
Yield Delay	<input type="text" value="0"/>		
Yield Duration	<input type="text" value="0"/>		
Permissive	<input type="text" value="0"/>		
Local Hold Limit	<input type="text" value="0"/>		

Phases	1-8								9-16							
Local Control Phases	<input type="checkbox"/>															
Local Hold Phases	<input type="checkbox"/>															
Local Perm Phases	<input type="checkbox"/>															
Local Call Phases	<input type="checkbox"/>															
Remote Perm Phases	<input type="checkbox"/>															
Remote Hold Phases	<input type="checkbox"/>															

Rt 5 & 615 (5 Forks)

Preempt Inputs

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

Preempt Priority

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

Remote Preemption

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

Rt 5 & 615 (5 Forks)

Preempt 1 (Configuration)

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

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

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

Preempt 1 (Timing/Phases/Overlaps)

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

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

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

Rt 5 & 615 (5 Forks)

Preempt 2 (Configuration)

4/25/2023 2:31:08 PM

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

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

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

Max Delay

Preempt 2 (Timing/Phases/Overlaps)

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

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

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

Rt 5 & 615 (5 Forks)

Preempt 3 (Configuration)

4/25/2023 2:31:08 PM

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

	1-8	9-16		1-8	
Enable Phases	<input type="text"/>	<input type="text"/>	LRV Disable	<input type="text"/>	Max <input type="text" value="0"/>
Preempt Inputs	<input type="text" value="3"/>	<input type="text"/>	LRV Dwell Flash	<input type="text"/>	
			LRV Omit	<input type="text"/>	Delay <input type="text" value="0"/>
			LRV No Yel	<input type="text"/>	

Preempt 3 (Timing/Phases/Overlaps)

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

Rt 5 & 615 (5 Forks)

Preempt 4 (Configuration)

4/25/2023 2:31:08 PM

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

	1-8	9-16		1-8	
Enable Phases	<input type="text"/>	<input type="text"/>	LRV Disable	<input type="text"/>	Max <input type="text" value="0"/>
Preempt Inputs	<input type="text" value="4"/>	<input type="text"/>	LRV Dwell Flash	<input type="text"/>	
			LRV Omit	<input type="text"/>	Delay <input type="text" value="0"/>
			LRV No Yel	<input type="text"/>	

Preempt 4 (Timing/Phases/Overlaps)

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

Rt 5 & 615 (5 Forks)

TOD Pattern Events

4/25/2023 2:31:08 PM

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

Rt 5 & 615 (5 Forks)

Holidays

4/25/2023 2:31:08 PM

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

Rt 5 & 615 (5 Forks)

Vehicle Detector 1

4/25/2023 2:31:08 PM

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

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

Vehicle Detector 2

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

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

Rt 5 & 615 (5 Forks)

Vehicle Detector 3

4/25/2023 2:31:08 PM

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

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

Vehicle Detector 4

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

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

Rt 5 & 615 (5 Forks)

Vehicle Detector 5

4/25/2023 2:31:08 PM

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

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

Vehicle Detector 6

Delay Extend Carryover Queue Limit

Mode Added System

Fail Mode Max Pres No Act Erratic Fail Time

Delay 2

Phases 1-8 9-16

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

Rt 5 & 615 (5 Forks)

Transit/LRV Startup/Options

4/25/2023 2:31:08 PM

No Startup Call

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 LRV 1-8

Warn Flash Rate

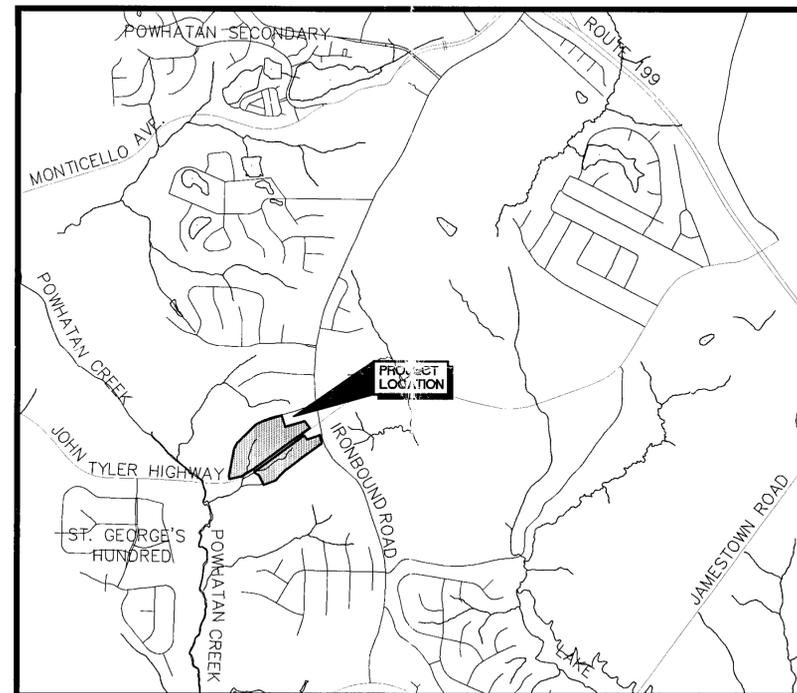
1 Hz

Rsrv Inh Mode

Seconds

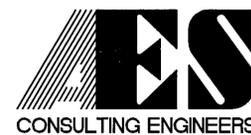
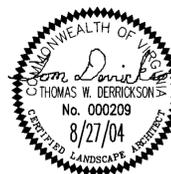
APPROVED 8/9/05 by BOS

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



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

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



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

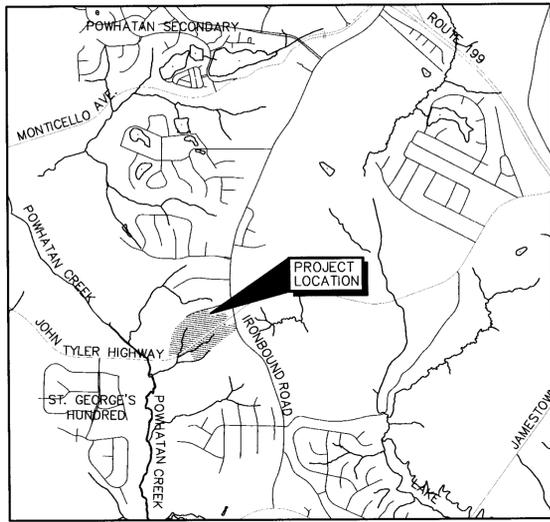
INDEX OF SHEETS

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

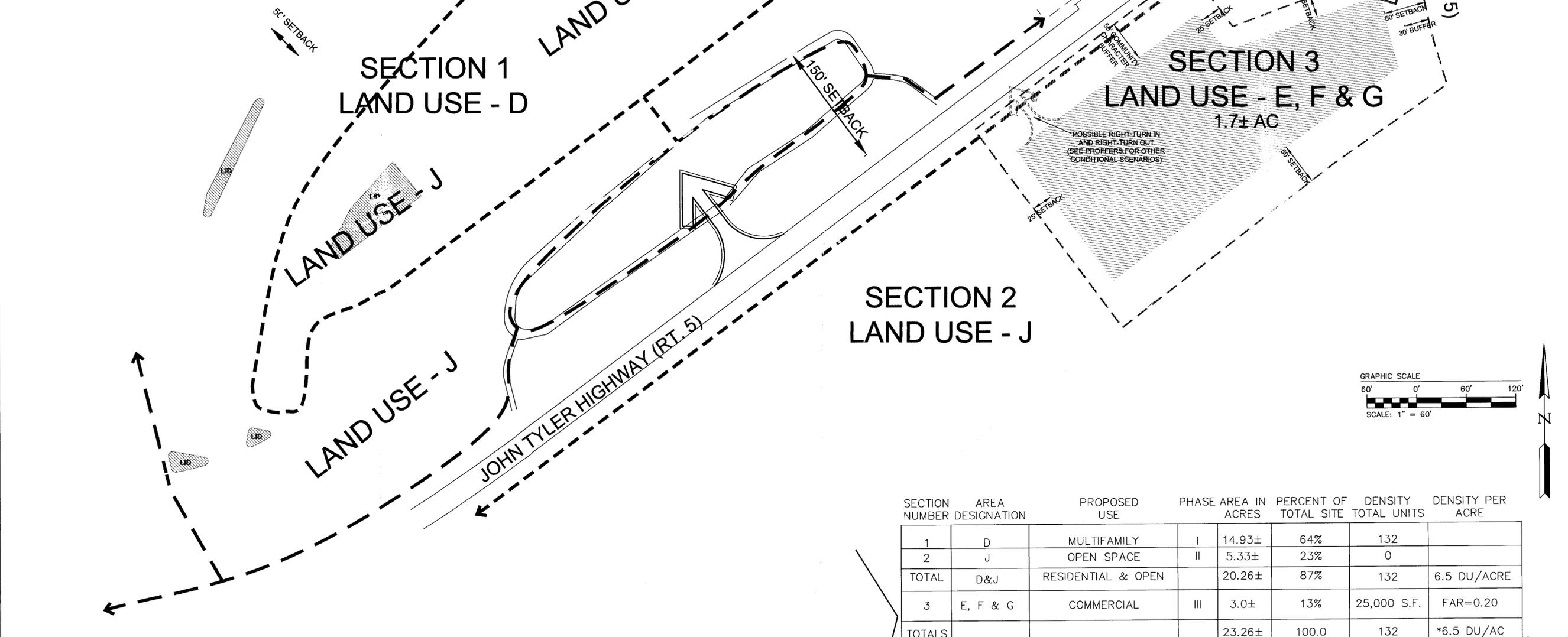


2-9-05/MP-6-05

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



VICINITY MAP
SCALE: 1" = 2000'



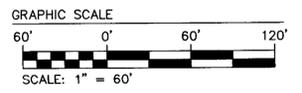
LEGEND

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

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

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

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



2-9-05/MP-6-05

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

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



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

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

USE STATISTICS

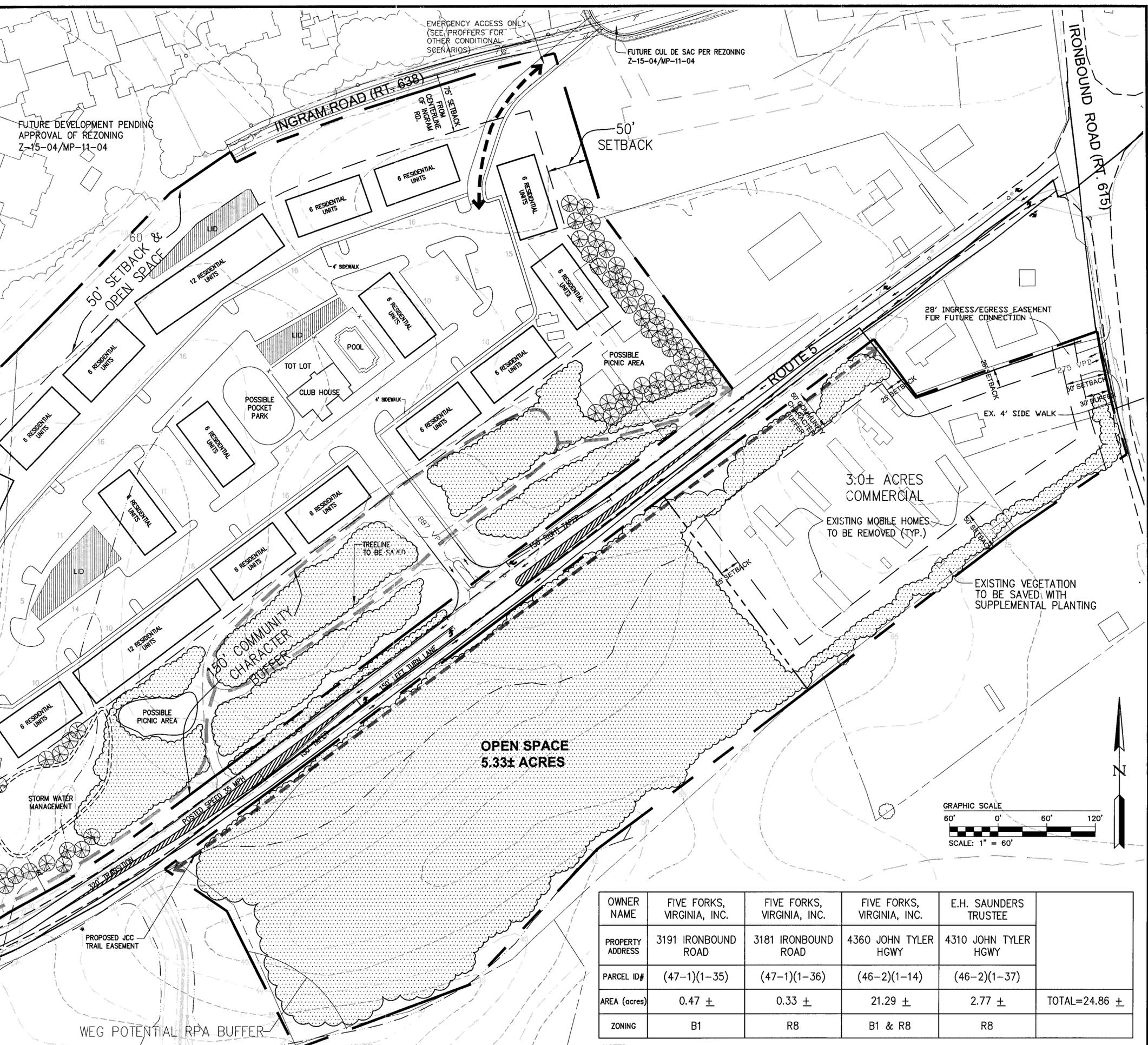
R-8	22.14± ACRES		
B-1	1.12± ACRES		
E	PROPOSED DEVELOPMENT	ACRES	% OF TOTAL
BUILDINGS	2.9±	12%	
ROADS AND PARKING	3.1±	13%	
BUFFERS/SETBACKS AND OTHER OPEN SPACE	14.20±	61%	
PROPOSED COMMERCIAL	3.0±	13%	
	23.3±	100.00%	

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

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

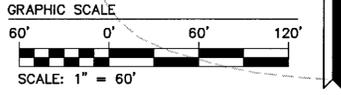
35' JCC TRAIL EASEMENT
 EXISTING TREELINE
 EVERGREEN TREE

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



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

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



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

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



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

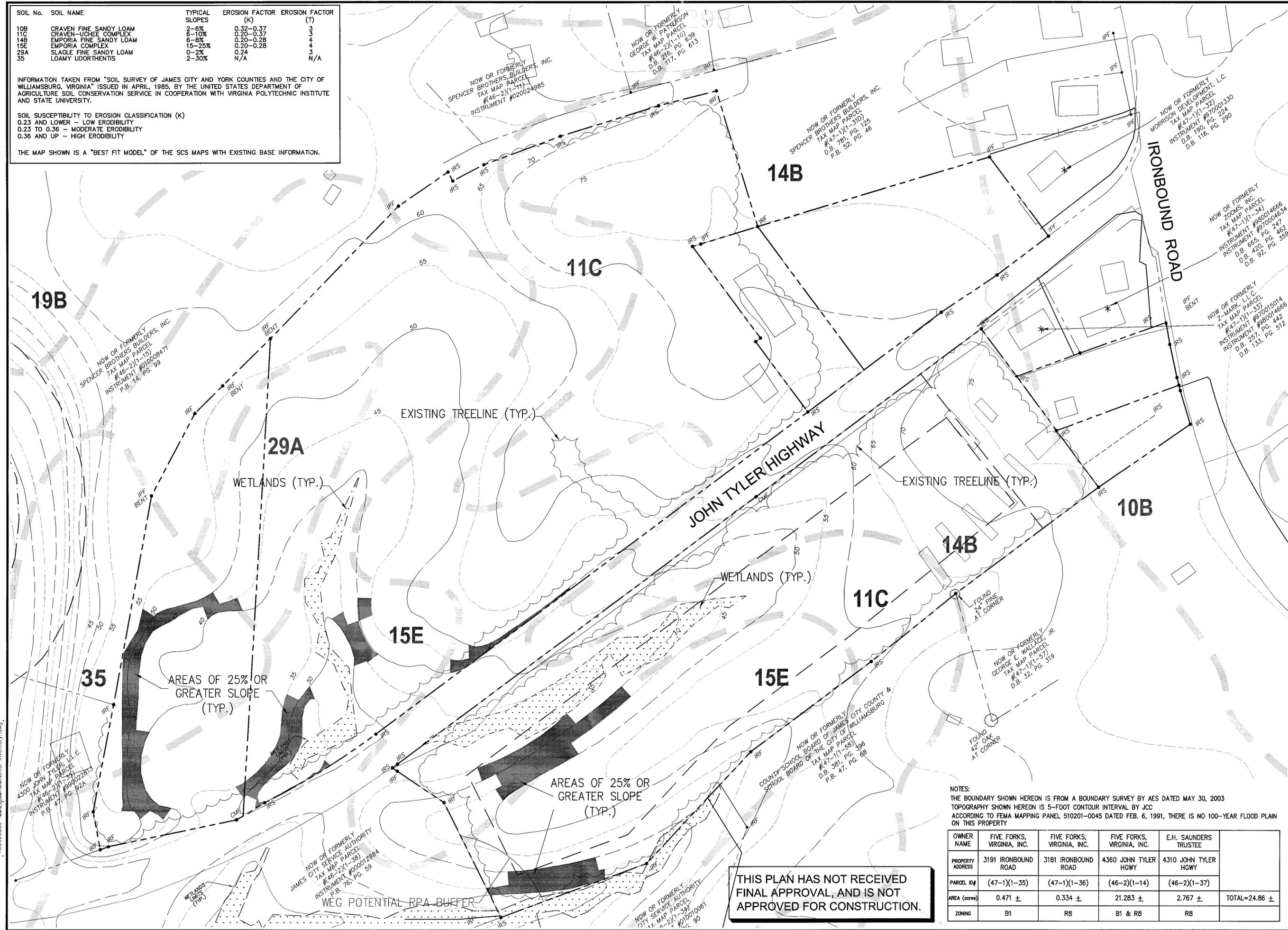
Designed	TWD	Drawn	TWD/GRR
Scale	1"=60'	Date	3/21/05
Project No.	9263	Drawing No.	3 OF 5

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

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

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

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



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

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

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

S:\Subs\0203\00-NHC\dwg\Planning\Re zoning - 02\Submittal 05-25-05\020300-M04-Environmental Inventory.dwg, 8/5/2005 11:45:31 AM, lssu

No.	DATE	PER AGENCY COMMENTS	TWO	BY

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

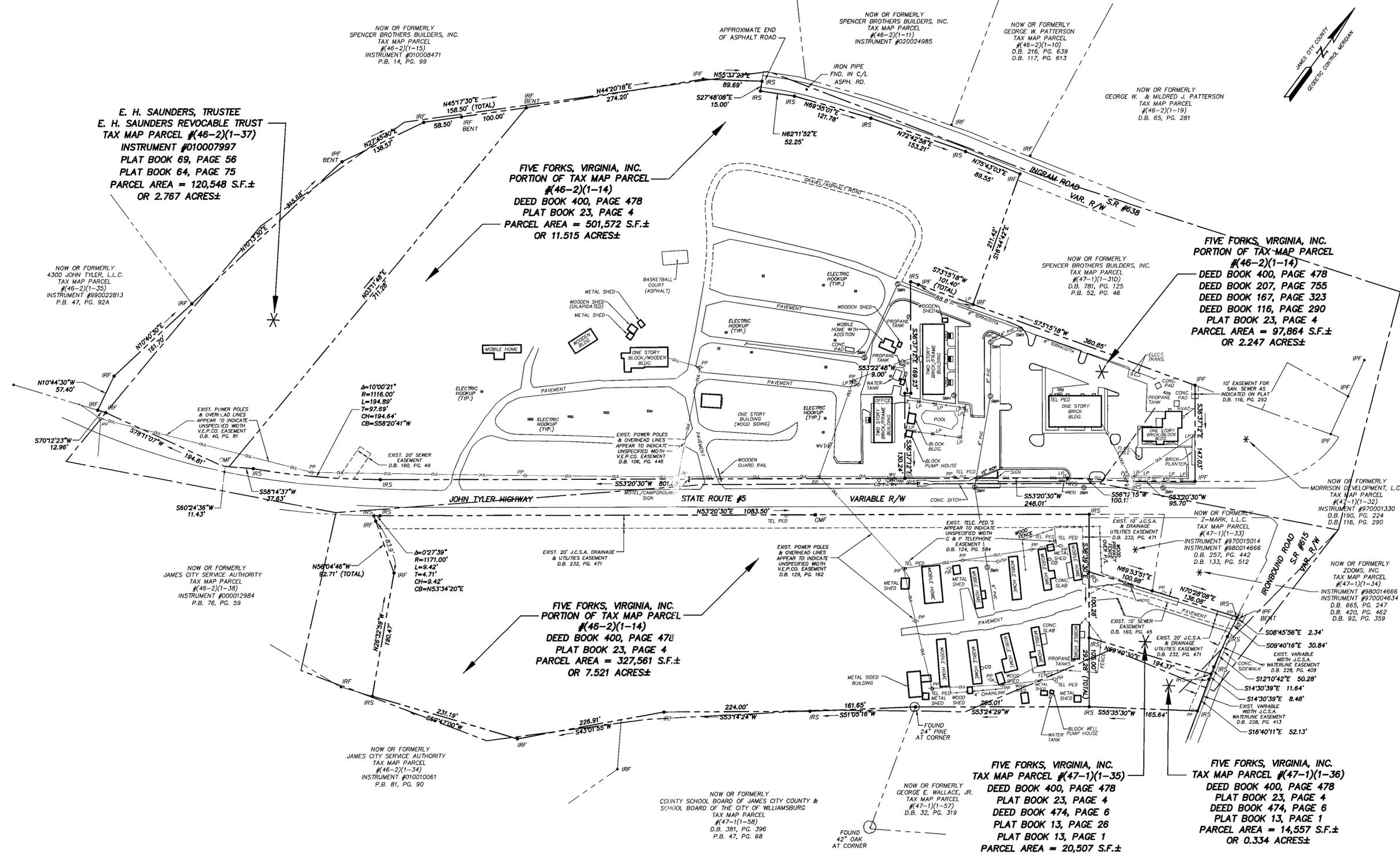


ENVIRONMENTAL INVENTORY FOR GOVERNOR'S GROVE

NATIONAL HOUSING CORPORATION
 448 VIKING DRIVE, SUITE 245
 VIRGINIA BEACH, VIRGINIA 23462

BERKELEY DISTRICT JAMES CITY COUNTY VIRGINIA

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



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

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

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

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

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

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

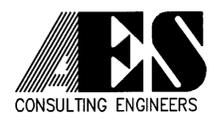
- GENERAL NOTES:**
1. VIRGINIA ELECTRIC & POWER COMPANY EASEMENT AS REFERENCED IN DEED BOOK 25, PAGE 567 DOES NOT APPEAR TO AFFECT THESE PROPERTIES.
 2. VIRGINIA ELECTRIC & POWER COMPANY EASEMENT AS REFERENCED IN DEED BOOK 54, PAGE 84 MAY AFFECT THESE PROPERTIES, BUT IS NOT PLOTTABLE.
 3. VIRGINIA ELECTRIC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

- REFERENCES:**
- DEED BOOK 25, PAGE 567
 - DEED BOOK 29, PAGE 177
 - DEED BOOK 40, PAGE 61
 - DEED BOOK 44, PAGE 84
 - DEED BOOK 62, PAGE 255
 - DEED BOOK 103, PAGE 52
 - DEED BOOK 106, PAGE 446
 - DEED BOOK 117, PAGE 40
 - DEED BOOK 124, PAGE 584
 - DEED BOOK 128, PAGE 288
 - DEED BOOK 129, PAGE 162
 - DEED BOOK 133, PAGE 177
 - DEED BOOK 160, PAGE 49
 - DEED BOOK 160, PAGE 49
 - DEED BOOK 228, PAGE 409
 - DEED BOOK 236, PAGE 412
 - DEED BOOK 232, PAGE 471
 - DEED BOOK 447, PAGE 202
 - DEED BOOK 796, PAGE 745
 - INSTRUMENT # 010003883
 - INSTRUMENT # 010010024
 - INSTRUMENT # 000002375
 - INSTRUMENT # 010007998
 - PLAT BOOK 69, PAGE 56

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

- LEGEND**
- IRF = IRON ROD FOUND
 - IPF = IRON PIPE FOUND
 - IRS = IRON ROD SET
 - CMF = CONCRETE MONUMENT FOUND
 - LP = LIGHT POLE
 - PP = POWER POLE
 - TEL. PED. = TELEPHONE PEDESTAL
 - WM = WATER METER
 - WV = WATER VALVE
 - FH = FIRE HYDRANT
 - OU = OVERHEAD UTILITY LINE
 - CO = SAN. SEWER CLEANOUT
 - SMH = SAN. SEWER MANHOLE
 - MB = MAILBOX(S)

No.	DATE	REVISION / COMMENT / NOTE	BY



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



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

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

S:\Jobs\9263\00-NHC\Wg\Planning\Re zoning - 02\Submittal 05-23-05\926300-M05-Atlas Survey.dwg, 8/5/2006 11:46:22 AM, NSU

PROFFERS

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

RECITALS

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

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

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

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

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

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

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

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

CONDITION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7.

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

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

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

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

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

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

11.

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

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

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

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

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

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

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

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

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

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

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

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

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

- Convenience store
- Automobile service station
- Fast food restaurant

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

Exhibit A
Property Description

Parcel I

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

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

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

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

Parcel II

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

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

Parcel III

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

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

Parcel IV

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

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

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

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

Exhibit B
Formula for Contributions to Intersection Improvements

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

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

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

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

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

PUBLIC HEARINGS

Building F Board Room; County Government Complex

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

SUMMARY FACTS

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

STAFF RECOMMENDATION

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

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

PLANNING COMMISSION RECOMMENDATION

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

Proposed Changes Made Since Planning Commission Meeting

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

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

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

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

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

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

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

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

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

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

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

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

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

PROJECT DESCRIPTION

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

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

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

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

PUBLIC IMPACTS

Archaeology

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

Environmental Impacts

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

Public Utilities

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

Fiscal Impacts

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

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

Schools

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

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

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

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

The proposal passes for the middle school.

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

Impacts to the John Tyler Highway Community Character Corridor

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

Traffic

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

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

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

COMPREHENSIVE PLAN

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

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

PRIMARY PRINCIPLES FOR FIVE FORKS

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

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

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

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

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

SETBACK WAIVER

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

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

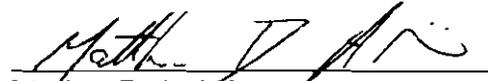
The applicant's requests for setback modifications are summarized below:

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

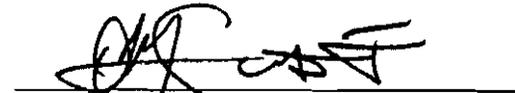
The reduced buffers will still substantially preserve existing vegetation on the site. In addition, the applicant has proffered architectural and landscape review by the Planning Director of any structures built on the site. As part of their review, the Planning Commission has approved the waivers as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

CONCLUSIONS

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


Matthew D. Arcieri

CONCUR:


O. Marvin Sowers, Jr.

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ATTACHMENTS:

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

RESOLUTION

PRIMARY PRINCIPLES FOR FIVE FORKS AREA OF JAMES CITY COUNTY

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

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

Primary Principles for the Five Forks Area of James City County

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

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

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

Vision Statement

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

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

I. Transportation Principles

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

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

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

Phase I

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

Phase II

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

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

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

II. Environmental Principles

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

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

Watershed Management Plan Recommendations:

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

III. Land Use Principles

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

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

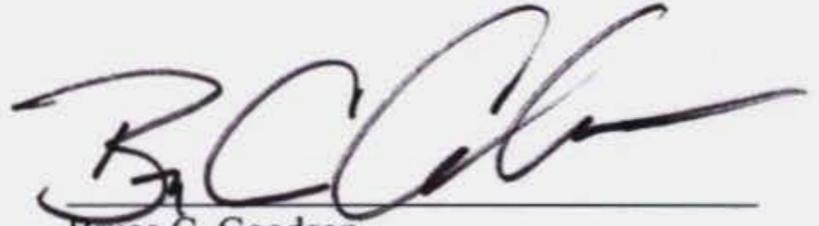
clinic and maintain the village character of Five Forks. New buildings should attempt to emulate distinguishing architectural elements of existing structures such as windows, roof lines, and cornices.

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

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

IV. Economic Development Principle

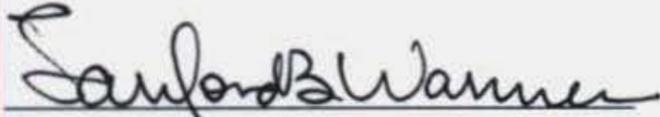
1. Promote and facilitate economic growth through development/redevelopment:
 - Facilitate the location of a new anchor tenant in Governor's Green Shopping Center should Winn-Dixie close.
 - Support the development of remaining undeveloped commercial land and vacant buildings in Five Forks to provide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



Bruce C. Goodson
Chairman, Board of Supervisors

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

ATTEST:



Sanford B. Wanner
Clerk to the Board

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

fiveforkredev.res

PLANNING DIRECTOR'S REPORT October 2023

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

➤ **Planning**

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

- **Board Action Results:**
 - SUP-22-0021. 8401 Hicks Island Road Tourist Home (Withdrawn)
 - SUP-23-0011. Stonehouse Water and Sewer Improvement (Approved 4-0)
 - SUP-23-0014. 7649 Cypress Drive Rental of Rooms (Approved 4-0)
 - SUP-23-0018. Grove Christian Outreach Center Special Use Permit Amendment (Approved 4-0)
 - SUP-23-0019. 213 Southpoint Drive Detached Accessory Apartment (Approved 4-0)

➤ **Community Development**

Tammy Rosario, Assistant Director of Community Development, and Mike Woolson, Section Chief, Stormwater and Resource Protection, made presentations on September 11 to the Ford's Colony Trailblazer Club on the Natural and Cultural Assets Plan and the Powhatan Creek Watershed Plan.

➤ **Building Safety and Permits**

The Insurance Services Office notified the Flood Plain Manager on September 18 that the County has been recertified as participants in the Community Rating System. This will continue to benefit flood insurance policy holders in the County.

➤ **Zoning**

Terry Costello, Senior Planner, received the 2023 Service Award at the Annual Virginia Association of Zoning Officers (VAZO) Conference for her service as chair of the Education Committee.



Spreadsheet Listing New Cases Received - October 2023

Plan Type	Plan Number	Plan Description	Address	Plan District	Plan Description	Plan Assigned To
Conceptual Plan	C-23-0053	250 Sandy Bay Road Residential Rezoning	250 SANDY BAY RD Williamsburg, VA 23185	Roberts	Proposal to Rezone the Property to R-2, General Residential .	Terry Costello
	C-23-0054	Previously Submitted				
	C-23-0055	360 Racefield Drive Solar Farm	360 RACEFIELD DR Toano, VA 23168	Powhatan	Construction of small-scale solar generation facility in accordance with SUP-21-022.	John Risinger
	C-23-0056	8849 Hicks Island Road Subdivision	8849 HICKS ISLAND RD Lanexa, VA 23089	Powhatan	Proposal to subdivide the parcel into two buildable +/- 5 acre lots.	Ben Loppacker
	C-23-0057	Eastern State Hospital Waterline Replacement- DEQ Review	4601 IRONBOUND RD Williamsburg, VA 23188	Jamestown	Eastern State Hospital Waterline Replacement- DEQ Review.	Thomas Wysong
	C-23-0058	Proposed Dog Park at the Landfall at Jamestown	2525 ROBERT FENTON RD Williamsburg, VA 23185	Roberts	Proposed Dog Park at the Landfall at Jamestown.	Ben Loppacker
Subdivision Plat	S-23-0033	2756 & 3008 Jolly Pond Road Boundary Line Adjustment	3008 JOLLY POND RD Williamsburg, VA 23188	Powhatan	2756 & 3008 Jolly Pond Road Boundary Line Adjustment.	Terry Costello
	S-23-0034	Previously Submitted				
	S-23-0035	Previously Submitted				
	S-23-0036	3026 Forge Road	3026 FORGE RD Toano, VA 23168	Powhatan	Courthouse Plat	Josh Crump
	S-23-0037	Proposed 3 Lot Subdivision	6701 CRANSTONS MILL POND RD Toano, VA 23168	Powhatan	Proposed 3 Lot Subdivision.	Not Yet Assigned
	S-23-0038	Boundary Line Adjustment between Lot 121 & Lot 122A, Section 3, The Maine	171-A THE MAINE Unit: A Williamsburg, VA 23185	Berkeley	Boundary Line Adjustment between Lot 121 & Lot 122A, Section 3, The Maine.	Not Yet Assigned
Site Plan	SP-23-0034	Gallery Shops at Lightfoot Lighting Plan Amendment	6560 RICHMOND RD Williamsburg, VA 23188	Stonehouse	Gallery Shops at Lightfoot Lighting Plan Amendment.	Jose Ribeiro
	SP-23-0035 - SP-23-0044	Previously Submitted				
	SP-23-0045	Settler's Market Walmart Generator Site Plan Amendment	4670 CASEY BLVD Williamsburg, VA 23188	Jamestown	Settler's Market Walmart Generator Site Plan Amendment.	Paxton Condon
	SP-23-0046 - SP-23-0058	Previously Submitted				
	SP-23-0059	Village at Five Forks Site Plan Amend - Pool Shed	4355 CREEK VW Williamsburg, VA 23188	Berkeley	Village at Five Forks Site Plan Amend - Pool Shed.	Jose Ribeiro
	SP-23-0060 - SP-23-0066	Previously Submitted				
	SP-23-0067	PNC Bank Lighting Plan Site Plan Amendment	4541 JOHN TYLER HWY Williamsburg, VA 23185	Berkeley	PNC Bank Lighting Plan Site Plan Amendment.	Thomas Wysong
	SP-23-0068					
	SP-23-0069	434 McLaws Circle Electric Vehicle Charging Stations Site Plan Amendment	428 MCLAWS CIR Williamsburg, VA 23185	Roberts	434 McLaws Circle Electric Vehicle Charging Stations Site Plan Amendment.	Ben Loppacker
	SP-23-0070	Previously Submitted				
SP-23-0071	Site Plan for Toano Contractors Proposed Commercial Buildings Jacobs Industrial Center, Parcel 10	239 INDUSTRIAL BLVD Toano, VA 23168	Stonehouse	Construction of Commercial Buildings, Paved Parking, Stone Storage Yards, and Related Stormwater Management.	Tess Lynch	

Plan Type	Plan Number	Plan Description	Address	Plan District	Plan Description	Plan Assigned To
Site Plan	SP-23-0072	Williamsburg Landing- Guardhouse Addition Site Plan Amendment	5560 WILLIAMSBURG LANDING DR Williamsburg, VA 23185	Roberts	Williamsburg Landing- Guardhouse Addition Site Plan Amendment.	Tess Lynch
	SP-23-0073	Photovoltaic roof mount system 30 modules-roof mounted- 11.850kW DC, 10.000 kW AC	108 MARKET STREET CT Williamsburg, VA 23185	Berkeley	Site PlanNot Required for Residential Property.	VOID
	SP-23-0074	Busch Gardens Pump House	7851 POCAHONTAS TRL Williamsburg, VA 23185	Roberts	Busch Gardens Pump House.	John Risinger
	SP-23-0075	Busch Gardens Tram Road Renovations	7851 POCAHONTAS TRL Williamsburg, VA 23185	Roberts	Busch Gardens Tram Road Renovations.	John Risinger
	SP-23-0076	Lafayette High School Building Foundation Planting Plan	4460 LONGHILL RD Williamsburg, VA 23188	Powhatan	Lafayette High School Building Foundation Planting Plan.	Jose Ribeiro
	SP-23-0077	8930 Columbia Drive - Aspen Construction Company Site Plan	8930 COLUMBIA DR Williamsburg, VA 23185	Roberts	Site Plan for Aspen Construction Company for a Large Gravel Storage Lot and Equipment Maintenance Building.	Ben Loppacker
	SP-23-0078	8963 Pocahontas Trail Warehouse Complex Re-Development	8963 POCAHONTAS TRL Williamsburg, VA 23185	Roberts	Site Plan Proposing the Installation of Loading Docks and a Small Parking Area.	Terry Costello
	SP-23-0079	4321 John Tyler Hwy JCSA Water Treatment Building Expansion	4321 JOHN TYLER HWY Williamsburg, VA 23185	Berkeley	1,890 Square Foot Addition to the Existing JCSA Water Treatment Building. Additional Expansion to the Concrete Loading Area and an Additional 8 Parking Spaces are Proposed.	Tess Lynch
	SP-23-0080	The Fairways at Stonehouse Site Plan	9720 MILL POND RUN Toano, VA 23168	Stonehouse	16 Townhome Lots.	John Risinger
	SP-23-0081	Clubhouse Pointe at Stonehouse Site Plan	9681 MILL POND RUN Toano, VA 23168	Stonehouse	20 Townhome Lots.	John Risinger
Subdivision Construction Plan	SPLN-23-0006	This is the Preliminary Plan Submission for the Construction Plans of 36 Townhome Lots	9720 MILL POND RUN Toano, VA 23168	Stonehouse	Wrong Application Submitted	VOID
Special Use Permit	SUP-23-0024	Request to Operate a Short Term Rental	724 ARLINGTON ISLAND RD Lanexa, VA 23089	Powhatan	Request to Operate a Short Term Rental.	Not Yet Assigned
	SUP-23-0025	Brickyard Landing Master Plan Update	990 BRICKYARD RD Lanexa, VA 23089	Powhatan	Brickyard Landing Master Plan Update.	Not Yet Assigned
Rezoning	Z-23-0005	Request to Rezone Parcel to PL - Public Lands	1006 BRICKYARD RD Lanexa, VA 23089	Powhatan	Request to Rezone Parcel to PL - Public Lands.	Not Yet Assigned
Zoning Verification Letter	ZVL-23-0022	Zoning Verification for 3110 N Riverside Drive	3110 N RIVERSIDE DR Lanexa, VA 23089	Powhatan	Zoning Verification for Residential Property.	Taylor Orne