

COUNTY OF YORK

MEMORANDUM

DATE: October 6, 2020 (PC Mtg. 10/14/20)

TO: York County Planning Commission

FROM: Timothy C. Cross, AICP, Deputy Director of Planning and Development Services

SUBJECT: Application Nos. ZM-188-20 and UP-958-20, BFG Sage Yorktown Propco, LLC

ISSUE

Application No. ZM-188-20 is a request to amend proffered conditions of approval applicable to three parcels of land located at 119, 120, and 121 Byrd Lane (Route 734) and further identified as Assessor's Parcel Nos. 37F-3-A1, 36-10, and 37F-3-A. The subject parcels have a combined area of approximately 9.2 acres, are zoned conditional GB (General Business), and are designated Medium Density Residential in the Comprehensive Plan.

Application No. UP-958-20 is a request for a Special Use Permit to authorize the establishment of a 157-unit senior housing facility, pursuant to Section 24.1-306 (Category 6, No. 4) of the Zoning Ordinance, on the above-referenced property. The proposed development would include independent living, assisted living, and memory care units.

DESCRIPTION

- Property Owners: Bettie Webb (119 Byrd Lane), Dorothy C. Cook (120 Byrd Lane), and Mary T. Miles (121 Byrd Lane); applicant is contract purchaser.
- Location: 119, 120, and 121 Byrd Lane (Route 734)
- Area: Approximately 9.2 acres
- Frontage: Approximately 585 feet on Victory Boulevard (Route 171), 50 feet on Byrd Lane, and 50 feet on Oak Street (Route 796)
- Utilities: Public water and sewer
- Topography: Relatively flat
- 2035 Land Use Map Designation: Medium Density Residential
- Zoning Classification: Conditional GB – General Business

- Existing Development: A single-family detached dwelling at 119 Byrd Lane and a single-family detached dwelling at 120 Byrd Lane; the property at 121 Byrd Lane is vacant.
- Surrounding Development:
 - North: Victory Boulevard; Walmart beyond
 - East: Single-family detached homes, martial arts studio, and Leonard Buildings and Truck Accessories
 - South: Single-family detached homes
 - West: Coastal Community Church, York County sewer pump station
- Proposed Development: Senior housing facility with up to 157 units, including 75 independent living units, 60 assisted living units, and 22 memory care units

BACKGROUND

On August 15, 2017, the Board of Supervisors approved Application Nos. ZM-173-17 and UP-891-17 to authorize the establishment of a 170-unit senior housing facility – The Phoenix at Yorktown – consisting of independent living, assisted living, and memory care units. The rezoning from R13 (High-density single family residential) to GB (General Business) was subject to voluntarily proffered conditions of approval. Senior housing is permitted in the GB district with a Special Use Permit. The project was never developed, and the use permit expired two years after it was approved. A different developer is now seeking to construct a very similar, but slightly smaller, senior housing project, which requires a new Special Use Permit. In addition, since the previously proffered conditions reference the previous sketch plan and building elevations, which the new developer is not proposing to follow, the application has submitted a rezoning application to amend the proffers to reference the current documents. All of the other proffers remain the same.

CONSIDERATIONS/CONCLUSIONS

1. The subject property consists of three contiguous parcels that are located on the south side of Victory Boulevard (Route 171) but are accessed via Byrd Lane and Oak Street, both of which are mostly residential streets off of Route 17. The largest of these three parcels – an 8.1-acre parcel located at 120 Byrd Lane – fronts on Byrd Lane, Oak Street, and Victory Boulevard and wraps around the two smaller parcels (approximately one half-acre each), which are located at the end of Byrd Lane. Surrounding development consists of single-family detached homes, Coastal Community Church, World Martial Arts & Family Fitness, and Leonard Buildings & Truck Accessories. All three parcels are zoned GB (General Business) and are designated General Business in the Comprehensive Plan. Surrounding zoning is a mix of R13 and GB.
2. The proposed project – Harper’s Station – would be an age-restricted senior housing facility with a maximum of 157 residential units, including 75 for independent living,

60 for assisted living, and 22 for memory care. By providing a range of senior housing options within a single development, the facility would be similar to a continuing care retirement community (CCRC) in which residents are able to “age in place,” moving from one level to another level of housing accommodations as their needs change. Technically, however, the project does not meet the Zoning Ordinance definition of a CCRC because it does not include any congregate care units. (The Zoning Ordinance defines a congregate care facility as one in which the residents receive their meals in a central dining facility, receive housekeeping services, and are able to participate in activities, health services, and other services offered through a central management structure/service.) Currently there are no CCRCs in York County, but there are six age-restricted housing developments (with a combined total of 684 units) and six more (with a total of 774) that have been approved but are not yet built. These projects, which are listed in the table below, encompass a wide range of senior housing opportunities, including independent living, congregate care, assisted living, and memory care.

Project Name	Unit Type	Location	Units
Existing Projects			
Arbors at Towne Park	Independent Living	Roscoe Crossing	130
Colonial Harbor	Congregate Care	Route 105/Route 17	118
Commonwealth Senior Living	Independent/Assisted	Commons Way	140
Harmony on the Peninsula	Assisted Living	Route 171/Route 134	104
Verena Apartments	Independent Living	Mooretown Road/Reserve Way	120
Villas at Yorktown	Independent Living	Route 17/Falcon Road	72
Future Projects			
Arbors at Williamsburg	Independent Living	Pocahontas Trail	150
Build Senior Living	Assisted Living	Reserve Way/Mooretown Road	89
Hamilton Assisted Living	Assisted Living	Route 17/Battle Road	40
Pickett Property	Independent/Assisted	Route 17	300
South Park	Independent Living	Denbigh Boulevard	151
Yorktown Crescent (portion)	Independent Living	Ft. Eustis Boulevard	44
TOTAL			1,458

The proposed facility would be surrounded by a fifty-foot (50’) perimeter landscape buffer, as required by the senior housing performance standards. The building would have 175,266 square feet of gross floor area and a height of 43 feet, measured to the mid-point between the eaves and the ridge. The tower feature at the front of the building would be slightly over 56 feet tall measured to the top of the spire. The Zoning Administrator has determined that this architectural feature, which will include a functioning clock face, is approvable for an exemption to the standard 45-foot maximum building height allowance for multi-unit senior housing structures. Independent and assisted living units would be a mix of one- and two-bed units, while memory care units would be mostly private studio apartments with a few semi-private units. Based on the total number of beds (199), the average household size in the development would be 1.27 persons per unit.

3. Because of its significant frontage on Victory Boulevard and adjacency to the Kiln Creek commercial area, the 8.1-acre parcel at 120 Byrd Lane has been the subject of numerous commercial development inquiries over the years. The main obstacle has

always been the inability to have an entrance on Victory Boulevard, which is a limited access facility. The property is located directly across from the Walmart entrance/exit on the north side of Victory Boulevard, which forms a three-way signalized intersection. In 2017, the Board of Supervisors adopted a resolution in support of the previous applicant's request to allow a break in the limited access so that an entrance/exit to the site could be constructed across from the Walmart driveway. The applicant's request was unanimously approved in January 2019 by the Commonwealth Transportation Board (CTB), which oversees the Virginia Department of Transportation (VDOT). In its analysis of the request, VDOT determined that the proposed limited access break would have "minimal impact" on the operation of Victory Boulevard and "is appropriate from a safety and traffic control standpoint." VDOT further noted that the break would result in a projected increased delay of only one second, on average, at the Walmart/Victory Boulevard intersection. As a condition of approval, the CTB required the developer to extend the existing eastbound left turn lane into Walmart one hundred feet (100') to the west, thereby increasing the left-turn storage capacity and reducing traffic delays caused by vehicles turning left into Walmart. This improvement is shown on the current applicant's sketch plan. The previous approval of the limited access break has expired, so the current applicant will need to secure approval for this project from the CTB.

4. The housing needs of the County's growing senior population are discussed in the Housing element of the Comprehensive Plan, which states that age-restricted housing should be targeted to areas where the residents will have easy access to local shopping and services. Accordingly, Housing Implementation Strategy No. 11 is to "Provide opportunities for the development of housing for senior citizens in appropriate locations with convenient access to shopping, services, and – where it is available – transit." Although there is no transit service in this part of the County, the site is conveniently located in fairly close proximity to the many stores and restaurants in the Village Square Shopping Center and the adjoining shopping center in Newport News, as well as the Walmart, Walgreens, and other businesses along Route 17. Unfortunately, these businesses are generally not within walking distance of the proposed facility, and even if they were, there are no sidewalks to allow for safe and convenient pedestrian access.
5. The senior housing performance standards set forth in Section 24.1-411 of the Zoning Ordinance require exterior landscaped areas to be provided for both active and passive recreational activities. Such areas should be designed to be suitable for seniors and can include walking trails, victory gardens, gazebos, benches, etc. A minimum of 200 square feet of common active/passive outdoor recreation area per unit – 31,400 square feet in this case – is required. In addition, senior housing developments are required to incorporate indoor spaces for recreational, community, and educational activities for the benefit of the residents. Required amenities include, at a minimum, a common meeting/activity room at least 1,000 square feet in size, including a serving kitchen, a lounge/library, and other such spaces as appropriate (e.g., areas for exercise, laundry, a beauty parlor, and a chapel).

The sketch plan submitted by the applicant indicates that approximately 80,713 square feet of outdoor recreational area – more than twice the required amount – will be provided, including a landscaped courtyard, dog park, gardening area, several other outdoor recreational areas, and an extensive network of walkways throughout the development. With regard to indoor amenities, the applicant has indicated that the building would include such features as a swimming pool, beauty salon, chapel, laundry room, snack bar/bistro, theatre room, private family dining room, fitness room, business center/library, and game room.

6. The applicant has submitted a set of building elevations (copy attached) showing the proposed architectural design of the building and has proffered that the design will be generally in accordance with these elevations, which indicate that façades would be designed to incorporate a fairly equal combination of brick and cementitious siding. Other conditions voluntarily proffered by the applicant are that there will be no more than 157 units, that all units will be age-restricted, that the project will be developed in accordance with the sketch plan, and that the applicant will make certain off-site roadway improvements, which are discussed below.
7. As in the 2017 application, the developer proposes to access the site via a new entrance on Victory Boulevard, which, as noted previously, will require approval from the Commonwealth Transportation Board. The proposed driveway configuration would consist of two exit lanes – one each for left and right turns – and a single entrance lane. No through lane providing access between the facility and Walmart would be provided. As depicted on the sketch plan, the developer would build right and left turn lanes on Victory Boulevard (100-foot turn lanes with 100-foot tapers) to serve the development.

Based on trip generation data published in the ITE (Institute of Transportation Engineers) *Trip Generation* manual (10th edition), the proposed development can be expected to generate an average of approximately 525 vehicle trips per day on Victory Boulevard, including 33 in the AM peak hour and 45 in the PM peak hour. This is slightly lower than the traffic projections for the previously approved project, which was expected to generate 582 trips per day – 35 in the AM peak hour and 50 in the PM peak hour.

According to the 2017 traffic impact analysis, the combination of traffic generated by the proposed senior housing project and background traffic growth that will occur with or without the project would reduce the PM peak-hour Level of Service (LOS)* at the intersection of Routes 17 and 171 (Victory Boulevard) from an acceptable LOS D to an unacceptable LOS E. To address this, the applicant proffered to construct an additional 250-foot left turn lane with a 250-foot taper on westbound Route 171 at its intersection with Route 17. The effect of this road improvement is to maintain the current LOS D with only a slightly higher average delay than currently exists (53.9 seconds vs. 52.2 seconds). The current applicant has proffered to make the same

* Level of Service (LOS) is a measure used to describe operational conditions within a traffic stream in terms of speed, travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS ranges from A (no congestion) to F (forced flow, severe congestion).

improvements to Victory Boulevard that were proffered by the previous developer in 2017.

The most critical traffic-related issue with respect to this application concerns the impact of the proposed entrance on Victory Boulevard. As noted earlier, staff has met with numerous potential developers of this property over the years and in those discussions has consistently expressed the County's longstanding concern that a full four-way intersection at the Walmart/Victory Boulevard intersection would have unacceptable impacts on congestion and traffic delays and would not likely be viewed favorably by the Board of Supervisors. Staff indicated in those discussions that at most, a right turn in/right turn out (RTI/RTO) access could potentially be considered – assuming CTB approval of a limited access break – and none of those development proposals was ever pursued. What the applicant has proposed is slightly more than a RTI/RTO access, but by preventing through movements between the proposed facility and Walmart, the applicant has essentially eliminated the incremental increase in travel delays that would be associated with the addition of the fourth leg of the intersection. Furthermore, because the proposed facility is a very low traffic generator, left turn movements into and out of the facility can be accommodated with very little impact on travel delays. With no more than twelve (12) exiting left turns out of the facility in the PM peak hour (which can be accommodated during the existing signal phase for exiting left turns out of Walmart) and no more than thirteen (13) entering left turns (compared to 246 opposing left turns into Walmart), the impact on intersection delays should be minimal. This is borne out by the traffic impact analysis, which shows that the proffered westbound left turn lane at the intersection of Route 17 and Victory Boulevard virtually negates any adverse impact on traffic flow created by the proposed access, with only a 0.9-second increase in overall delay at the intersection of Victory Boulevard and the Walmart entrance as a result of the new facility entrance. VDOT staff has reviewed the application and the traffic impact analysis and indicated that it concurs with the findings of the traffic study.

8. Senior housing has particular public service impacts that are not typically associated with residential development. There would be no direct effect on school enrollment since occupancy of the proposed units would be limited to persons fifty-five (55) or older and no residents under age 19 would be permitted.

Conversely, the potential effect of senior housing on the County's emergency services is significant. Since older residents are more prone to medical emergencies than the general population, age-restricted housing – particularly assisted living – places disproportionately heavy demands on the County's emergency medical services relative to general market housing. A comparative analysis of emergency calls received from various age-restricted and general market apartment complexes in the County indicates that over a two-year period, there were roughly eight times as many fire and EMS calls per unit from the age-restricted complexes (at least some of which were for non-emergency reasons). The general market apartments, however, generated about 2½ times as many law enforcement calls as the senior apartments, so the *total* number of calls per unit, including both fire/EMS and law enforcement, was approximately 84% higher for senior apartments than for general market apartments.

It should also be noted that this analysis did not include any assisted living facilities, which are likely to generate more EMS calls. Primary fire and EMS response to the facility would come from the Tabb Fire Station, located on Big Bethel Road at its intersection with Victory Boulevard, which is approximately 1.6 miles away from the site.

9. The applicant has submitted a fiscal impact analysis for the proposed development which projects that in the stabilization year, the development is expected to generate annual net revenues (revenues minus expenditures) of \$101,075. The fiscal impact analysis uses a benefit-to-cost ratio to measure the strength of the fiscal impact, where a ratio greater than 1.0 ratio indicates a positive fiscal impact (i.e., a ratio of 1.5-to-1 equals \$1.50 of revenue to the County for every one dollar spent on County-provided services). The analysis projects that the proposed development would yield a positive ratio of 1.54-to-1 annually and 1.69-to-1 over ten years. This slightly less positive than the fiscal impact projected in 2017 for The Phoenix at Yorktown.
10. While none of the subject property is in a Chesapeake Bay Preservation Area, there are several isolated non-tidal wetland areas that the applicant intends to mitigate. A narrow strip of land on the western side of the property appears to lie within the Watershed Management and Protection Area overlay district; however, almost this entire area appears to be within the 50-foot perimeter buffer in which no development will take place.

RECOMMENDATION

Located on a principal arterial road between a church and a residential neighborhood in an area with nearby shopping and dining opportunities and easy access to Interstate 64 and Route 17, the subject property is an appropriate location, from the standpoint of land use, for a senior housing facility. Senior housing is a quiet, low-impact use that staff believes will be compatible with the surrounding area. From a transportation standpoint, staff believes the applicant has devised a practicable means of accessing the property from Victory Boulevard without deteriorating the carrying capacity of the road network. It is likely that this would only be possible with a low traffic generator such as senior housing.

Those statements, taken from the 2017 staff report on The Phoenix at Yorktown project, are as accurate in 2020 as they were in 2017. All that has changed is that the project has been reduced in size, with a corresponding reduction in traffic impact, and VDOT and the CTB have confirmed the findings of the traffic analysis through the approval of the request for a limited access break. Therefore, based on the considerations and conclusions as noted, staff recommends that the Commission forward both applications to the Board of Supervisors with recommendations of approval. This can be accomplished through the adoption of proposed Resolution Nos. PC17-19 for the proffer amendment and PC17-20 for the use permit application. The latter resolution includes a condition making the use permit contingent on approval of the limited access break by the CTB.

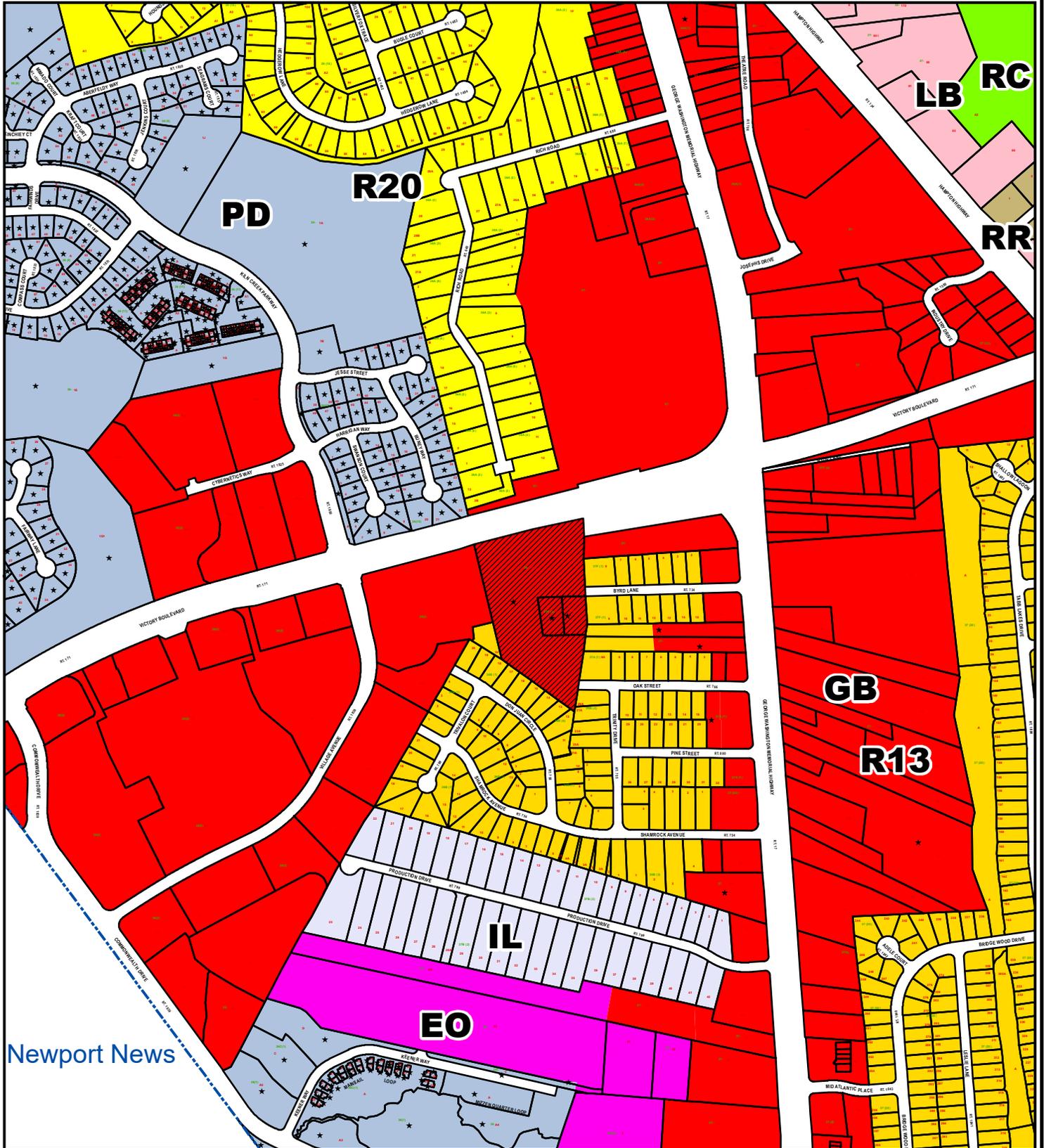
TCC

Attachments:

- Zoning Map
- Master Composite Boundary Plat
- Sketch Plan
- Color Rendering
- Building Elevations
- Applicant's Narrative
- Community Impact Assessment
- List of Planned Amenities and Services
- Proffer Statement
- Traffic Impact Analysis excerpts
- Fiscal Impact Analysis
- Proposed Resolution No. PC20-19 (Rezoning/Proffer Amendment)
- Proposed Resolution No. PC20-20 (Special Use Permit)

APPLICANT
BFG Sage Yorktown Propco, LLC
 157-unit senior housing facility
 S03d-2755-2181, S03d-2555-2250, S03d-2634-2179

ZONING MAP
 APPLICATION NUMBER:
 ZM-188-20
 UP-958-20



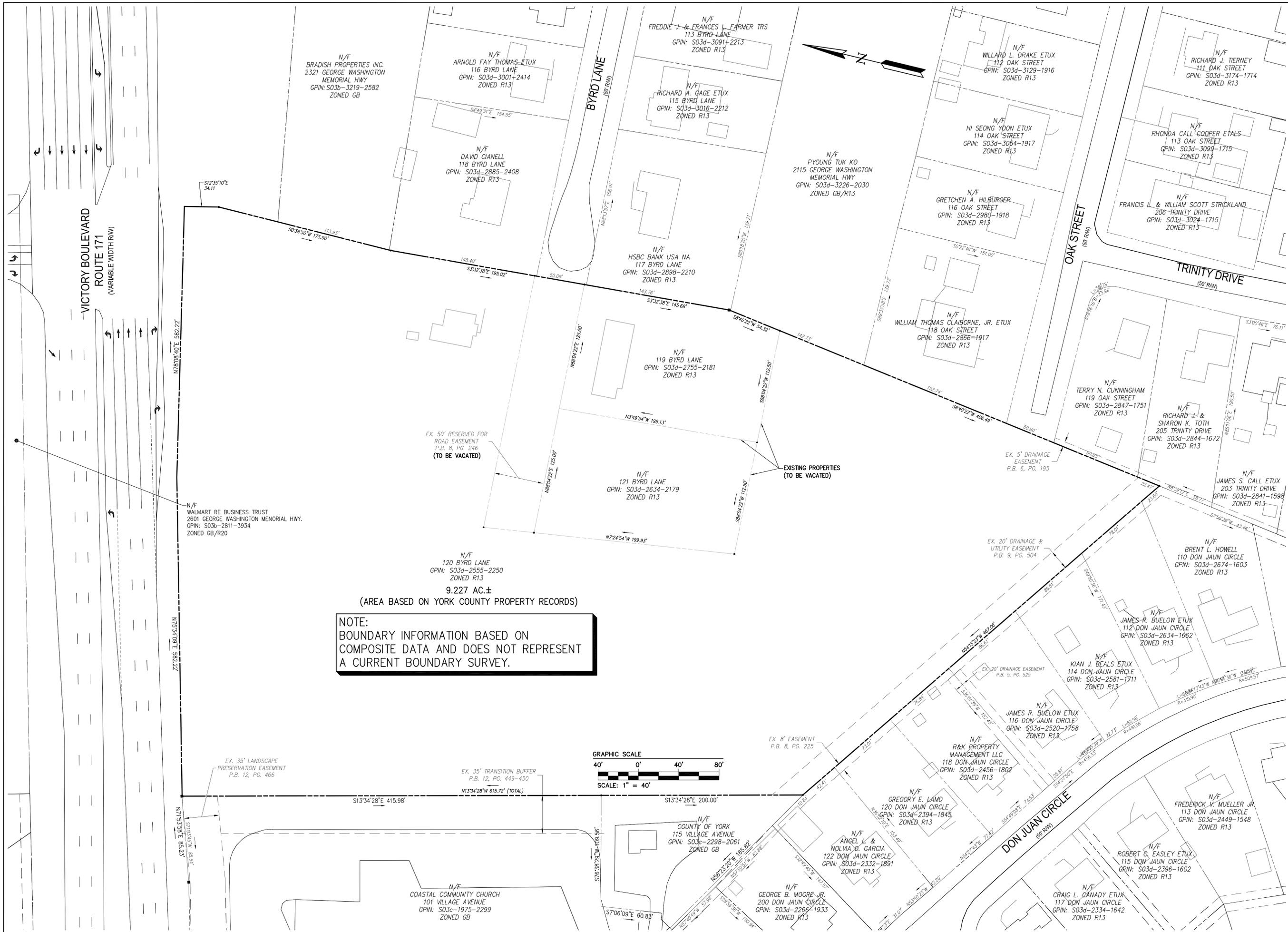
★ = Conditional Zoning

0 350 700 1,400 Feet

Printed on September 01, 2020

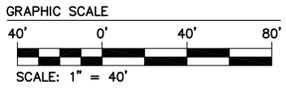
SOURCE: YORK COUNTY GIS PARCEL DATA and ZONING DATA

THIS IS NOT A LEGAL PLAT. This map should be used for information purposes only. It is not suitable for detailed site planning.



NOTE:
 BOUNDARY INFORMATION BASED ON
 COMPOSITE DATA AND DOES NOT REPRESENT
 A CURRENT BOUNDARY SURVEY.

9.227 AC.±
 (AREA BASED ON YORK COUNTY PROPERTY RECORDS)



Revised By	Date	Description

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JARS
 CONSULTING ENGINEERS

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PLAN FOR REZONING
THE PHOENIX AT YORKTOWN
 120 BYRD LANE

KILN CREEK DISTRICT YORK COUNTY VIRGINIA

Project Contacts: JAG
 Project Number: W10423-00
 Scale: 1"=40' Date: 4/27/2017

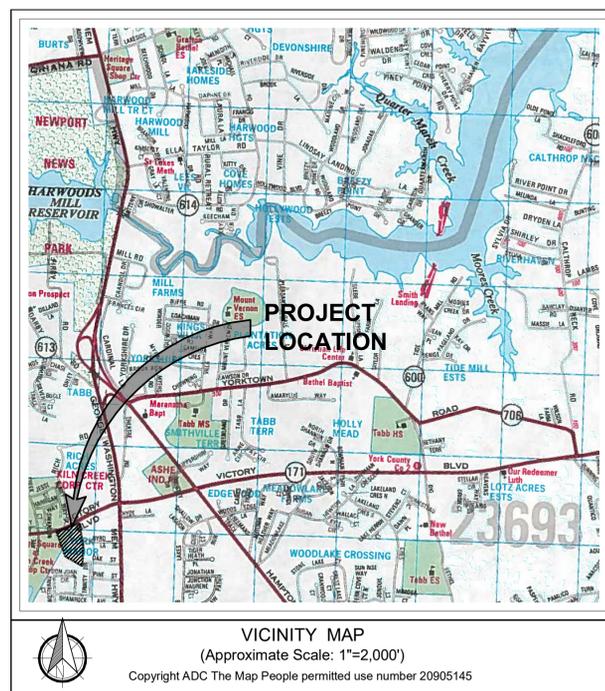
Sheet Title:
MASTER COMPOSITE BOUNDARY

Sheet Number
2

MASTER PLAN FOR HARPER'S STATION 119-121 BYRD LANE

KILN CREEK DISTRICT

YORK COUNTY, VIRGINIA



AES PROJECT NUMBER: W10423-03

DRAWING DATE: 07/12/2020

YORK COUNTY PROJECT NUMBER:

INDEX OF SHEETS

SHEET NO.	SHEET DESCRIPTION
1	COVER SHEET
2	MASTER COMPOSITE PLAT
3	MASTER CONCEPTUAL PLAN
4	MASTER OFF-SITE ROAD IMPROVEMENTS PLAN

PROPERTY INFORMATION

119 BYRD LANE
GPIN: S03d-2755-2181
ZONED: GENERAL BUSINESS (GB)

120 BYRD LANE
GPIN: S03d-2555-2250
ZONED: GENERAL BUSINESS (GB)

121 BYRD LANE
GPIN: S03d-2634-2179
ZONED: GENERAL BUSINESS (GB)

UNIT BREAKDOWN	
TOTAL UNITS:	157
ONE-BED INDEPENDENT LIVING:	46
TWO-BED INDEPENDENT LIVING:	29
STUDIO ASSISTED LIVING:	13
ONE-BED ASSISTED LIVING:	38
TWO-BED ASSISTED LIVING:	9
STUDIO MEMORY CARE:	18
SEMI-PRIVATE MEMORY CARE:	4
TOTAL BEDS:	199

SITE TABULATIONS	
- TAX MAP NUMBER:	S03d-2555-2250
- SITE AREA:	9,1656± AC.
- ZONING:	GB
- OUTDOOR RECREATIONAL AREA	200 SF PER DWELLING UNIT
-- REC. AREA REQUIRED:	31,400 SF
-- REC. AREA PROVIDED:	80,713± SF
- PARKING REQUIREMENTS:	
-- INDEPENDENT LIVING:	88 SPACES
-- ASSISTED LIVING:	40 SPACES
-- MEMORY CARE:	15 SPACES
--- TOTAL PARKING:	143 SPACES
- TOTAL PARKING PROVIDED:	151 SPACES
-- HANDICAP SPACES	12 SPACES
-- LOADING AREA:	1

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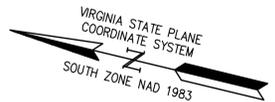
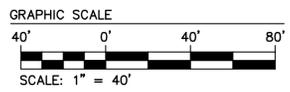
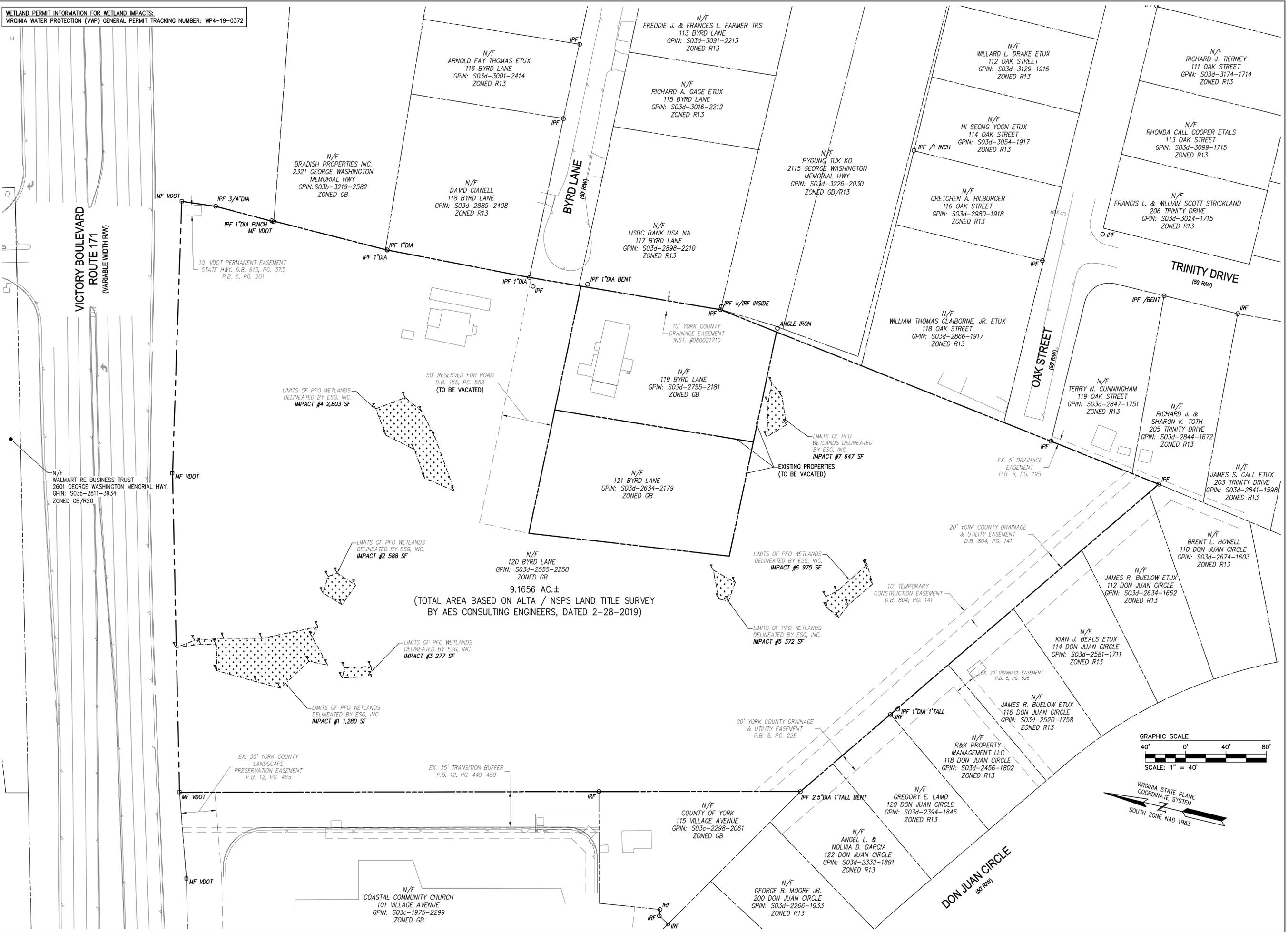


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MASTER PLAN FOR
HARPER'S STATION
 119 - 121 BYRD LANE
 KILN CREEK DISTRICT
 YORK COUNTY, VIRGINIA

Project Contacts: PET
 Project Number: W10423-03
 Scale: Date:
 AS NOTED 7/15/2020
 Sheet Title:
COVER SHEET
 Sheet Number
1

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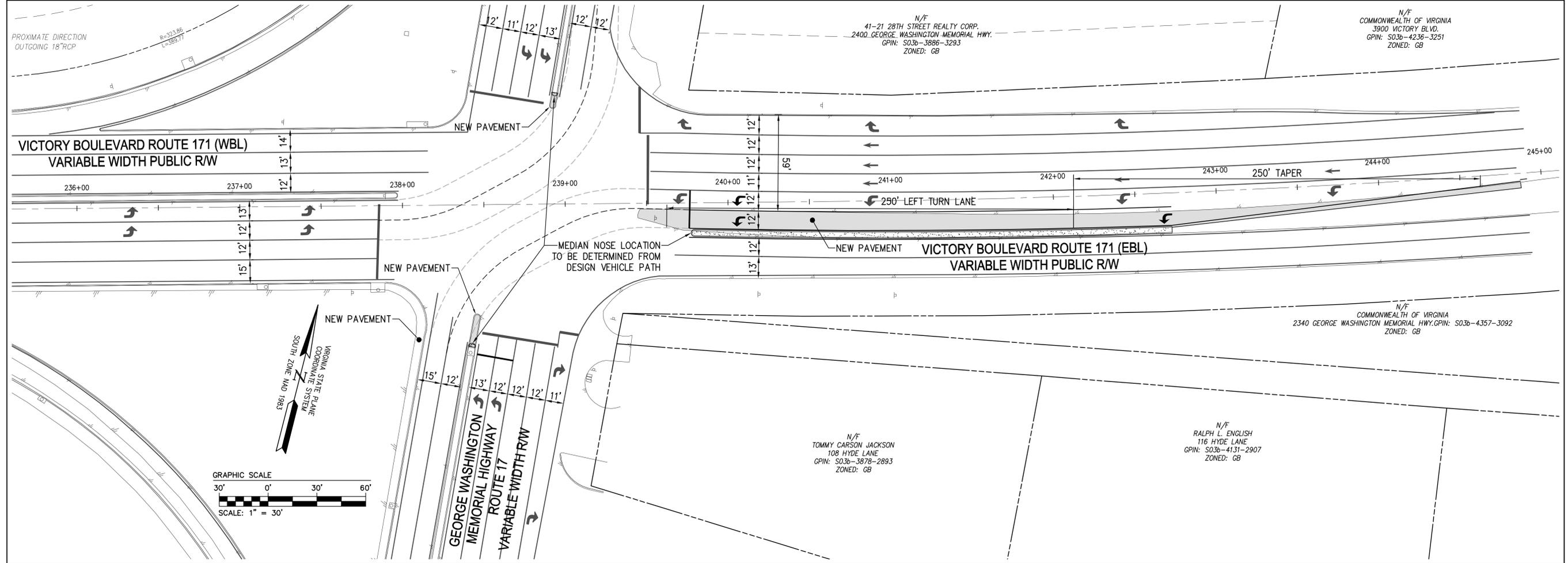
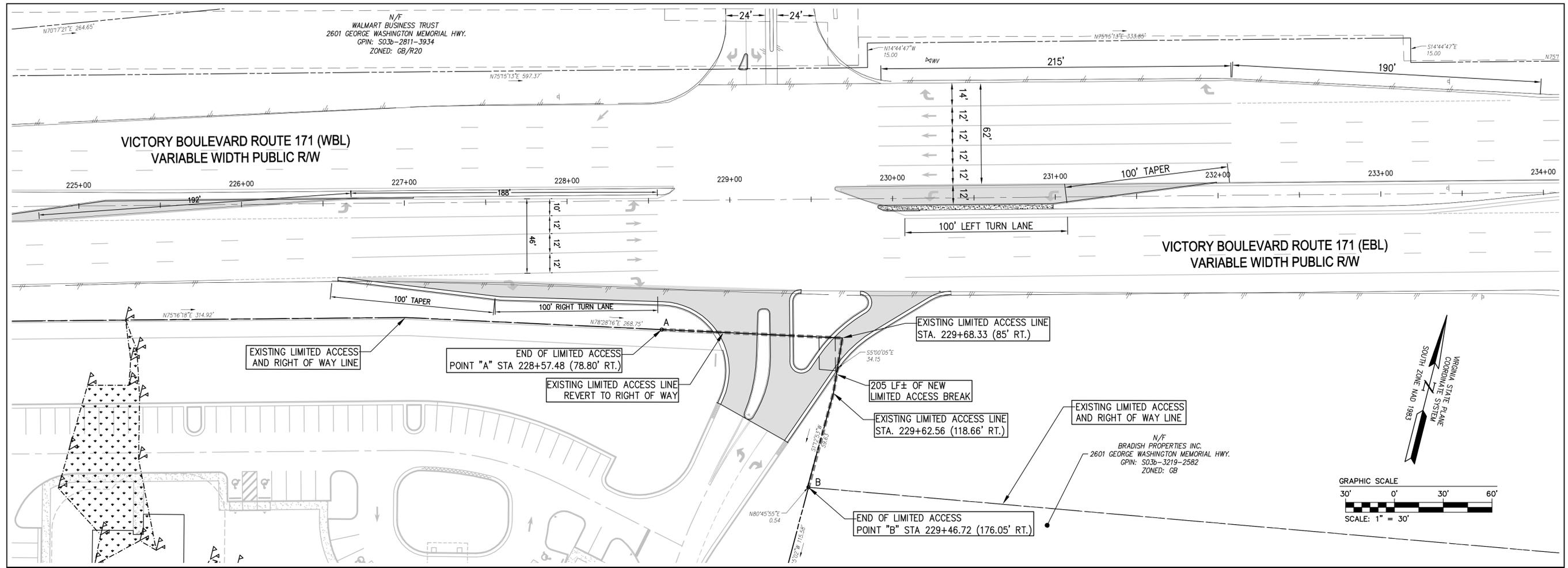
MASTER PLAN FOR
HARPER'S STATION
 119 - 121 BYRD LANE

YORK COUNTY, VIRGINIA
 KILN CREEK DISTRICT

Project Contacts: PET
 Project Number: W10423-03
 Scale: 1"=40'
 Date: 7/15/2020

Sheet Title:
MASTER COMPOSITE PLAN

Sheet Number
2



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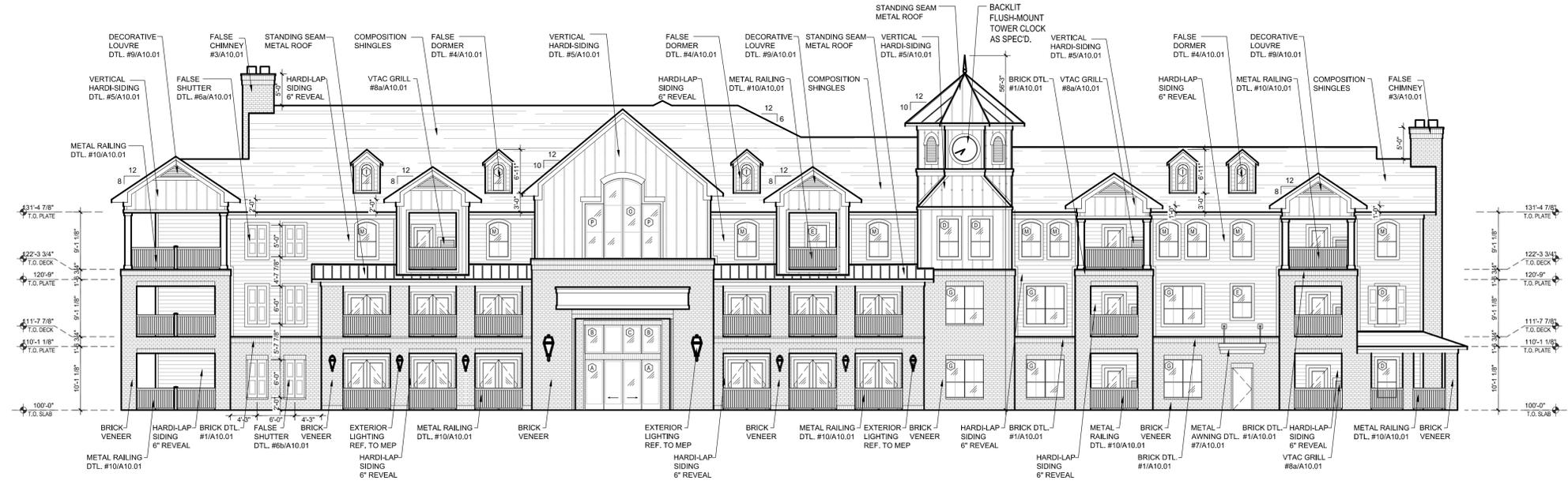
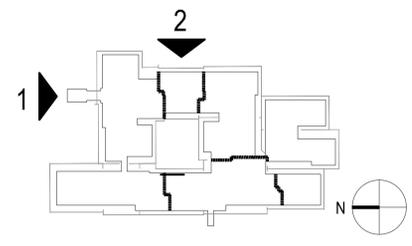
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MASTER PLAN FOR
HARPER'S STATION
119 - 121 BYRD LANE
KILN CREEK DISTRICT
YORK COUNTY, VIRGINIA

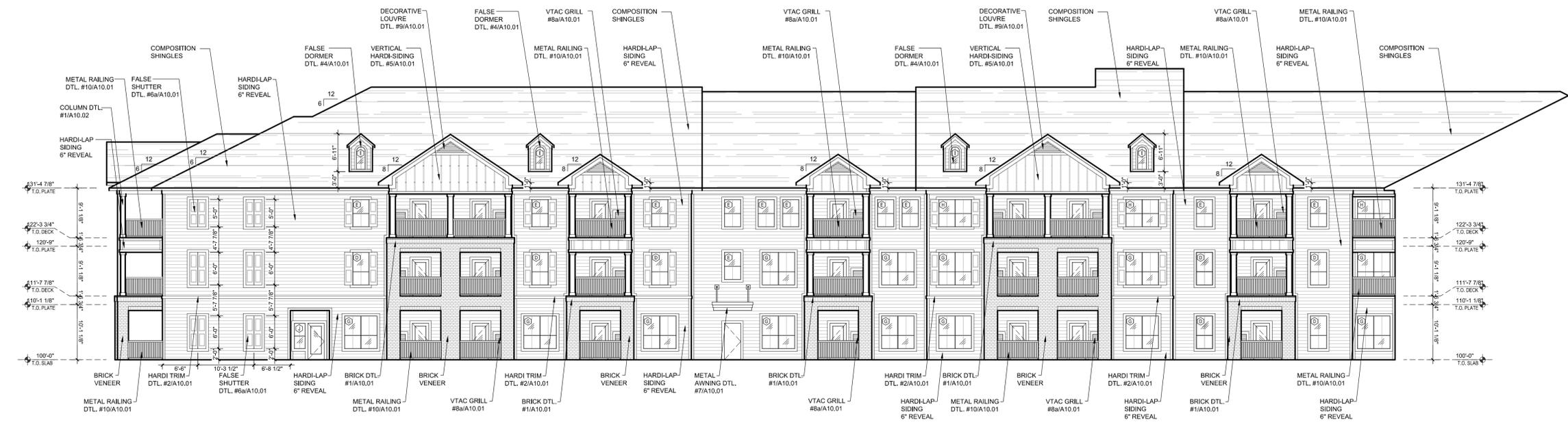
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Project Number:	W10423-03
Scale:	1"=30'
Date:	7/15/2020
Sheet Title:	MASTER OFF-SITE ROAD IMPROVEMENTS PLAN
Sheet Number	4

Sage-Harper Station at Yorktown

Independent Living-Assisted Living and Memory Care
Yorktown, Virginia



1 IL NORTH ELEVATION
SCALE 3/32" = 1'-0"



2 IL EAST ELEVATION
SCALE 3/32" = 1'-0"

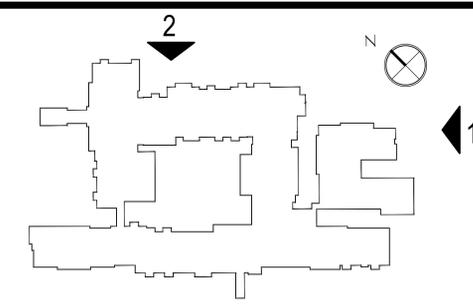
Architecture
Planning
Project Management

JOHN MARC TOLSON
ARCHITECTURE

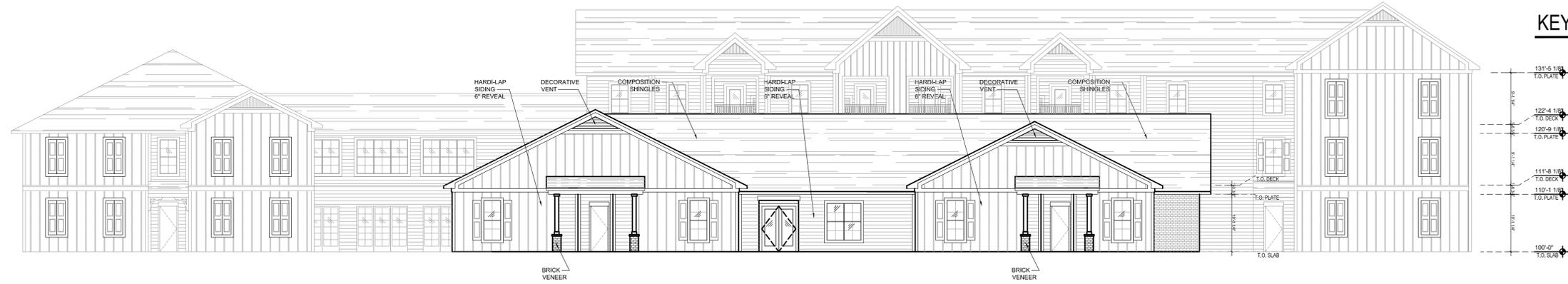
2344 Highway 121 - Suite 100 - Bedford, Texas 76021
PH 817.514.0584 - FX 817.514.0694

REVISION	

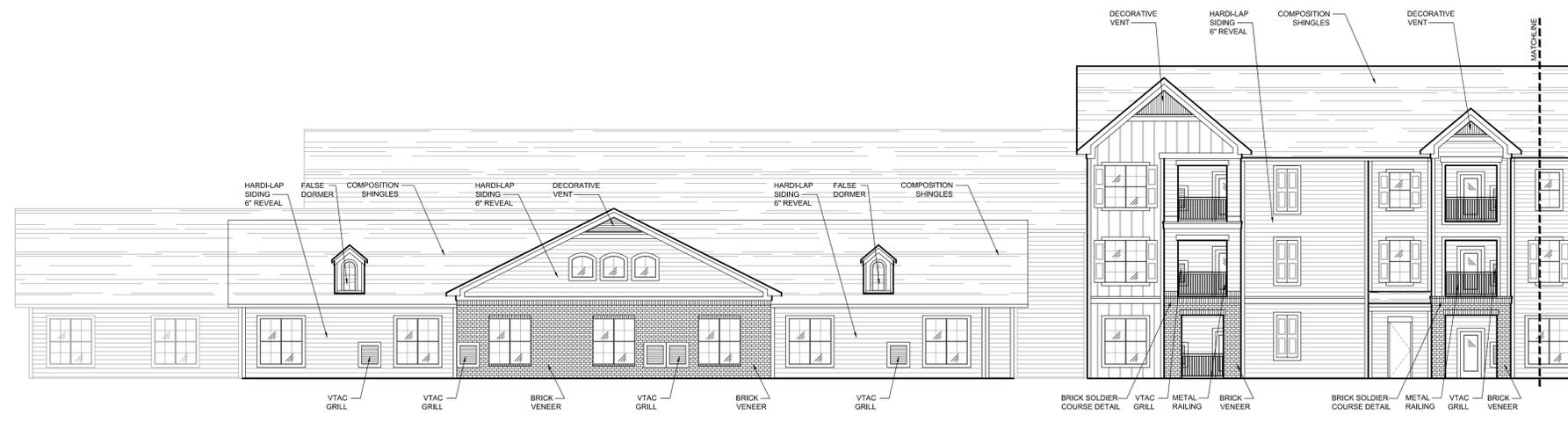
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SUBMITTAL DATE: 09-25-20	SHEET NO.:
ISSUED FOR:	SCALE:
DD	AS NOTED



KEYPLAN



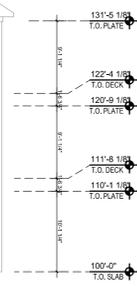
1 CONCEPTUAL REAR ELEVATION
SCALE: 3/32" = 1'-0"



2 CONCEPTUAL SIDE ELEVATION
SCALE: 3/32" = 1'-0"



2 CONCEPTUAL SIDE ELEVATION (CONT.)
SCALE: 3/32" = 1'-0"



Sage-Harper Station at Yorktown
Independent Living-Assisted Living and Memory Care
Yorktown, Virginia

ARCHITECTURE
PLANNING
PROJECT MANAGEMENT

JOHN MARC TOLSON
ARCHITECTURE

2944 Highway 121 - Suite 100 - Bedford, Texas 76021
PH: 817.514.0584 - FX: 817.514.0694

EXTERIOR ELEVATION

REVISION	

DRAWN BY: ARRIVE	CHECKED BY:
SUBMITTAL DATE: 8-17-20	ISSUED FOR:
ISSUED FOR: SD	SHEET NO.:
SCALE: AS NOTED	A5.02

© 2012, ARRIVE ARCHITECTURE GROUP. THE DESIGN REPRESENTED BY THESE PLANS IS A CONCEPTUAL PROTECTION OF AN "ARCHITECTURAL WORK" UNDER U.S.C. 102. IN ACCORDANCE WITH THE ARCHITECTURAL WORK PROTECTION ACT OF 1990 (QUALITY FORM AND ARRANGEMENT OF SPACES) AND OTHER ASPECTS OF THE DESIGN WILL SUBJECT THE DRAWINGS TO CHANGE AND/OR UPDATE AS REQUIRED BY THE FEDERAL LIAISON OFFICE.

LAND USE NARRATIVE

The subject property is located at 119, 120, and 121 Byrd Lane. The site contains approximately 10 acres and is zoned GB – General Business with proffers. The property is designated Medium Density Residential on the Comprehensive Plan Future Land Use Map. It is an infill property with significant tangible and intangible development challenges which has limited the development potential of the property (e.g., size, configuration, access, visibility, disparate surrounding uses, etc.).

The applicant is interested in developing a Continuing Care Retirement Community on the property that would consist of a Memory Care Facility, an Assisted Living Facility, and Aged Restricted Independent Senior Living Apartments. A Special Use Permit authorizing this use was previously approved by the Board of Supervisors, but unfortunately, the previous applicant was unable to begin construction before the two year expiration date. For reference, the application number was UP-891-17.

The applicant is proposing to reduce the total number of units from 170 to 157, but increase the diversity of unit types to meet the projected need for increased senior housing diversity. These changes, some architectural changes, and the associated changes to the conceptual site necessitate this dual application for a renewed Special Use Permit and a proffer amendment.

The market demand analysis, as it did in 2017, continues to show strong support for the viability of the project. Below are some of the elements of the analysis which support that conclusion:

- 1) Existing senior housing communities on the Peninsula range in age from 8 to 51 years, with an average age of 27 years. The average age is much higher than other markets, and it is a distinct advantage to be able to provide a new, state-of-the-art community in this market.
- 2) With access off of Victory Boulevard, the site has convenient access and good exposure to residents, prospective residents, and visitors which is a very important characteristic for senior housing sites.
- 3) The relevant demographics of the primary market area, which include the number of senior households and the number of caregivers in certain income ranges, exceed all threshold benchmarks (by a factor of 4 in certain key categories), which demonstrates substantial current market demand and growth in demand.
- 4) The market demand analyses take into consideration all existing and proposed competition (including those projects that have recently opened, are under development, and/or have expansion potential). The market demand analyses showed that, even with all existing and proposed competition, the primary market area is underserved.

The property is located on a major arterial corridor, Rt. 171, and is situated between the back of a shopping center and a single family detached neighborhood. The contrast between these 2 uses suggests that the use of the property should serve as a transition between the two existing uses. Development of the property by-right and in accordance with the Comprehensive Plan Land Use Designation would place the contrasting commercial and single family residential uses in direct proximity to each other and compounds the incongruence. Alternatively, CCRCs (particularly of the character proposed with perimeter buffering) are both quasi-residential and quasi-commercial in character, are fairly low intensity uses (e.g., no school children and modest

traffic generators), and present a more thoughtful and natural transition between the existing land uses. Additionally, a CCRC would have a substantially greater positive fiscal impact than by-right development.

The proposed use represents the highest and best use of the Property and can, uniquely, overcome or accommodate the development challenges. The proposed use would serve a public need, produce a positive fiscal impact, and will have a negligible impact on traffic, which we believe better reflects the significance of the Property's location than by-right development.

The previously submitted Traffic Impact Analysis prepared by DRW Consultants, LLC has been updated with a revised Traffic Impact Memo, as the traffic numbers have decreased due to the reduction in the number of units. As you will note from the study, the proposed access continues to disallow through movements between the project and Wal-Mart. Accordingly, the intersection would remain 3 phase and there would be no material impact on the level of service for the intersection. Additionally, as a part of the project, the applicant is still proffering the construction of an additional west bound left turn lane on Victory Boulevard at Rt. 17 which, as the study shows, substantially improves existing and future conditions.

Community Impact Assessment

For

Harper's Station at Yorktown

Prepared For:

Sage Development Group

July 31, 2020

AES Project Number W10423-03

Prepared by:



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

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 (See separate Fiscal Impact Assessment from Ted Figura Consulting, Inc.)

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I. INTRODUCTION

Sage Development Group proposes to request a Special Use Permit for the 9.2± acre property on Victory Boulevard in Yorktown, Virginia. This Special Use Permit would allow the construction of a Senior Housing project containing a total of 157 units, which consist of 75 independent living apartment units, 60 assisted living units and 22 memory care units. The purpose of this Community Impact Assessment is to summarize and organize the planning efforts of the project team into a cohesive package for Staff review, addressing the pertinent planning issues, the requirements of the GB zoning district, performance standards, and the cultural, fiscal, and physical impacts of the proposed development to the County.

II. THE PROJECT TEAM

The organizations that participated in the preparation of the information provided with this Special Use Permit submission are as follows:

- Developer - Sage Development Group
- Attorney - Kaufman and Canoles
- Civil Engineer - AES Consulting Engineers
- Traffic Engineer - DRW Consultants, LLC
- Architecture - ARRIVE Architecture Group
- Fiscal - Ted Figura Consulting, Inc.
- Wetlands - ESG, Inc.

Key components of this Community Impact Assessment are:

- Project Description
- Planning Considerations
- Analysis of Impacts to Public Facilities and Services
- Analysis of Environmental Impacts
- Analysis of Storm Water Management
- Traffic Impact Analysis
- Fiscal Impacts
- Conclusions

III. PROJECT DESCRIPTION

The property located at 120 Byrd Lane comprises approximately 9.2± acres of suburban infill area adjacent to the Village Green shopping center at the rear of the Coastal Community Church and south of Victory Boulevard from Walmart. The properties to the south and the east of the project site are residential. This proposed project provides a development for this infill parcel that ensures a high quality transition from the highly urban shopping center to the low density of the surrounding neighborhoods. In arriving at its concept for the project, the developer has identified a need for senior housing in the market with nearby access to doctors, retail and restaurant uses. The location of this project provides access to the needs of the future residence. The project team acknowledged that

there would be minor impacts to the traffic along Victory Boulevard and as such are proffering improvements to mitigate for those impacts and solve existing traffic queuing issues.

IV. ANALYSIS OF IMPACTS TO PUBLIC FACILITIES AND SERVICES

A. Public Water Facilities

Public water shall be provided by the Newport News Waterworks system. In coordination with Newport News Waterworks, the water system shall be extended to the site from the existing 8" water main in Oak Street (Route 796), located at the southeast corner of the site, and shall be extended through the site to connect with the existing 8" water main located at the rear of the Coastal Community Church building. A detailed water model will be coordinated with NNWW to ensure the proposed water system will meet the fire flow requirements for the development.

B. Public Sewer Facilities

Sanitary sewer service is provided to the site by a proposed on-site gravity sewer collection system which will convey wastewater flows to the adjacent York County controlled sewage pumping station. All system components shall be designed to York County standards for acceptance into the York County system.

C. Fire Protection and Emergency Services

Two (2) stations in the York County Jurisdiction are located within reasonable proximity to the site. The project site falls within the "Tabb" Station 2 fire protection district which is located at 4405 Big Bethel Road, less than two miles east of this project site. Additionally, Newport News Fire Station #6 is located at 685 Oyster Point Road, just under 2 miles west of this project site.

Response time to the site is within appropriate limits if an emergency event occurs which requires additional fire and life safety support. The close proximity of these two fire stations affords the future residents of the development more than adequate response to potential emergencies.

D. Solid Waste

The proposed development will generate solid wastes that will require collection and disposal to promote a safe and healthy environment. Reputable, private contractors, hired by the Homeowners Association will handle the collection of solid waste. Both trash and recyclable material will be taken from the development to a solid waste transfer station.

E. Utility Service Providers

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

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

F. Schools

There are no anticipated impacts to the schools with this proposed development.

V. ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Preliminary Wetland Determination and Permitting

Investigations of the property were conducted by ESG, an environmental consultant, in the spring of 2016. It was determined at that time that the vast majority of the site was free and clear of wetland features. The pockets of isolated upland wetlands will need to be impacted and the impacts mitigated. Final coordination with York County and Virginia DEQ staff has been completed and a Virginia Water Protection (VWP) General Permit has been issued under Tracking Number WP4-19-0372 which allows for permanent impacts to the existing upland wetlands and establishes the mitigation criteria for those impacts. Coverage under this permit will expire on August 1, 2026.

VI. ANALYSIS OF STORMWATER MANAGEMENT

This parcel of land is a unique infill development, placed between Victory Boulevard, an established retail shopping center and surrounding residential developments. Due to the unique characteristics of the proposed development it has been critical for the development team to review the stormwater management systems to ensure that any potential impacts to the surrounding areas are properly addressed. The first step in ensuring proper stormwater management for this site is to account for the existing drainage and ensure the existing neighboring properties are being protected and to manage runoff to avoid impacting the downstream infrastructure and developments.

AES has prepared a preliminary Stormwater Management Plan, in accordance with the current DEQ Stormwater Management regulations, which utilizes the runoff reduction methodology, energy balance, pollutant removal and flow attenuation. In order to achieve the design requirements outlined in the regulations we are proposing to maintain the large (50-ft) natural buffers as undisturbed between the neighboring properties. Additionally, structural measures such as underground storage will be utilized on the site to manage all aspects of the regulations, including energy balance, flow attenuation and a portion of the pollutant removal requirement. Any additional pollutant mitigation required for the project will be handled through the purchase of a nutrient credit. The stormwater features for the project will discharge attenuated flow into the existing storm drainage system that is located within the Victory Boulevard right-of-way.

VII. ANALYSIS OF IMPACTS TO TRAFFIC

A Traffic Analysis was prepared by DRW Consultants, LLC and an update to that Traffic Analysis report has been completed. The update is included with this submittal and includes proffered turn lane improvements at the entrance of the development and at the adjacent intersection of Route 17 and Victory Boulevard.

VIII. FISCAL IMPACT ASSESSMENT

A Fiscal Impact Assessment has been prepared by Ted Figura Consulting, Inc. and is included with this submittal. The assessment details the extensive positive impact the proposed development will have on York County.

IX. CONCLUSIONS

The Harper's Station at Yorktown project represents a development that we believe provides a shift from the commercial shopping center allowing an appropriate transition to the surrounding residential community in the surrounding neighborhoods. The location of this project provides immediate access to the nearby businesses which the residence of this facility will be looking for. Ultimately this project provides the appropriate transition between the existing R-13 neighborhoods to the south and east and commercial development to the north and west. The Special Use Permit process and proffered commitments of the project ensure a layout, water quality protection, recreational amenities, and a high quality aesthetic that is less impactful on schools and creates a positive fiscal impact on the community.

Harper's Station of Yorktown Amenities/Services

Amenities

Beauty Salon
Business Center / Library
Chapel
Craft/Activity Room
Dog Park
Fitness / Wellness Room
Game/Activity Room
Gardening Area
Indoor Gathering Area/Lounges
Indoor Swimming Pool
Landscaped Courtyards
Laundry Room
Mail Room
Outdoor Walking Path
Private Family Dining Room
Public Area/Resident Wifi
Snack Bar/Bistro
Theatre Room

Services

Basic TV Cable
Concierge Service
Customized Care and Services
Field Trips
Fully Lighted Parking lot Dusk-to Dawn
Happy/Social Hr Daily
Health Seminars
Music Therapy
Pet Therapy
Round-The-Clock Aide and Staffing
Social Director
Three Meals per Day
Transportation for Shopping and Medical Appointments
Weekly Housekeeping
Weekly Linen Service

HARPER'S STATION AT YORKTOWN PROFFERED CONDITIONS

THESE PROFFERS are made this ____ day of _____, 2020 by and among **BETTIE LEE CARROLL WEBB, DOROTHY C. COOK, and MARY T. MILES** (collectively "Owners") (to be indexed as grantor), **BFG SAGE YORKTOWN PROPCO LLC**, a Delaware limited liability company ("Sage") (to be indexed as grantor), and the **COUNTY OF YORK, VIRGINIA**, a political subdivision of the commonwealth of Virginia ("County") (to be indexed as grantee).

RECITALS

R-1. Owners are the owners of certain real property (the "Property") located within the territorial confines of the County located at 119, 120 and 121 Byrd Lane, Yorktown, Virginia 23693, GPINs S03d-2755-2181, S03d-2555-2250 and S03d-2634-2179, Tax Map #s 037F-3-A1, 036-10, and 037F-3A, more particularly described on **Exhibit A** attached hereto and made part hereof.

R-2. Sage is the contract purchaser of the Property.

R-3. Owners and Sage (collectively, the "Applicant") have filed an application (the "Application") requesting to amend the existing proffers dated July 3, 2017 applicable to the Property which were approved by the Board of Supervisors on August 15, 2017 (the "Existing Proffers"), and to amend the approved conceptual plan of development (the "Existing Master Plan") entitled "Plan for Rezoning The Phoenix at Yorktown 120 Byrd Lane Sketch Plan Sheet Number 3" dated April 27, 2017, prepared by AES Consulting Engineers.

R-4. The Applicant and the County have evaluated, among other things, a traffic impact analysis, community impact analysis, the on and off site impacts of the Project, the fiscal impact analysis (copies of which are on file with the Office of the County Planning Division) and they have determined: (i) the impacts specifically attributable to the proposed development (the "Impacts"); (ii) certain Impacts create a need (or identifiable portion of a need) for the expansion of existing capacity of public transportation facilities (the "Expansion of Existing Capacity"); (iii) the proposed development will receive a direct and material benefit from the Expansion of Existing Capacity; and (iv) the provisions of the Zoning Ordinance are inadequate for addressing various of the Impacts and necessitate supplementation by these Proffers.

R-5. In furtherance of the Application, the Applicant desires to voluntarily proffer the conditions specifically set forth herein, in addition to the regulations provided for by the Zoning Ordinance, which proffered conditions are determined by the Applicant and, upon acceptance by the Board of Supervisors in connection with the approval of the Application, the County: (i) to be reasonable, (ii) to address the Impacts, (iii) to address the need (or identifiable portion of a need) for the Expansion of Existing Capacity, (iv) to directly and materially benefit the proposed development, (v) to have a reasonable relation to the proposed change in zoning, (vi) to be in conformity with County's adopted comprehensive plan, and (vii) to be in accordance with the provisions of Section 15.2-2296, et seq. of the Code of Virginia (1950), as amended (the "Virginia Code"), Section 15.2-2303.2 through 15.2-2303.4 of the Virginia Code, and the County Zoning Ordinance.

R-6. The County constitutes a high-growth locality as defined by Section 15.2-2298 of the Virginia Code.

NOW, THEREFORE, for and in consideration of the approval by the County of the Application and pursuant to Section 15.2-2296, et seq., of the Virginia Code", Section 15.2-2303.2 through

15.2-2303.4 of the Virginia Code, and the County Zoning Ordinance, the Applicant hereby voluntarily proffers and agrees that, if the Application is approved then the Existing Proffers shall be amended, restated, and superseded in their entirety, and development of the Property shall be in strict accordance with the conditions set forth below:

PROFFERS:

1. Amendment and Restatement. The Existing Proffers are hereby amended, restated, superseded, and replaced by those Proffers.
2. Incorporation of Recitals. The Recitals set forth above shall be included and read as part of these Proffers and are incorporated herein by reference.
3. Plan of Development. The Property shall be developed generally in accordance with the conceptual plan of development (the "Master Plan") entitled "Master Plan for Harper's Station 119-121 Byrd Lane" dated July 15, 2020, prepared by AES Consulting Engineers. Any deviations from the Master Plan shall be allowed only in accordance with the provisions of the Zoning Ordinance.
4. Residential Units. There shall be no more than 157 dwelling units (the "Residential Units") constructed on the Property.
5. Elevations. The building(s) on the Property shall be constructed generally in accordance with the architectural elevations entitled "Sage - Harper Station at Yorktown", dated August 17, 2020, prepared by John Marc Tolson Architecture (the "Elevations"), a copy of which Elevations are on file in the Office of the County Planning Division. The Elevations may be modified from time to time provided that such modifications do not alter the basic character and intent of the Elevations and provided that such amendments are approved by the County's Zoning Administrator for consistency with the terms of this proffer.
6. Age Restriction. Occupancy of the Residential Units developed upon the Property shall be age restricted to persons fifty-five (55) or older (the "Qualifying Age") in accordance with the following parameters:
 - (a) It is the intent of the parties that Residential Units shall be occupied by persons of the Qualifying Age or older and that no Residential Unit shall be occupied by a person under the age of eighteen (18). In some instances, persons under the Qualifying Age but over the age of eighteen (18) shall be entitled to occupy Residential Units, subject, at all times, to the laws and regulations governing Qualifying Age restricted housing as more particularly set forth and described in subparagraph (b) below.
 - (b) Each Residential Unit shall be constructed and operated in compliance with applicable federal and state laws and regulations regarding housing intended for occupancy by persons of Qualify Age or older, including but not limited to: the Fair Housing Act, 42 U.S.C. §3601 *et seq.* and the exemption therefrom provided by 42 U.S.C. §3607(b)(2)(C) regarding discrimination based on familial status; the Housing for Older Persons Act of 1995, 46 U.S.C. §3601 *et seq.*; the Virginia Fair Housing Law Va. Code §36-96.1 *et seq.*; any regulations adopted pursuant to the foregoing; any judicial decisions arising thereunder; any exemptions and/or qualifications thereunder; and any amendments to the foregoing as now or may hereafter exist.
7. Off Site Proffers. In order to facilitate the Expansion of Existing Capacity and to provide a direct and material benefit to the Project, the Applicant agrees to construct an additional 250 foot turn lane with 250 foot taper on westbound Victory Boulevard at the intersection of Victory

Boulevard and Route 17, which improvements shall be completed or guaranteed in accordance with Section 15.2-2299 of the Virginia Code prior to issuance of a certificate of occupancy for any building located on the Property.

8. Successors and Assigns. These Proffers shall run with the title to the Property and shall be binding on the parties hereto and their respective successors and assigns; provided, however once a party ceases to own any portion of the Property, such party shall have no continuing liability hereunder.

9. Severability. In the event that (i) the County's approval of the Application and/or acceptance of these Proffers is appealed within 30 days after the date of the Board of Supervisors' action on same, and (ii) any clause, sentence, paragraph, subparagraph, section or subsection of these Proffers shall be judged by any court of competent jurisdiction to be invalid or unenforceable for any reason, including a declaration that it is contrary to the Constitution of the Commonwealth of Virginia or the United States, or if the application thereof to any owner of any portion of the Property or to any government agency is held invalid, then the change in zoning intended to be accomplished by the County's approval of the Application and acceptance of these Proffers shall be deemed void and the zoning of the Property shall automatically revert to that which existed immediately prior to the date of such approval.

10. Headings. All paragraph and subparagraph headings of the Proffers herein are for convenience only and are not part of these Proffers.

11. Conflicts. In the event that there is any conflict between these Proffers and the Zoning Ordinance, the conflict shall be resolved by the County's Zoning Administrator subject to the appeal process to the Board of Zoning Appeals and the Courts as otherwise provided by law.

12. Void if Application not Approved. In the event that the Application is not approved by the County or is overturned by subsequent judicial determination, these Proffers and the Master Plan shall be null and void, and the Existing Proffers and Existing Master Plan shall remain in full force and effect.

[SIGNATURES LOCATED ON FOLLOWING PAGES]

[SIGNATURE PAGE TO HARPER'S STATION AT YORKTOWN PROFFERS]

WITNESS the following signatures, thereunto duly authorized:

OWNER:

BETTIE LEE CARROLL WEBB

By: _____

Print Name: Bettie Lee Carroll Webb

STATE OF _____

CITY/COUNTY OF _____, to wit:

The foregoing instrument was acknowledged before me this ____ day of _____, 2020 by
Bettie Lee Carroll Webb.

NOTARY PUBLIC

My commission expires: _____

Registration No.: _____

[SIGNATURE PAGE TO THE PHOENIX AT YORKTOWN PROFFERS]

WITNESS the following signatures, thereunto duly authorized:

OWNER:

DOROTHY C. COOK

By: _____

Print Name: Dorothy C. Cook

COMMONWEALTH OF VIRGINIA
CITY/COUNTY OF _____, to wit:

The foregoing instrument was acknowledged before me this ____ day of _____, 2020 by Dorothy C. Cook.

NOTARY PUBLIC

My commission expires: _____

Registration No.: _____

[SIGNATURE PAGE TO THE PHOENIX AT YORKTOWN PROFFERS]

WITNESS the following signatures, thereunto duly authorized:

OWNER:

MARY T. MILES

By: _____

Print Name: Mary T. Miles

COMMONWEALTH OF VIRGINIA
CITY/COUNTY OF _____, to wit:

The foregoing instrument was acknowledged before me this ____ day of _____, 2020 by
Marty T. Miles.

NOTARY PUBLIC

My commission expires: _____

Registration No.: _____

[SIGNATURE PAGE TO THE PHOENIX AT YORKTOWN PROFFERS]

APPLICANT:

BFG SAGE YORKTOWN PROPCO LLC, a Delaware
limited liability company

By: _____

Print Name: _____

Title: _____

STATE OF _____

CITY/COUNTY OF _____, to wit:

The foregoing instrument was acknowledged before me this ____ day of _____, 2020 by
_____ as _____ BFG Sage Yorktown Propco LLC, a
Delaware limited liability company.

NOTARY PUBLIC

My commission expires: _____

Registration No.: _____

EXHIBIT A

Webb: 119 Byrd Lane Yorktown, Virginia 23693
Tax Parcel ID: S03D-2755-2181

All that parcel of land in York County, Commonwealth of Virginia, as described in Deed Book 306, page 389, ID#S03D-2755-2181, being know and designate as:

A certain lot located in Bethel District, York County, Virginia, Designated as Jack E. & Vinnie B. Rowe, 0.56 acres more or less as shown on a certain plat entitled, "Plat Showing Property of Jack E. & Vinnie B. Rowe, being located at the end of Bird Lane, Bethel District, York County, Virginia".

Cook: 120 Byrd Lane Yorktown, Virginia 23693
Tax Parcel ID: S03D-2555-2250

Beginning at a VDOT monument located on the southern right-of-way line of Victory Boulevard (Virginia State Route 171). Said VDOT monument being a common corner between Corporate Center II (n/f Kroger Ltd. Partnership 1) and the parcel herein described and 605.44 feet east of the intersection of said Victory Boulevard with Village Avenue.

Thence along the southern right-of-way line of Victory Boulevard, North 82 degrees 30 minutes 33 seconds East, 314.76 feet to a VDOT monument; Thence North 85 degrees 44 minutes 56 seconds East, 264.87 feet to a drill hole in concrete; Thence South 04 degrees 10 minutes 36 seconds East, 33.88 feet to a pipe; Thence South 08 degrees 01 minute 02 seconds West, 57.33 feet to a pipe; Thence leaving the southern right-of-way line of Victory Boulevard and running South 08 degrees 01 minutes 02 seconds West, 117.86 feet to a pipe; Thence South 04 degrees 07 minutes 56 seconds West, 195.65 feet to a pin.; Thence North 84 degrees 15 minutes 04 seconds West, 250.00 feet to a pin; Thence South 00 Degrees 15 minutes 36 seconds West, 199.93 feet to a pin. Thence South 84 degrees 15 minutes 04 seconds East, 225.92 feet to a pin; Thence South 15 degrees 23 minutes 01 seconds West, 407.75 feet to a pipe; Thence North 46 degrees 41 minutes 25 seconds West, 467.26 feet to a pipe; Thence North 06 degrees 12 minutes 31 seconds West, 199.82 feet to a pin, Thence North 06 degrees 17 minutes 03 seconds West, 415.74 feet to the point of beginning,

Subject to an unrecorded easement granted by deed dated August 3, 1979 to the Commonwealth of Virginia and the County of York, Virginia, granting a permanent easement for the purpose of drainage over, along and within a strip of land ten (10) feet in width along a portion of the eastern boundary line.

Less and excepting the following:

1. Twenty Foot permanent drainage easement and utility easement and Ten foot temporary construction easement along the southern lot line, recorded in Deed Book. 804, Page 141;
2. Rights of others in Easement recorded in Deed Book 155 Page 566;
3. Permanent drainage easement recorded in Book 507 Page 241; and, .
4. Any encumbrances, easements or conveyances whether or not of record.

Miles: 121 Byrd Lane Yorktown, Virginia 23693
Tax Parcel ID: S03d-2634-2179

All that certain lot, piece or parcel of land, situate in Bethel District, York County, Virginia, and being shown and designated as "Portion of Property of Edward D. Gray 1.10 Ac." on a certain plat entitled, "Plat Showing Portion of Property of Edward D. Gray Being Located at and of Bird Lane Bethel District, York County, Virginia", made by S. J. Glass & Associates, Engineers & Surveyors, dated January 15, 1962, reference to which said plat is hereby made for a more detailed description of said property.

Together with all and singular the buildings and improvements thereon, rights and privileges, tenements, hereditaments and appurtenances unto the said land belonging or in anywise appertaining and especially a perpetual easement or right of way for the purpose of ingress and egress over, along and upon Bird Lane Extended as shown on the Aforesaid plat.

Being the same property conveyed to Oscar R. Miles and Mary T. Miles by Deed from Edward D. Gray and June E. Gray, dated January 15, 1962, recorded in Deed Book 155, page 556. The same Oscar R. Miles is now deceased vesting by fee simple title in Mary T. Miles by operation of law.

Less and Except .56 Acre conveyed to Jack E. Rowe and Vinnie B. Rowe by Deed dated December 6, 1973, recorded in Deed Book 262, page 75.

15513489v4

Traffic Analysis For The Phoenix At Yorktown

YORK COUNTY, VIRGINIA

For:
Resource Housing Group

By:
DRW Consultants, LLC
Midlothian, VA

November 14, 2016

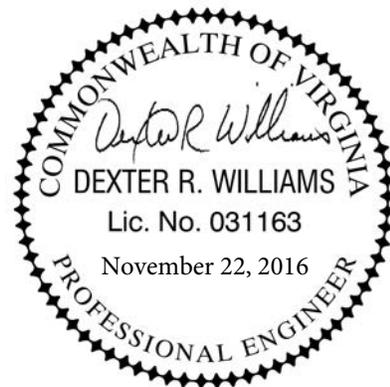
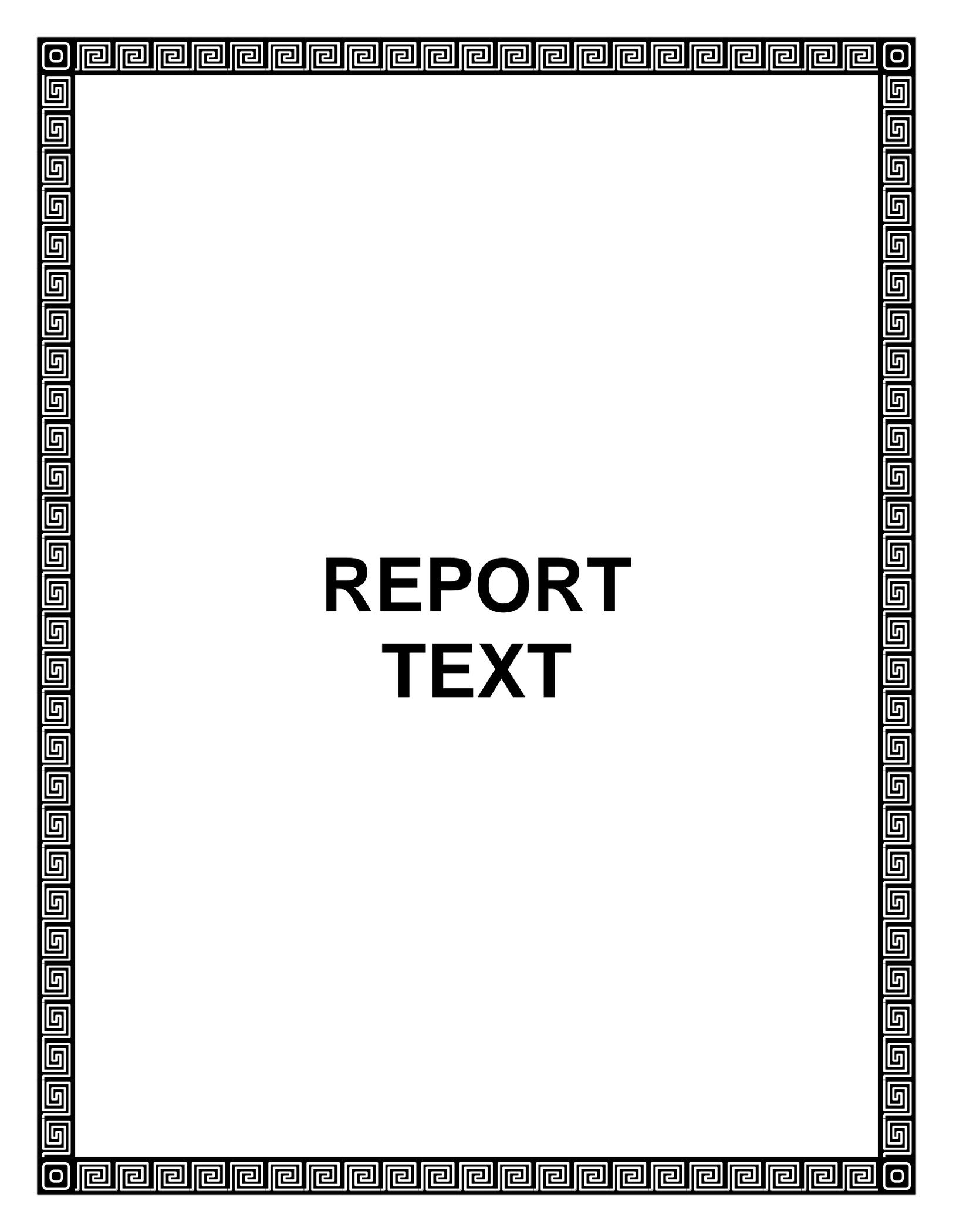


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REPORT TEXT

INTRODUCTION AND SCOPE

Resource Housing Group proposes to develop a senior housing and assisted living project in York County, The Phoenix At Yorktown. The site fronts on Rt. 171 Victory Boulevard across from the Wal-Mart entrance. The upper section of Exhibit 1 shows the site location in the VDOT Hampton Roads District. The lower section of Exhibit 1 shows the location of the site and adjacent areas on the County's parcel map.

Access to The Phoenix is proposed via Victory Boulevard at the Wal-Mart crossover which requires approval of a limited access break by the Commonwealth Transportation Board. This traffic study has been prepared to document existing and future traffic conditions with and without site development. The following intersections were identified for traffic counts and analysis as shown on the upper section of Exhibit 2 and are listed as follows:

1. Rt. 171 Victory Boulevard/Kiln Creek Parkway/Village Avenue
2. Rt. 171 Victory Boulevard/Wal-Mart Entrance
3. Rt. 171 Victory Boulevard/Rt. 17 George Washington Memorial Highway

All three intersections are signalized.

A preliminary development plan by AES is shown on the lower section of Exhibit 2 and includes 112 senior living apartments and 72 assisted living units.

The workscope includes AM and PM peak hour traffic analysis at the existing three intersections cited above for the following scenarios:

- Existing traffic
- 2023 without the project
- 2023 with the project
- 2023 with the project and a second left turn lane on westbound Victory Boulevard at Rt. 17.

RT. 171 VICTORY BOULEVARD ACCESS

Access to Rt. 171 Victory Boulevard is proposed because Victory Boulevard can provide access via a modern standard road. The property fronts on the ends of Byrd Lane and Oak Street. Both of these streets are substandard with respect to VDOT subdivision street standards (i.e. less than 24 feet wide). Victory Boulevard has modern-standard 12 foot lanes.

EXISTING TRAFFIC CONDITIONS

Intersection turning movement traffic counts were conducted by Peggy Malone & Associates from 7 to 9 AM and from 4 to 6 PM on Thursday, September 15, 2016. Total volumes are tabulated on Appendix Exhibit A, B and C series and peak hour counts without balance are shown on Appendix Exhibit D.

Exhibit 3 shows AM and PM peak hour traffic on the study area road network diagram. Rt. 171 Victory Boulevard (posted speed limit 45 mph, east-west orientation) is a six lane divided roadway. Lane configurations at the three intersections are shown on Exhibit 3.

Synchro 9 has been used to calculate intersection levels of service. A request was made to VDOT for traffic signal timing for the three intersections. The three intersections are part of an Adaptive Traffic Signal Control (ATSC) system and there are no fixed signal timing plans. After review with VDOT, it was determined that optimization of network cycle length and optimization of offsets and phase intervals with Synchro should provide a reasonable estimate of traffic signal operations.

The Synchro model uses minimum yellow and red intervals for the three intersections obtained from previous VDOT signal timing information in 2008. Each peak hour scenario uses cycle lengths, offsets and phase intervals. The following reports are included in the technical appendix:

1. For signalized intersections, 2000 Highway Capacity Manual (HCM2000) report is used. See Appendix Exhibits J1 and J2 for the HCM2000 report AM and PM peak hours, respectively. HCM 2010 produces NEMA custom phasing violation.
2. Synchro Queues results are shown in Appendix Exhibits K1 and K2 for the AM and PM peak hours, respectively.
3. SimTraffic Queuing & Blocking results are shown in Appendix Exhibits L1 and L2 series for the AM and PM peak hours, respectively.

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Rt. 17 George Washington Memorial Highway:

Traffic LOS And Seconds Delay By		95th Percentile Queues By Lane Group									
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
	D		D			AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
Overall	D	37.9	D	52.2							
EBL2	D	46.3	D	36.4	270	#176	#341	186	202	533	1055
EBT2	D	37.9	E	60.2		#335	#680	296	312	1024	1031
EBR	A	0.2	A	0.3		0	0				61
WBL	E	74.7	F	111.0	440	#339	#317	355		598	
WBT3	D	48.2	D	53.9		#377	334	277	299	351	629
WBR	D	37.6	C	29.4	320	0	0	49		100	
NBL2	E	59.4	E	75.7	200	#162	#256	158	183	201	496
NBT2	C	29.1	E	70.2		257	#611	219	221	1110	1142
NBR	C	23.2	C	33.8	125	1	102	71		540	
SBL2	E	57.7	F	96.9	180	40	#132	19	71	137	231
SBT2	D	50.9	E	60.4		#464	#405	311	335	319	338
SBR	A	1.0	A	0.5		0	0	47			
# 95th %ile volume exceeds capacity, queue may be longer.								WB Additional Queue:		186	235

There is LOS overall LOS D at the Victory Boulevard/Rt. 17 intersection in the AM and PM peak hours with LOS E turning movements in the AM peak hour and LOS E and F turning movements in the PM peak hour. For Synchro queuing, 95th percentile queues exceed capacity for one or two lane groups on all intersection approaches. SimTraffic queues exceed turn lane storage in several instances in the PM peak hour with extensive through movement queues eastbound and northbound. (Note: because of a Synchro node insertion on Victory Boulevard east of Rt. 17 to account for the change from two lanes to three lanes westbound, there is additional westbound through movement queues shown in the bottom of Table 1-1).

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Wal-Mart Entrance:

Traffic LOS And Seconds Delay By		95th Percentile Queues By Lane Group											
	AM		PM		Storage Length	Synchro		SimTraffic Q&B					
	A		A			AM	PM	AM Lo	AM Hi	PM Lo	PM Hi		
Overall	A	4.0	A	8.6									
EBL	D	53.4	D	50.5	175	87	m273	102		450			
EBT3	A	0.4	A	1.2		5	110	66	89	548	568		
WBT4	A	2.5	A	5.2		68	73	166	335	181	295		
WBR	A	0.0	A	0.1	225	m0	m0	19		93			
SBL	D	52.5	E	56.4		36	109	38		101			
SBR	D	51.4	D	52.6		46	73	54		123			
m 95th %ile queue metered by upstream signal.								EB Additional Queue:		98	107	663	698

There is overall LOS A in the AM and PM peak hours with no worse than LOS D for turning movements. The most significant queuing is shown in the SimTraffic PM peak hour results for eastbound traffic. This is a result of eastbound queues extending back on Victory Boulevard from the Rt. 17 signal. (Note: because of a Synchro node insertion on Victory Boulevard west of the Wal-Mart crossover to account for the change from four lanes to three

lanes westbound, there is additional eastbound through movement queues shown in the bottom of Table 1-2).

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Kiln Creek Parkway/Village Avenue:

TABLE 1-3 Victory Boulevard/Kiln Creek Parkway/Village Avenue											
Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
	B	17.7	C	24.8		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
Overall	D	53.6	E	57.5	300	52	139	47	99	160	441
EBL2	C	32.9	C	28.8		241	551	211	229	1160	1193
EBR	C	26.2	B	16.7		0	0	23		841	
WBL2	B	13.4	C	34.3	200	47	#164	96	141	150	169
WBT3	A	6.2	A	0.0		49	43	322	371	121	163
WBR	A	2.4	A	4.4	200	0	0	166		106	
NBL	D	51.3	E	56.3	150	34	58	6		32	
NBL/T2	D	51.1	E	55.4		26	47	6	65	99	117
NBR	D	50.7	D	54.9	150	0	74	53		179	
SBL	D	51.9	E	63.2	200	117	#205	95		194	
SBL/T2	D	48.8	D	52.6		70	119	26	147	129	243
SBR	A	0.1	A	0.1	200	0	0				

95th%ile volume exceeds capacity, queue may be longer.

There is LOS B in the AM peak hour and LOS C in the PM peak hour. The most significant queues are the eastbound through movements in the PM peak hour.

2023 BACKGROUND TRAFFIC

Exhibit 4a shows VDOT daily traffic counts (2011 through 2015) and linear regression analysis trend for Rt. 171 Victory Boulevard between the west corporate limits of Newport News and Rt. 17. The traffic counts show a declining trend with no growth.

A minimum growth rate of 1% average annual traffic growth is used in this report. A 1.07 growth factor is applied to 2016 counts to produce 2023 background traffic for the completion year of The Phoenix project. This 2023 background traffic forecast is shown on Exhibit 5 for the AM and PM peak hours, respectively.

For analysis reports, see Technical Appendix as follows:

- HCM2000 signalized intersections LOS: Exhibit J3 and J4 series
- Synchro Queues: Exhibits K3 and K4 series
- SimTraffic Queuing & Blocking: Exhibits L3 and L4 series.

The following table shows 2023 background traffic peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Rt. 17 George Washington Memorial Highway:

Traffic LOS And Seconds Delay By		95th Percentile Queues By Lane Group									
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
Overall	D	42.4	E	62.6		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL2	D	54.9	D	51.5	270	#198	#426	215	229	540	1020
EBT2	D	42.9	F	80.7		#380	#800	322	349	1032	1043
EBR	A	0.2	A	0.3		0	0				109
WBL	F	83.3	F	131.8	440	#386	#363	350		640	
WBT3	D	52.8	E	56.1		#449	378	334	357	436	707
WBR	D	40.3	C	31.3	320	0	10	51		209	
NBL2	E	65.9	F	86.6	200	#184	#289	173	200	258	493
NBT2	C	31.1	F	83.4		292	#711	245	252	1952	1968
NBR	C	24.6	D	36.6	125	14	138	79		551	
SBL2	E	63.2	F	118.2	180	44	#153	19	89	163	245
SBT2	E	58.4	E	68.5		#564	#478	344	359	342	370
SBR	A	1.2	A	0.6		0	0	0			
# 95th%ile volume exceeds capacity, queue may be longer.					WB Additional Queue:					352	404

There is overall LOS D in the AM peak hour and LOS E in the PM peak hour at the Victory Boulevard/Rt. 17 intersection with LOS E and F turning movements in both peak hours. For Synchro queuing, 95th percentile queues exceeds capacity at least one lane group on all intersection approaches. SimTraffic queues exceed turn lane storage in several instances in the PM peak hour with extensive through movement queues eastbound and northbound. (Note: because of a Synchro node insertion on Victory Boulevard east of Rt. 17 to account for the change from two lanes to three lanes westbound, there is additional westbound through movement queues shown in the bottom of Table 1-1).

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

results at Rt. 171 Victory Boulevard/Wal-Mart Entrance:

TABLE 2-2 Victory Boulevard/Wal-Mart											
Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
Overall	A	4.2	A	9.4		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL	E	62.1	E	55.8	175	97	m300	110		478	
EBT3	A	0.4	A	1.3		5	130	48	78	574	599
WBT4	A	2.3	A	5.8		75	m82	242	349	235	447
WBR	A	0.0	A	0.2	225	m0	m0	19		63	
SBL	E	57.5	E	61.4		39	122	33		124	
SBR	E	56.2	E	56.9		50	79	59		111	
m 95th %ile queue metered by upstream signal.					EB Additional Queue:					892	942

There is overall LOS A in the AM and PM peak hours with no worse than LOS E for turning movements. The most significant queuing is shown in the SimTraffic PM peak hour results for eastbound traffic. This is a result of eastbound queues extending back on Victory Boulevard from the Rt. 17 signal. (Note: because of a Synchro node insertion on Victory Boulevard west of the Wal-Mart crossover to account for the change from four lanes to three lanes westbound, there is additional eastbound through movement queues shown in the bottom of Table 1-2).

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Kiln Creek Parkway/Village Avenue:

TABLE 2-3 Victory Boulevard/Kiln Creek Parkway/Village Avenue											
Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
Overall	B	18.5	C	27.2		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL2	E	59.2	E	62.5	300	58	157	55	100	159	569
EBT3	D	35.1	C	31.5		278	645	247	260	1692	1746
EBR	C	27.5	B	17.4		0	0	25		1381	
WBL2	B	14.6	D	38.7	200	69	#186	106	144	173	189
WBT3	A	5.6	A	4.8		53	44	364	413	149	186
WBR	A	1.9	A	4.3	200	0	0	236		115	
NBL	E	56.3	E	61.2	150	36	64	8		37	
NBL/T2	E	56.0	E	60.1		30	53	8	69	116	220
NBR	E	55.6	E	60.1	150	0	86	53		231	
SBL	E	57.8	E	70.4	200	131	#242	125		229	
SBL/T2	D	53.4	E	56.7		80	135	57	170	180	266
SBR	A	0.1	A	0.1	200	0	0				

95th%ile volume exceeds capacity, queue may be longer.

There is LOS B in the AM peak hour and LOS C in the PM peak hour. The most significant queues are the eastbound through movements in the PM peak hour.

SITE TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Table 1 on Exhibit 6 shows various trip generation values for the site using Trip Generation Manual, 9th Edition (TGM9), published by the Institute of Transportation Engineers (ITE). Recommended values based on TGM9 and VDOT protocols are shaded in yellow in Table 1 and combined in Table 2 for total trip generation.

Equation value trips are distributed 50/50 east and west on Exhibit 6 in Table 3.

Site trip assignment is shown on Exhibit 7. All site traffic is assigned one entrance at the Victory Boulevard/Wal-Mart signalized crossover. Site access includes left turns in and out and right turn in and out. Through traffic between the site and the Wal-Mart entrance is prohibited to minimize the north/south signal phase.

2023 TRAFFIC WITH SITE

Exhibit 8 respectively shows 2023 AM and PM peak hour traffic with site traffic.

For analysis reports, see Technical Appendix as follows:

- HCM2000 signalized intersections LOS: Exhibit J5 and J6 series
- Synchro Queues: Exhibits K5 and K6 series
- SimTraffic Queuing & Blocking: Exhibits L5 and L6 series.

The following table shows 2023 total traffic peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Rt. 17 George Washington Memorial Highway:

Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
Overall	D	42.8	E	62.9		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL2	D	51.9	D	51.6	270	#205	#429	210	222	511	1039
EBT2	D	39.6	F	81.3		#391	#805	306	323	1008	1041
EBR	A	0.2	A	0.3		0	0				189
WBL	F	87.4	F	131.8	440	#404	#363	545		560	
WBT3	E	55.1	E	56.3		458	380	360	563	362	526
WBR	D	42.7	C	31.3	320	0	10	45		131	
NBL2	E	71.7	F	93.7	200	#196	#300	175	202	273	481
NBT2	C	32.5	F	83.4		309	#711	261	270	2433	2461
NBR	C	25.8	D	36.6	125	21	138	77		556	
SBL2	E	68.8	F	118.2	180	47	#153	25	147	153	302
SBT2	E	57.4	E	67.0		#575	#472	385	413	400	432
SBR	A	1.2	A	0.6		0	0				
# 95th%ile volume exceeds capacity, queue may be longer.					WB Additional Queue: 137 163 11 16						

There is overall LOS D in the AM peak hour and LOS E in the PM peak hour at the Victory Boulevard/Rt. 17 intersection with LOS E and F turning movements in both peak hours. For Synchro queuing, 95th percentile queues exceeds capacity at least one lane group on all

intersection approaches. SimTraffic queues exceed turn lane storage in several instances in the PM peak hour with extensive through movement queues eastbound and northbound. (Note: because of a Synchro node insertion on Victory Boulevard east of Rt. 17 to account for the change from two lanes to three lanes westbound, there is additional westbound through movement queues shown in the bottom of Table 1-1).

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Wal-Mart Entrance:

Traffic LOS And Seconds Delay By				95th Percentile Queues By Lane Group							
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
	A	5.5	B	10.3		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
Overall	E	62.3	D	44.7	175	103	m296	94		462	
EBL	A	1.8	A	2.3		72	143	75	103	568	579
EBT3	A	2.9	A	5.0	100	m0	m0	8		119	
EBR	F	86.5	E	69.1	100	m9	m21	22		57	
WBL	A	2.8	A	9.2		70	m87	142	354	386	510
WBL4	A	5.9	A	0.6	225	m0	m0	17		134	
WBR	E	64.0	E	56.6	100	28	32	27		35	
NBL	E	64.4	E	62.9		0	0	29		34	
NBR	E	65.8	E	61.9		43	123	37		121	
SBL	D	54.1	D	42.2		6	93	126		218	
m 95th %ile queue metered by upstream signal.					EB Additional Queue:			93	99	913	963

There is overall LOS A in the AM peak hour and LOS B in the PM peak hour. The most significant queuing is shown in the SimTraffic PM peak hour results for eastbound traffic. This is a result of eastbound queues extending back on Victory Boulevard from the Rt. 17 signal. (Note: because of a Synchro node insertion on Victory Boulevard west of the Wal-Mart crossover to account for the change from four lanes to three lanes westbound, there is additional eastbound through movement queues shown in the bottom of Table 1-2).

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Kiln Creek Parkway/Village Avenue:

TABLE 3-3 Victory Boulevard/Kiln Creek Parkway/Village Avenue											
Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
	B	19.1	C	28.1		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
Overall	E	61.7	E	62.5	300	61	157	52	113	143	620
EBL2	D	35.5	C	31.7		303	652	258	276	1786	1830
EBR	C	28.0	B	17.4		0	0	23		1523	
WBL2	B	15.5	D	42.8	200	80	#190	88	147	204	216
WBT3	A	5.4	A	6.8		67	46	348	406	174	191
WBR	A	1.7	A	7.2	200	0	0	211		111	
NBL	E	61.3	E	61.2	150	38	64	8		31	
NBL/T2	E	61.0	E	60.1		32	53	13	68	104	117
NBR	E	60.5	E	60.1	150	0	86	64		181	
SBL	E	62.1	E	70.4	200	138	#242	130		223	
SBL/T2	E	57.6	E	56.7		84	135	61	175	155	254
SBR	A	0.1	A	0.1	200	0	0				

95th%ile volume exceeds capacity, queue may be longer.

There is LOS B in the AM peak hour and LOS C in the PM peak hour. The most significant queues are the eastbound through movements in the PM peak hour.

2023 TRAFFIC WITH SITE & 2ND WESTBOUND LEFT TURN LANE ON VICTORY BOULEVARD AT RT. 17

Exhibit 2a shows the concept plan for a second left turn lane on westbound Victory Boulevard at Rt. 17. There is approximately 250 feet of double left turn lane shown.

For analysis reports, see Technical Appendix as follows:

- HCM2000 signalized intersections LOS: Exhibit J7 and J8 series
- Synchro Queues: Exhibits K7 and K8 series
- SimTraffic Queuing & Blocking: Exhibits L7 and L8 series.

The following table shows 2023 total traffic peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Rt. 17 George Washington Memorial Highway with the second westbound left turn lane:

Traffic LOS And Seconds Delay By		95th Percentile Queues By Lane Group									
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
Overall	D	39.3	D	53.9		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL2	D	47.9	D	53.5	270	#180	#416	211	223	483	1017
EBT2	B	18.9	E	55.1		120	#745	275	289	1049	1059
EBR	A	0.2	A	0.3		0	0	160		173	
WBL2	E	60.0	F	100.1	250	#162	#170	183		198	
WBT3	E	60.5	E	70.1		#444	#417	317	345	365	422
WBR	C	32.5	C	28.3	320	0	6	49		126	
NBL2	E	61.9	E	74.8	200	#174	#282	151	176	267	503
NBT2	C	29.4	E	64.9		275	#658	217	227	1054	1070
NBR	C	23.1	C	33.3	125	7	123	70		526	
SBL2	E	57.6	F	101.4	180	42	#144	17	81	141	171
SBT2	E	58.1	E	59.1		#537	#422	344	361	308	326
SBR	A	1.2	A	0.6		0	0				
# 95th%ile volume exceeds capacity, queue may be longer.					WB Additional Queue:						

There is overall LOS D in the AM and PM peak hours at the Victory Boulevard/Rt. 17 intersection with LOS E in the AM peak hour and LOS E and F turning movements in the PM peak hour. These are improved LOS conditions over background traffic. For Synchro queuing, 95th percentile queues exceeds capacity at least one lane group on all intersection approaches. SimTraffic queues exceed turn lane storage in several instances in the PM peak hour with extensive through movement queues eastbound and northbound. The westbound additional queues have been eliminated.

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Wal-Mart Entrance:

Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
Overall	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
	A	5.1	B	10.3		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL	D	45.1	D	43.1	175	89	m283	85		463	
EBT3	A	0.9	A	2.3		52	139	55	93	574	596
EBR	A	3.4	A	5.1	100	m0	m0	6		120	
WBL	E	71.7	E	65.0	100	m9	m19	48		59	
WBL4	A	3.5	A	9.6		m67	m82	336	538	358	508
WBR	A	5.7	A	1.1	225	m0	m0	29		117	
NBL	D	53.8	D	54.3	100	25	31	29		36	
NBR	D	54.5		0.0		0	0	28		35	
SBL	E	55.2	E	60.4		38	121	42		105	
SBR	D	47.1	E	59.5		0	95	114		214	
m 95th %ile queue metered by upstream signal.					EB Additional Queue:					823	840

There is overall LOS A in the AM peak hour and LOS B in the PM peak hour. The most significant queuing is shown in the SimTraffic PM peak hour results for eastbound traffic. This is a result of eastbound queues extending back on Victory Boulevard from the Rt. 17 signal. (Note: because of a Synchro node insertion on Victory Boulevard west of the Wal-Mart crossover to account for the change from four lanes to three lanes westbound, there is additional eastbound through movement queues shown in the bottom of Table 1-2). The eastbound additional queue is reduced from 2023 background traffic conditions.

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Kiln Creek Parkway/Village Avenue:

Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
Overall	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
	C	20.3	C	27.7		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL2	D	54.2	E	59.8	300	54	152	40	89	158	500
EBT3	C	34.2	C	31.6		256	626	225	244	915	965
EBR	C	26.6	B	17.2		0	0	23		299	
WBL2	B	16.6	D	41.1	200	56	#200	101	172	179	194
WBT3	B	10.1	A	7.0		133	46	366	413	170	220
WBR	A	4.5	A	8.2	200	0	0	211		116	
NBL	D	51.2	E	58.6	150	34	63	9		40	
NBL/T2	D	51.0	E	57.6		28	52	21	72	96	119
NBR	D	50.7	E	58.0	150	0	88	56		183	
SBL	D	52.2	E	69.3	200	124	#242	108		208	
SBL/T2	D	48.7	D	54.9		74	132	51	165	150	246
SBR	A	0.1	A	0.1	200	0	0				

95th%ile volume exceeds capacity, queue may be longer.

There is LOS C in the AM peak hour and PM peak hours. The most significant queues are the eastbound through movements in the PM peak hour and these are reduced from 2023 background traffic conditions.

SUMMARY AND CONCLUSIONS

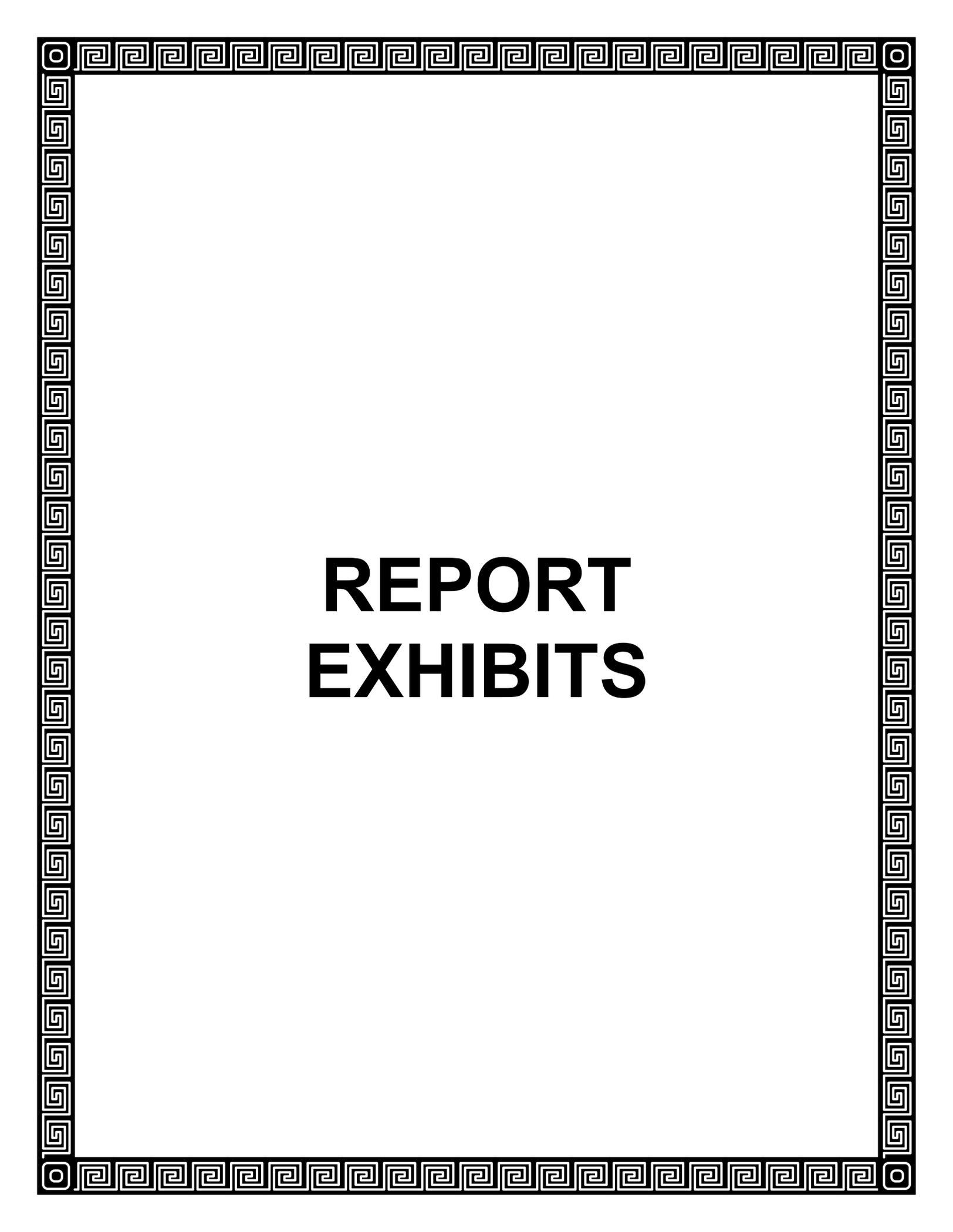
Exhibit 9a compares AM peak hour LOS for all four scenarios at the three intersections. At Victory Boulevard/Rt. 17, background traffic growth has appreciably greater increases in delay than does the addition of the site traffic. The addition of the second westbound left turn lane reduces overall delay and most movement delays below 2023 background traffic levels. In particular, eastbound through traffic delay with the second westbound left turn lane is less than on half that of 2023 background traffic with LOS improved from D to B.

Exhibit 9b compares PM peak hour LOS for all four scenarios at the three intersections. At Victory Boulevard/Rt. 17, PM background traffic growth has appreciably greater increases in delay than does the addition of the site traffic. The addition of the second westbound left turn lane reduces overall delay and most movement delays below 2023 background traffic levels. Overall intersection LOS is improved from E to D eastbound through traffic has LOS improved from F to E.

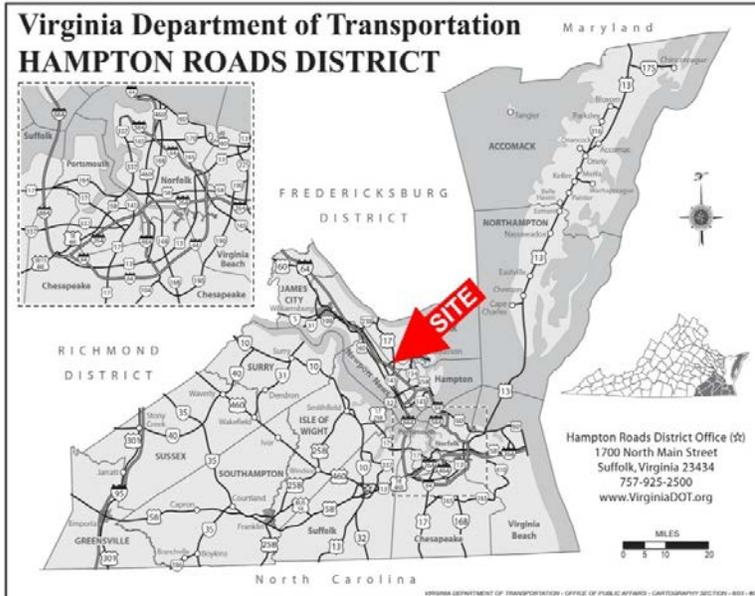
Exhibits 10a and 10b respectively show AM and PM Synchro queuing results. Overall, the queue values aren't much changed for the different scenarios with the biggest difference at Victory Boulevard/Rt. 17 with substantial reduction in queuing for the westbound left with the second left turn lane and generally modest reduction in queuing for most other movements.

Exhibits 11a and 11b respectively show AM and PM SimTraffic queuing results. The results are generally the same as with Synchro: biggest difference at Victory Boulevard/Rt. 17 with substantial reduction in queuing for the westbound left with the second left turn lane and generally modest reduction in queuing for most other movements. Specific to SimTraffic, the AM and PM westbound additional queue on Victory Boulevard at Rt. 17 is eliminated with the second westbound left turn lane and the AM eastbound additional queue on Victory Boulevard at Wal-Mart is eliminated. The PM eastbound additional queue on Victory Boulevard at Wal-Mart is reduced with second turn lane addition.

In conclusion, the adverse effects of adding site access at the Victory Boulevard/Wal-Mart Entrance are generally slight increases in delay and queuing. These increases are more than offset by the addition of the second westbound left turn lane on Victory Boulevard at Rt. 17.

A decorative border with a Greek key (meander) pattern surrounds the page. The border is composed of a repeating geometric motif of interlocking lines, forming a continuous frame around the central text.

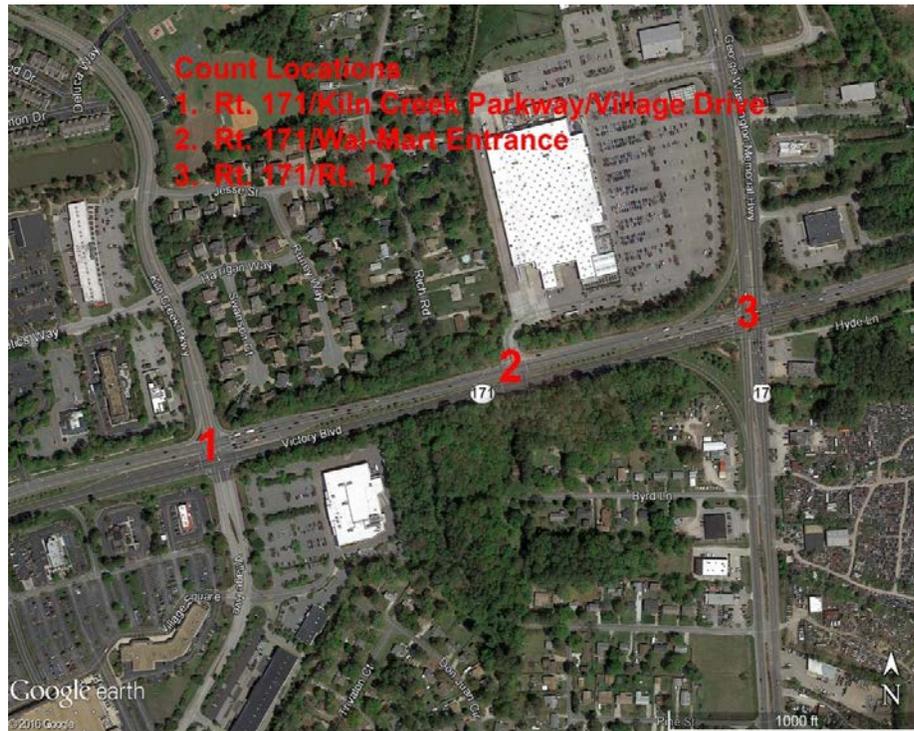
REPORT EXHIBITS



PHOENIX AT YORKTOWN
REGIONAL MAP AND AREA PARCEL MAP

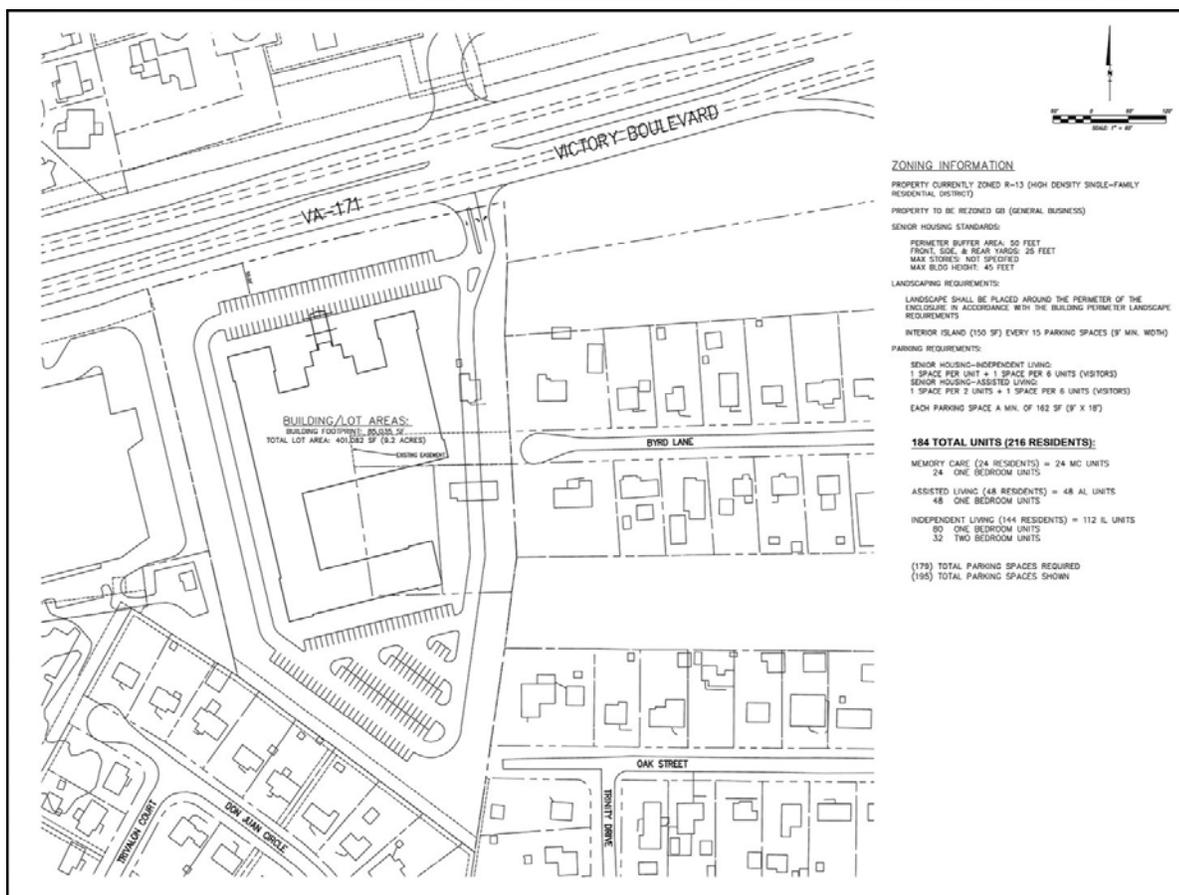
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Exhibit 1



Count Locations
1. Rt. 171/Kiln Creek Parkway/Village Drive
2. Rt. 171/Wal-Mart Entrance
3. Rt. 171/Rt. 17

Google earth
 © 2010 Google



ZONING INFORMATION

PROPERTY CURRENTLY ZONED R-13 (HIGH DENSITY SINGLE-FAMILY RESIDENTIAL DISTRICT)

PROPERTY TO BE REZONED GB (GENERAL BUSINESS)

SENIOR HOUSING STANDARDS:

PERMETER BUFFER AREA: 50 FEET
 FRONT, SIDE & REAR YARDS: 25 FEET
 MAX STORES: NOT SPECIFIED
 MAX BLDG HEIGHT: 45 FEET

LANDSCAPING REQUIREMENTS:

LANDSCAPE SHALL BE PLACED AROUND THE PERIMETER OF THE ENCLOSURE IN ACCORDANCE WITH THE BUILDING PERIMETER LANDSCAPE REQUIREMENTS

INTERIOR ISLAND (150 SF) EVERY 15 PARKING SPACES (8' MIN. WIDTH)

PARKING REQUIREMENTS:

SENIOR HOUSING-INDEPENDENT LIVING: 1 SPACE PER UNIT + 1 SPACE PER 6 UNITS (VISITORS)
 SENIOR HOUSING-ASSISTED LIVING: 1 SPACE PER 2 UNITS + 1 SPACE PER 6 UNITS (VISITORS)
 EACH PARKING SPACE A MIN. OF 162 SF (8' X 18')

184 TOTAL UNITS (216 RESIDENTS):

MEMORY CARE (24 RESIDENTS) = 24 MC UNITS
 24 ONE BEDROOM UNITS

ASSISTED LIVING (48 RESIDENTS) = 48 AL UNITS
 48 ONE BEDROOM UNITS

INDEPENDENT LIVING (144 RESIDENTS) = 112 IL UNITS
 80 ONE BEDROOM UNITS
 32 TWO BEDROOM UNITS

(179) TOTAL PARKING SPACES REQUIRED
 (195) TOTAL PARKING SPACES SHOWN



ENGINEERING DESIGN
 TECHNOLOGIES, INC.
 2700 ENTERPRISE BLVD, SUITE 200
 MARIETTA, GEORGIA 30067
 TEL: 770-588-8888 Fax: 770-588-8889
 Web: www.edt.com

■ NOT FOR CONSTRUCTION
 □ FOR CONSTRUCTION

**PHOENIX SENIOR LIVING
 AT YORKTOWN
 YORKTOWN, VIRGINIA**

REV	DATE	DESCRIPTION

Drawn: 05/23/2016
 Job No: 05-01-0206
 Drawn: AZ
 Checked: DPH
 Filename: C1.0 - Conceptual Site Plan.dwg
 Plot Name: May 23, 2016 4:57:08 pm

CONCEPTUAL
 SITE PLAN
C1.0
 SHEET 1 OF 1

AM AND PM PEAK HOUR TRAFFIC COUNT LOCATIONS
 AND PRELIMINARY PLAN FOR PHOENIX AT YORKTOWN

DRW Consultants, LLC
 804-794-7312

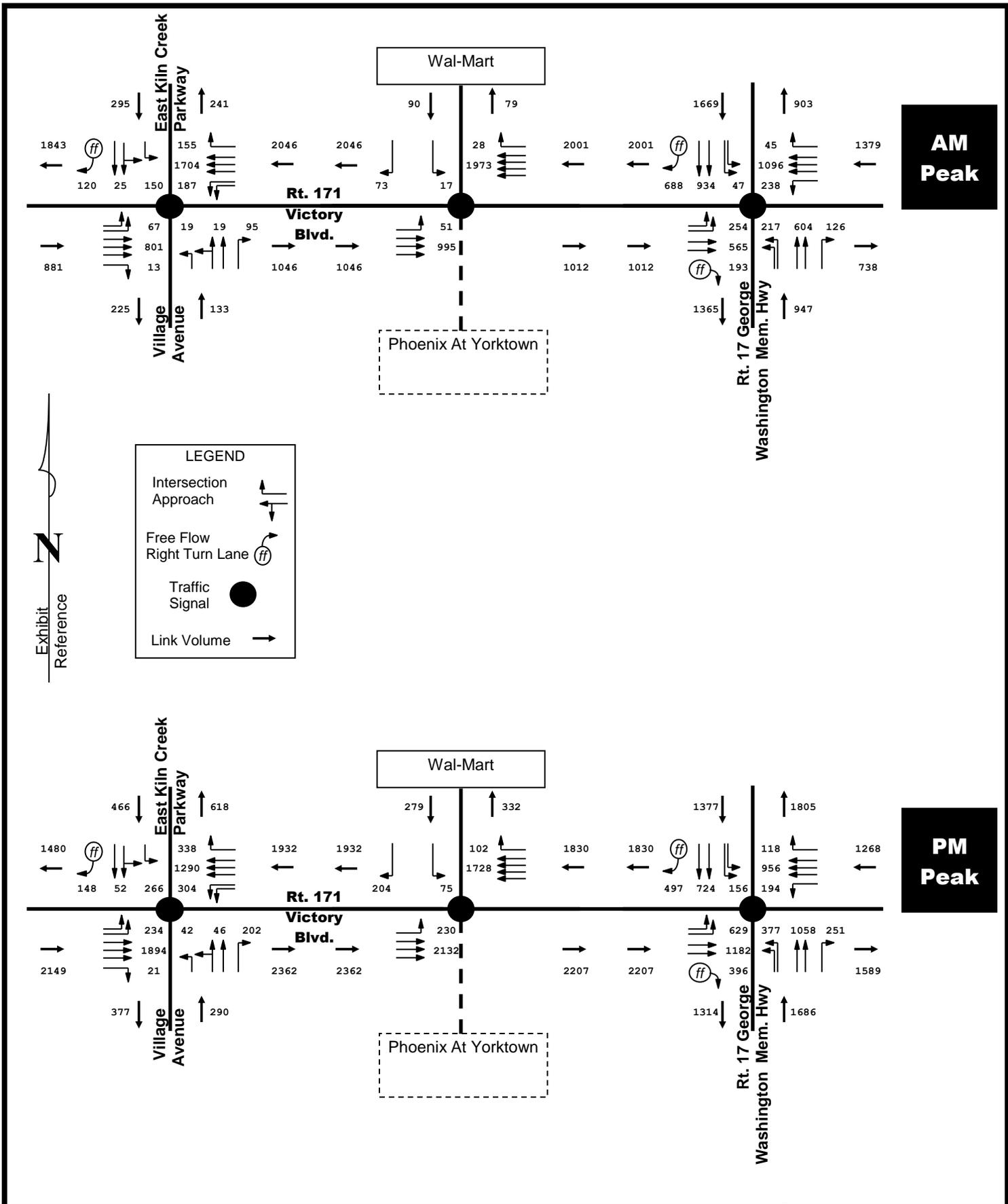
Exhibit 2



SECOND WESTBOUND LEFT TURN LANE
ON VICTORY BOULEVARD AT RT. 17

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Exhibit 2a



PHOENIX AT YORKTOWN
2016 PEAK HOUR COUNTS WITH BALANCE

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Exhibit 3

Street: **Rt. 171 Victory Boulevard**

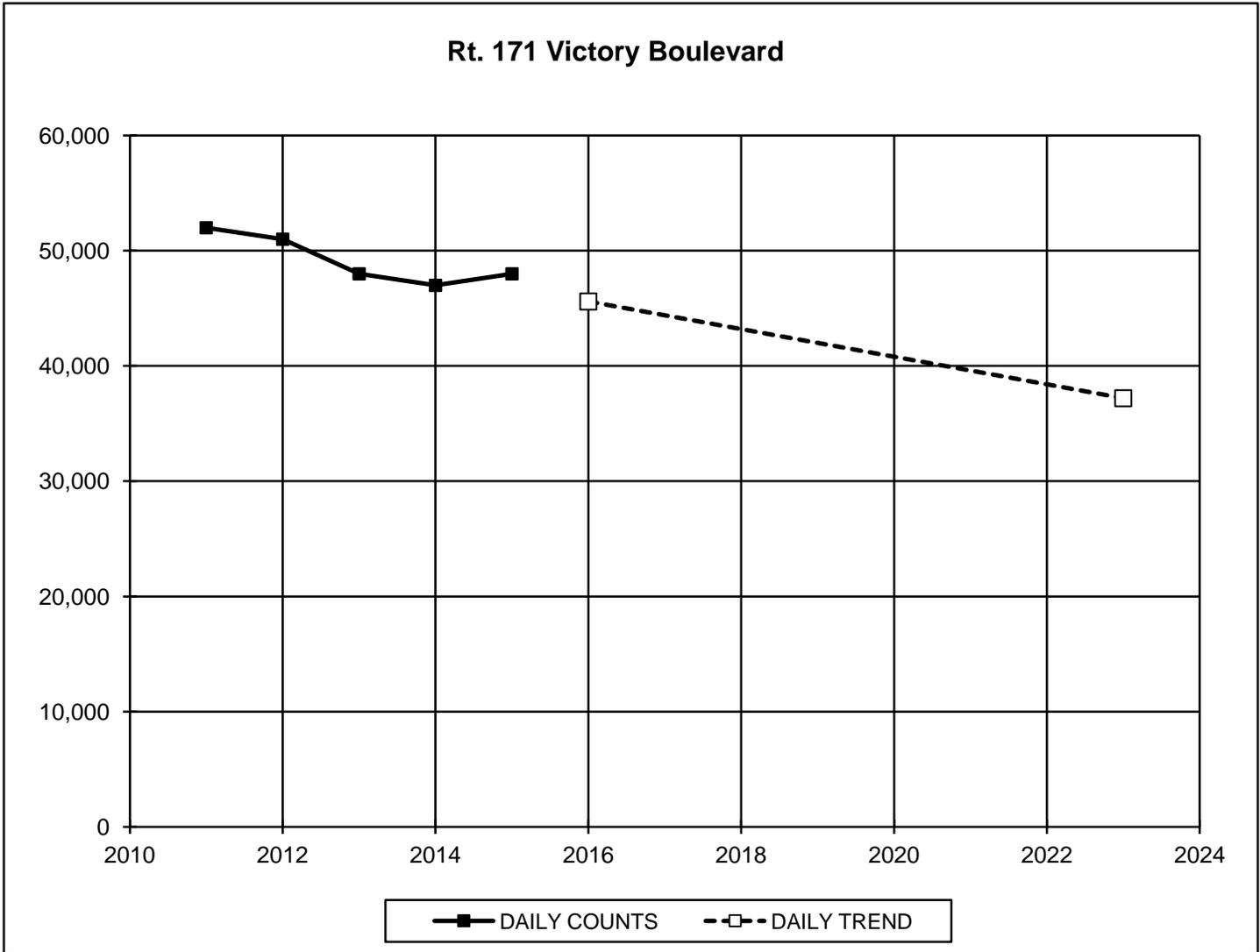
From: WCL Newport News

To: Rt. 17 Geo. Washington Memorial Highway

Source: VDOT AAWDT

DAILY COUNTS

Year	NB	SB	2 Way
2011			52,000
2012			51,000
2013			48,000
2014			47,000
2015			48,000
DAILY TREND			Δ16
2016			45,600
2023			37,200
			0.82



RT. 171 VICTORY BOULEVARD
 AVERAGE ANNUAL WEEKDAY TRAFFIC AND TREND

DRW Consultants, LLC
 804-794-7312

Exhibit 4

AM Peak

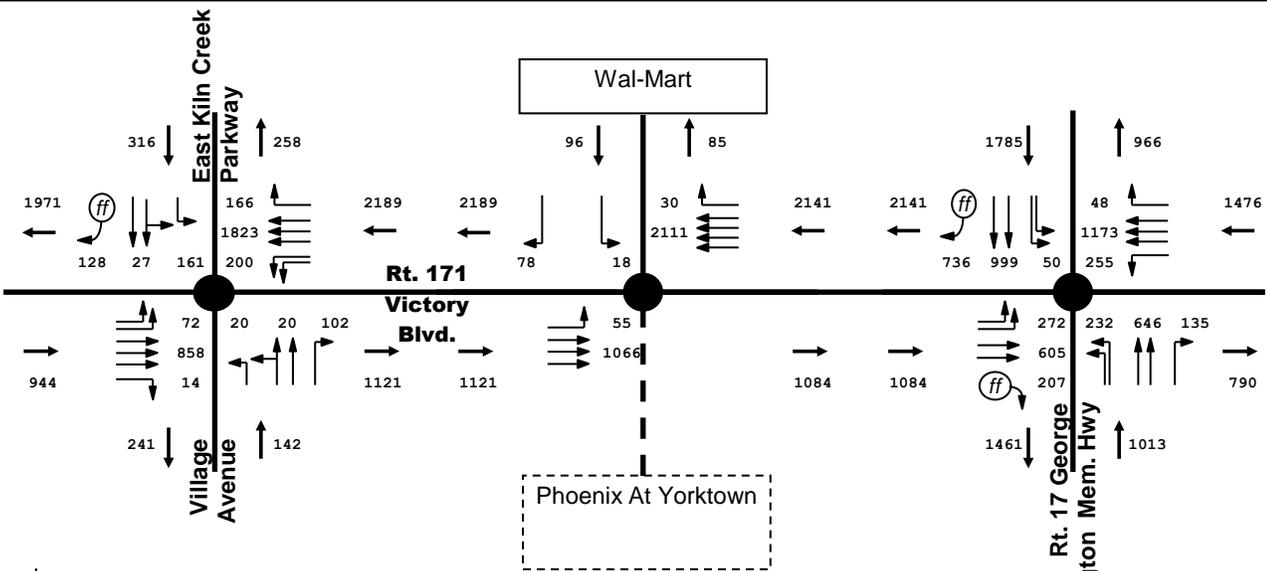


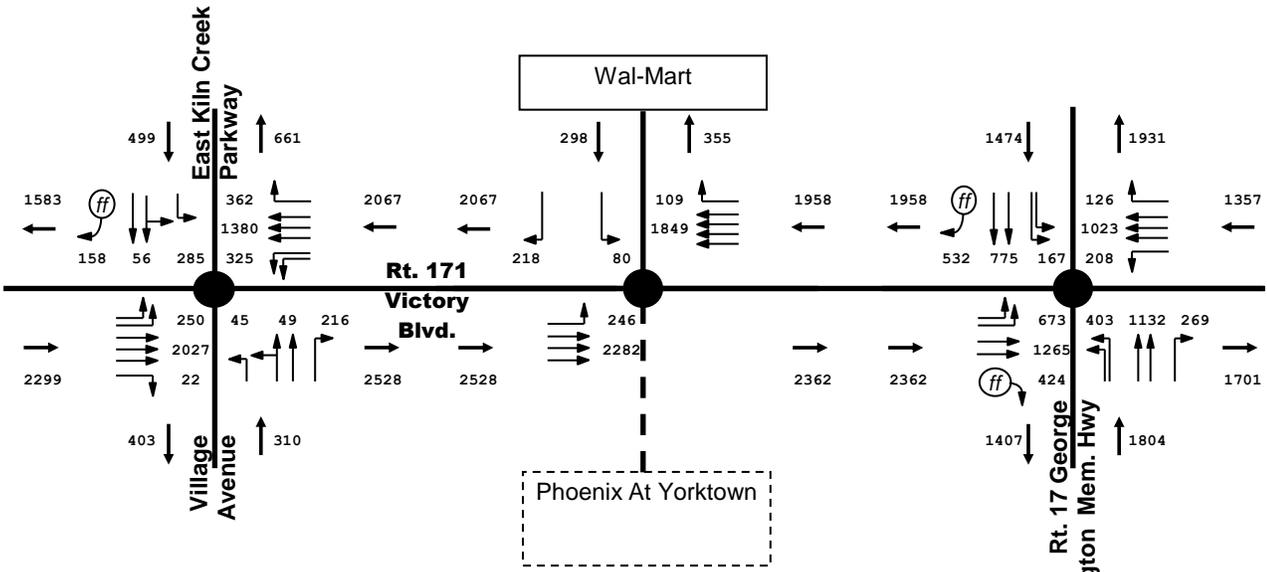
Exhibit Reference

LEGEND

- Intersection Approach
- Free Flow Right Turn Lane (ff)
- Traffic Signal
- Link Volume

GROWTH FACTOR: 1.07

PM Peak



PHOENIX AT YORKTOWN
2023 BACKGROUND TRAFFIC

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Exhibit 5

		LAND USE CODE	SQ.FT., OTHER UNITS	WEEKDAY TRIP GENERATION						DAILY
VALUE	LAND USE			AM PEAK HOUR			PM PEAK HOUR			
				Enter	Exit	Total	Enter	Exit	Total	
Table 1: Various Trip Generation Values										
eq.-adj. st.	Sr. Adult Attached	252	112 units	7	15	22	16	13	29	355
rate-adj. st.	Sr. Adult Attached	252	112 units	7	15	22	15	13	28	385
rate-adj. st.	Assisted Living	254	72 occ. bed	9	4	13	10	11	21	197

Table 2: Selected Trip Generation										
eq.-adj. st.	Sr. Adult Attached	252	112 units	7	15	22	16	13	29	385
rate-adj. st.	Assisted Living	254	72 occ. bed	9	4	13	10	11	21	197
				16	19	35	26	24	50	582

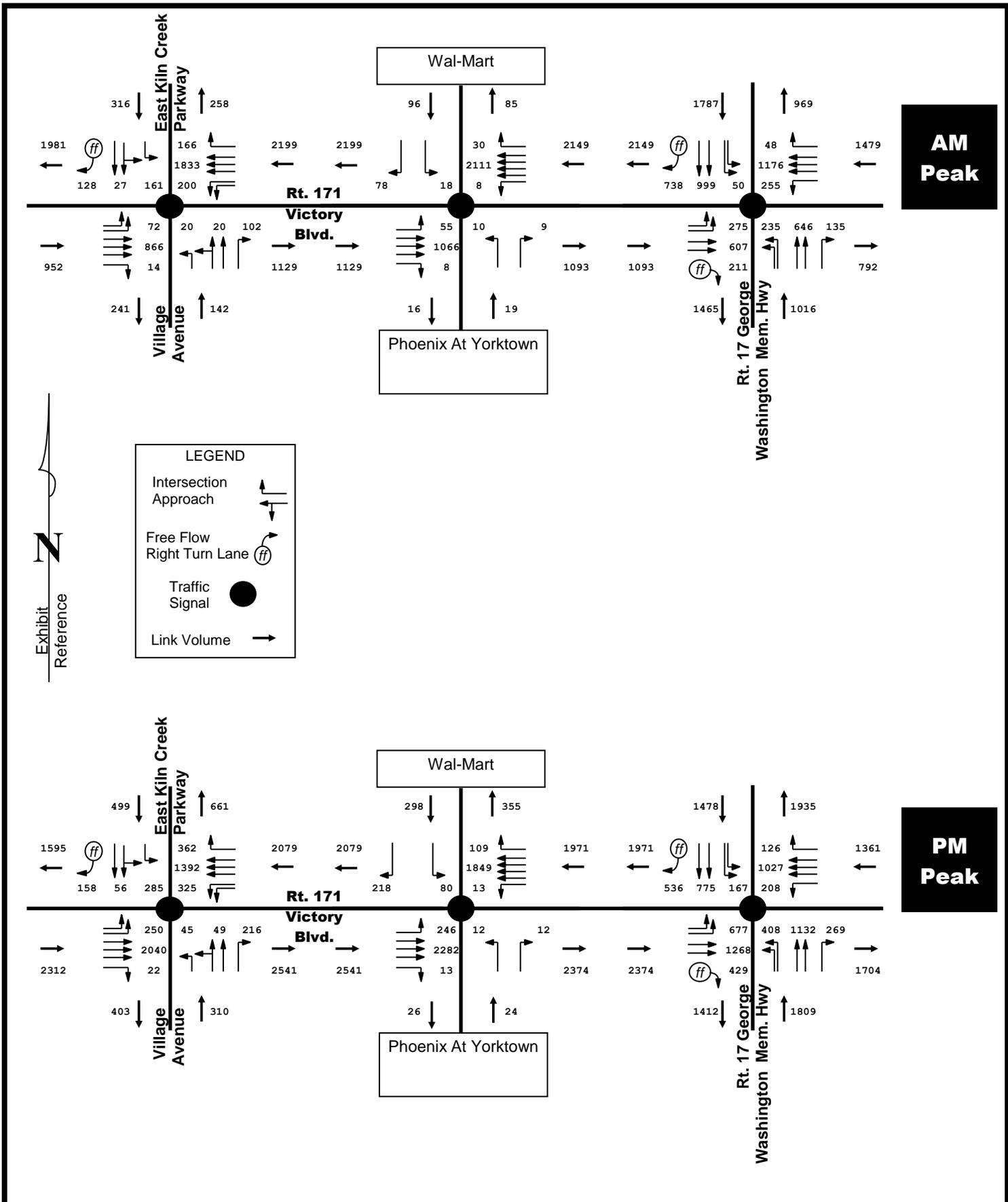
TABLE 3 - SITE TRIP DISTRIBUTION										
				16	19	35	26	24	50	
		AM Peak Hour				PM Peak Hour				
		Entering Traffic		Exiting Traffic		Entering Traffic		Exiting Traffic		
Direction	% Dist.	Trips	% Dist.	Trips	% Dist.	Trips	% Dist.	Trips		
WEST	50%	8	50%	10	50%	13	50%	12		
EAST	50%	8	50%	9	50%	13	50%	12		
	100%	16	100%	19	100%	26	100%	24		

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

TRIP GENERATION
PHOENIX AT YORKTOWN

DRW Consultants, LLC
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Exhibit 6



DRW Consultants, LLC
804-794-7312

Exhibit 8

TABLE ONE: Victory Boulevard/Rt. 17

Existing Roads/Signals					With Site Access			Access & 2nd WB LTL		
	2016		2023			2023			2023	
Overall	D	37.9	D	42.4	Overall	D	42.8	Overall	D	39.3
EBL2	D	46.3	D	54.9	EBL2	D	51.9	EBL2	D	47.9
EBT2	D	37.9	D	42.9	EBT2	D	39.6	EBT2	B	18.9
EBR	A	0.2	A	0.2	EBR	A	0.2	EBR	A	0.2
WBL	E	74.7	F	83.3	WBL	F	87.4	WBL2	E	60.0
WBT3	D	48.2	D	52.8	WBT3	E	55.1	WBT3	E	60.5
WBR	D	37.6	D	40.3	WBR	D	42.7	WBR	C	32.5
NBL2	E	59.4	E	65.9	NBL2	E	71.7	NBL2	E	61.9
NBT2	C	29.1	C	31.1	NBT2	C	32.5	NBT2	C	29.4
NBR	C	23.2	C	24.6	NBR	C	25.8	NBR	C	23.1
SBL2	E	57.7	E	63.2	SBL2	E	68.8	SBL2	E	57.6
SBT2	D	50.9	E	58.4	SBT2	E	57.4	SBT2	E	58.1
SBR	A	1.0	A	1.2	SBR	A	1.2	SBR	A	1.2

TABLE TWO Victory Boulevard/Wal-Mart

Existing Roads/Signals					ALT. 1			ALT. 2		
	2015		2023			2017			2023	
Overall	A	4.0	A	4.2	Overall	A	5.5	Overall	A	5.1
EBL	D	53.4	E	62.1	EBL	E	62.3	EBL	D	45.1
EBT3	A	0.4	A	0.4	EBT3	A	1.8	EBT3	A	0.9
					EBR	A	2.9	EBR	A	3.4
					WBL	F	86.5	WBL	E	71.7
WBT4	A	2.5	A	2.3	WBL4	A	2.8	WBL4	A	3.5
WBR	A	0.0		0.0	WBR	A	5.9	WBR	A	5.7
					NBL	E	64.0	NBL	D	53.8
					NBR	E	64.4	NBR	D	54.5
SBL	D	52.5	E	57.5	SBL	E	65.8	SBL	E	55.2
SBR	D	51.4	E	56.2	SBR	D	54.1	SBR	D	47.1

TABLE THREE Victory Boulevard/Kiln Creek Parkway/Village Avenue

Existing Roads/Signals					With Site Access			Access & 2nd WB LTL		
	2016		2023			2023			2023	
Overall	B	17.7	B	18.5	Overall	B	19.1	Overall	C	20.3
EBL2	D	53.6	E	59.2	EBL2	E	61.7	EBL2	D	54.2
EBT3	C	32.9	D	35.1	EBT3	D	35.5	EBT3	C	34.2
EBR	C	26.2	C	27.5	EBR	C	28.0	EBR	C	26.6
WBL2	B	13.4	B	14.6	WBL2	B	15.5	WBL2	B	16.6
WBT3	A	6.2	A	5.6	WBT3	A	5.4	WBT3	B	10.1
WBR	A	2.4	A	1.9	WBR	A	1.7	WBR	A	4.5
NBL	D	51.3	E	56.3	NBL	E	61.3	NBL	D	51.2
NBL/T2	D	51.1	E	56.0	NBL/T2	E	61.0	NBL/T2	D	51.0
NBR	D	50.7	E	55.6	NBR	E	60.5	NBR	D	50.7
SBL	D	51.9	E	57.8	SBL	E	62.1	SBL	D	52.2
SBL/T2	D	48.8	D	53.4	SBL/T2	E	57.6	SBL/T2	D	48.7
SBR	A	0.1	A	0.1	SBR	A	0.1	SBR	A	0.1

**AM PEAK HOUR SIGNALIZED INTERSECTION
LEVELS OF SERVICE**

*DRW Consultants, LLC
804-794-7312*

Exhibit 9a

TABLE ONE: Victory Boulevard/Rt. 17

Existing Roads/Signals					With Site Access			Access & 2nd WB LTL		
	2016		2023			2023			2023	
Overall	D	52.2	E	62.6	Overall	E	62.9	Overall	D	53.9
EBL2	D	36.4	D	51.5	EBL2	D	51.6	EBL2	D	53.5
EBT2	E	60.2	F	80.7	EBT2	F	81.3	EBT2	E	55.1
EBR	A	0.3	A	0.3	EBR	A	0.3	EBR	A	0.3
WBL	F	111.0	F	131.8	WBL	F	131.8	WBL2	F	100.1
WBT3	D	53.9	E	56.1	WBT3	E	56.3	WBT3	E	70.1
WBR	C	29.4	C	31.3	WBR	C	31.3	WBR	C	28.3
NBL2	E	75.7	F	86.6	NBL2	F	93.7	NBL2	E	74.8
NBT2	E	70.2	F	83.4	NBT2	F	83.4	NBT2	E	64.9
NBR	C	33.8	D	36.6	NBR	D	36.6	NBR	C	33.3
SBL2	F	96.9	F	118.2	SBL2	F	118.2	SBL2	F	101.4
SBT2	E	60.4	E	68.5	SBT2	E	67.0	SBT2	E	59.1
SBR	A	0.5	A	0.6	SBR	A	0.6	SBR	A	0.6

TABLE TWO Victory Boulevard/Wal-Mart

Existing Roads/Signals					ALT. 1			ALT. 2		
	2015		2023			2017			2023	
Overall	A	8.6	A	9.4	Overall	B	10.3	Overall	B	10.3
EBL	D	50.5	E	55.8	EBL	D	44.7	EBL	D	43.1
EBT3	A	1.2	A	1.3	EBT	A	2.3	EBT	A	2.3
					EBR	A	5.0	EBR	A	5.1
					WBL	E	69.1	WBL	E	65.0
WBT4	A	5.2	A	5.8	WBT	A	9.2	WBT	A	9.6
WBR	A	0.1	A	0.2	WBR	A	0.6	WBR	A	1.1
					NBL	E	56.6	NBL	D	54.3
					NBR	E	62.9	NBR		0.0
SBL	E	56.4	E	61.4	SBL	E	61.9	SBL	E	60.4
SBR	D	52.6	E	56.9	SBR	D	42.2	SBR	E	59.5

TABLE THREE Victory Boulevard/Kiln Creek Parkway/Village Avenue

Existing Roads/Signals					With Site Access			Access & 2nd WB LTL		
	2016		2023			2023			2023	
Overall	C	24.8	C	27.2	Overall	C	28.1	Overall	C	27.7
EBL2	E	57.5	E	62.5	EBL2	E	62.5	EBL2	E	59.8
EBT3	C	28.8	C	31.5	EBT3	C	31.7	EBT3	C	31.6
EBR	B	16.7	B	17.4	EBR	B	17.4	EBR	B	17.2
WBL2	C	34.3	D	38.7	WBL2	D	42.8	WBL2	D	41.1
WBT3		0.0	A	4.8	WBT3	A	6.8	WBT3	A	7.0
WBR	A	4.4	A	4.3	WBR	A	7.2	WBR	A	8.2
NBL	E	56.3	E	61.2	NBL	E	61.2	NBL	E	58.6
NBL/T2	E	55.4	E	60.1	NBL/T2	E	60.1	NBL/T2	E	57.6
NBR	D	54.9	E	60.1	NBR	E	60.1	NBR	E	58.0
SBL	E	63.2	E	70.4	SBL	E	70.4	SBL	E	69.3
SBL/T2	D	52.6	E	56.7	SBL/T2	E	56.7	SBL/T2	D	54.9
SBR	A	0.1	A	0.1	SBR	A	0.1	SBR	A	0.1

**PM PEAK HOUR SIGNALIZED INTERSECTION
LEVELS OF SERVICE**

*DRW Consultants, LLC
804-794-7312*

Exhibit 9b

TABLE ONE: Victory Boulevard/Rt. 17

Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	Storage/ Link Dist.	2016	2023		Storage/ Link Dist.	2023		Storage/ Link Dist.	2023
EBL2	270	#176	#198	EBL2	270	#205	EBL2	270	#180
EBT2		#335	#380	EBT2		#391	EBT2		120
EBR				EBR			EBR		
WBL	440	#339	#386	WBL	440	#404	WBL2	250	#162
WBT3		#377	#449	WBT3		458	WBT3		#444
WBR	320			WBR	320		WBR	320	
NBL2	200	#162	#184	NBL2	200	#196	NBL2	200	#174
NBT2		257	292	NBT2		309	NBT2		275
NBR	125	1	14	NBR	125	21	NBR	125	7
SBL2	180	40	44	SBL2	180	47	SBL2	180	42
SBT2		#464	#564	SBT2		#575	SBT2		#537
SBR				SBR			SBR		

TABLE TWO Victory Boulevard/Wal-Mart

Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	Storage/ Link Dist.	2016	2023		Storage/ Link Dist.	2023		Storage/ Link Dist.	2023
EBL	175	87	97	EBL	175	103	EBL	175	89
EBT3		5	5	EBT3		72	EBT3		52
				EBR	100	m0	EBR	100	m0
				WBL	100	m9	WBL	100	m9
WBT4		68	75	WBL4		70	WBL4		m67
WBR	225	m0	m0	WBR	225	m0	WBR	225	m0
				NBL	100	28	NBL	100	25
				NBR		0	NBR		0
SBL		36	39	SBL		43	SBL		38
SBR		46	50	SBR		6	SBR		0

TABLE THREE Victory Boulevard/Kiln Creek Parkway/Village Avenue

Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	Storage/ Link Dist.	2016	2023		Storage/ Link Dist.	2023		Storage/ Link Dist.	2023
EBL2	300	52	58	EBL2	300	61	EBL2	300	54
EBT3		241	278	EBT3	0	303	EBT3	0	256
EBR		0	0	EBR	0	0	EBR	0	0
WBL2	200	47	69	WBL2	200	80	WBL2	200	56
WBT3		49	53	WBT3	0	67	WBT3	0	133
WBR	200	0	0	WBR	200	0	WBR	200	0
NBL	150	34	36	NBL	150	38	NBL	150	34
NBL/T2		26	30	NBL/T2	0	32	NBL/T2	0	28
NBR	150	0	0	NBR	150	0	NBR	150	0
SBL	200	117	131	SBL	200	138	SBL	200	124
SBL/T2		70	80	SBL/T2	0	84	SBL/T2	0	74
SBR	200	0	0	SBR	200	0	SBR	200	0

95th percentile exceeds capacity, queue may be longer. M Volume for 95th percentile queue is metered by upstream signal.

AM PEAK HOUR SYNCHRO QUEUING

DRW Consultants, LLC
804-794-7312

Exhibit 10a

TABLE ONE: Victory Boulevard/Rt. 17

Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	Storage/ Link Dist.	2016	2023		Storage/ Link Dist.	2023		Storage/ Link Dist.	2023
EBL2	270	#341	#426	EBL2	270	#429	EBL2	270	#416
EBT2		#680	#800	EBT2		#805	EBT2		#745
EBR				EBR			EBR		
WBL	440	#317	#363	WBL	440	#363	WBL2	250	#170
WBT3		334	378	WBT3		380	WBT3		#417
WBR	320			WBR	320		WBR	320	
NBL2	200	#256	#289	NBL2	200	#300	NBL2	200	#282
NBT2		#611	#711	NBT2		#711	NBT2		#658
NBR	125	102	138	NBR	125	138	NBR	125	123
SBL2	180	#132	#153	SBL2	180	#153	SBL2	180	#144
SBT2		#405	#478	SBT2		#472	SBT2		#422
SBR				SBR			SBR		

TABLE TWO Victory Boulevard/Wal-Mart

Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	Storage/ Link Dist.	2016	2023		Storage/ Link Dist.	2023		Storage/ Link Dist.	2023
EBL	175	m273	m300	EBL	175	m296	EBL	175	m283
EBT3		110	130	EBT3		143	EBT3		139
				EBR	100	m0	EBR	100	m0
				WBL	100	m21	WBL	100	m19
WBT4		73	m82	WBL4		m87	WBL4		m82
WBR	225	m0	m0	WBR	225	m0	WBR	225	m0
				NBL	100	32	NBL	100	31
				NBR		0	NBR		0
SBL		109	122	SBL		123	SBL		121
SBR		73	79	SBR		93	SBR		95

TABLE THREE Victory Boulevard/Kiln Creek Parkway/Village Avenue

Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	Storage/ Link Dist.	2016	2023		Storage/ Link Dist.	2023		Storage/ Link Dist.	2023
EBL2	300	139	157	EBL2	300	157	EBL2	300	152
EBT3		551	645	EBT3	0	652	EBT3	0	626
EBR		0	0	EBR	0	0	EBR	0	0
WBL2	200	#164	#186	WBL2	200	#190	WBL2	200	#200
WBT3		43	44	WBT3	0	46	WBT3	0	46
WBR	200	0	0	WBR	200	0	WBR	200	0
NBL	150	58	64	NBL	150	64	NBL	150	63
NBL/T2		47	53	NBL/T2	0	53	NBL/T2	0	52
NBR	150	74	86	NBR	150	86	NBR	150	88
SBL	200	#205	#242	SBL	200	#242	SBL	200	#242
SBL/T2		119	135	SBL/T2	0	135	SBL/T2	0	132
SBR	200	0	0	SBR	200	0	SBR	200	0

95th percentile exceeds capacity, queue may be longer. M Volume for 95th percentile queue is metered by upstream signal.

PM PEAK HOUR SYNCHRO QUEUING

*DRW Consultants, LLC
804-794-7312*

Exhibit 10b

TABLE ONE: Victory Boulevard/Rt. 17

Existing Roads/Signals						With Site Access				Access & 2nd WB LTL			
	Storage	2016		2023			Storage	2023			Storage	2023	
		Lo	High	Lo	High			Lo	High			Lo	High
EBL2	270	186	202	215	229	EBL2	270	210	222	EBL2	270	211	223
EBT2		296	312	322	349	EBT2		306	323	EBT2		275	289
EBR		0		0		EBR		0		EBR		160	
WBL	440	355		350		WBL	440	545		WBL2	250	183	
WBT3		277	299	334	357	WBT3		360	563	WBT3		317	345
WBR	320	49		51		WBR	320	45		WBR	320	49	
NBL2	200	158	183	173	200	NBL2	200	175	202	NBL2	200	151	176
NBT2		219	221	245	252	NBT2		261	270	NBT2		217	227
NBR	125	71		79		NBR	125	77		NBR	125	70	
SBL2	180	19	71	19	89	SBL2	180	25	147	SBL2	180	17	81
SBT2		311	335	344	359	SBT2		385	413	SBT2		344	361
SBR		47		0		SBR		0		SBR		0	
						WB Addt. Queue: 137 163							

TABLE TWO Victory Boulevard/Wal-Mart

Existing Roads/Signals						With Site Access				Access & 2nd WB LTL			
	Storage	2016		2023			Storage	2023			Storage	2023	
		Lo	High	Lo	High			Lo	High			Lo	High
EBL	175	102		110		EBL	175	94		EBL	175	85	
EBT3		66	89	48	78	EBT3		75	103	EBT3		55	93
						EBR	100	8		EBR	100	6	
						WBL	100	22		WBL	100	48	
WBT4		166	335	242	349	WBL4		142	354	WBL4		336	538
WBR	225	19		19		WBR	225	17		WBR	225	29	
						NBL	100	27		NBL	100	29	
						NBR		29		NBR		28	
SBL		38		33		SBL		37		SBL		42	
SBR		54		59		SBR		126		SBR		114	
EB Addt. Queue:		98	107			EB Addt. Queue:		93	99				

TABLE THREE Victory Boulevard/Kiln Creek Parkway/Village Avenue

Existing Roads/Signals						With Site Access				Access & 2nd WB LTL			
	Storage	2016		2023			Storage	2023			Storage	2023	
		Lo	High	Lo	High			Lo	High			Lo	High
EBL2	300	47	99	55	100	EBL2	300	52	113	EBL2	300	40	89
EBT3		211	229	247	260	EBT3		258	276	EBT3		225	244
EBR		23		25		EBR		23		EBR		23	
WBL2	200	96	141	106	144	WBL2	200	88	147	WBL2	200	101	172
WBT3		322	371	364	413	WBT3		348	406	WBT3		366	413
WBR	200	166		236		WBR	200	211		WBR	200	211	
NBL	150	6		8		NBL	150	8		NBL	150	9	
NBL/T2		6	65	8	69	NBL/T2		13	68	NBL/T2		21	72
NBR	150	53		53		NBR	150	64		NBR	150	56	
SBL	200	95		125		SBL	200	130		SBL	200	108	
SBL/T2		26	147	57	170	SBL/T2		61	175	SBL/T2		51	165
SBR	200	0		0		SBR	200	0		SBR	200	0	

AM PEAK HOUR SIMTRAFFIC QUEUING AND BLOCKING

DRW Consultants, LLC
804-794-7312

Exhibit 11a

TABLE ONE: Victory Boulevard/Rt. 17

Existing Roads/Signals						With Site Access				Access & 2nd WB LTL			
	Storage	2016		2023			Storage	2023			Storage	2023	
		Lo	High	Lo	High			Lo	High			Lo	High
EBL2	270	533	1055	540	1020	EBL2	270	511	1039	EBL2	270	483	1017
EBT2		1024	1031	1032	1043	EBT2		1008	1041	EBT2		1049	1059
EBR		61		109		EBR		189		EBR		173	
WBL	440	598		640		WBL	440	560		WBL2	250	198	
WBT3		351	629	436	707	WBT3		362	526	WBT3		365	422
WBR	320	100		209		WBR	320	131		WBR	320	126	
NBL2	200	201	496	258	493	NBL2	200	273	481	NBL2	200	267	503
NBT2		1110	1142	1952	1968	NBT2		2433	2461	NBT2		1054	1070
NBR	125	540		551		NBR	125	556		NBR	125	526	
SBL2	180	137	231	163	245	SBL2	180	153	302	SBL2	180	141	171
SBT2		319	338	342	370	SBT2		400	432	SBT2		308	326
SBR		0		0		SBR		0		SBR		0	
WB Addt. Queue:		186	235	352	404	WB Addt. Queue:		11	16				

TABLE TWO Victory Boulevard/Wal-Mart

Existing Roads/Signals						With Site Access				Access & 2nd WB LTL			
	Storage	2016		2023			Storage	2023			Storage	2023	
		Lo	High	Lo	High			Lo	High			Lo	High
EBL	175	450		478		EBL	175	462		EBL	175	463	
EBT3		548	568	574	599	EBT3		568	579	EBT3		574	596
						EBR	100	119		EBR	100	120	
						WBL	100	57		WBL	100	59	
WBT4		181	295	235	447	WBL4		386	510	WBL4		358	508
WBR	225	93		63		WBR	225	134		WBR	225	117	
						NBL	100	35		NBL	100	36	
						NBR		34		NBR		35	
SBL		101		124		SBL		121		SBL		105	
SBR		123		111		SBR		218		SBR		214	
EB Addt. Queue:		663	698	892	942	EB Addt. Queue:		913	963	EB Addt. Queue:		823	840

TABLE THREE Victory Boulevard/Kiln Creek Parkway/Village Avenue

Existing Roads/Signals						With Site Access				Access & 2nd WB LTL			
	Storage	2016		2023			Storage	2023			Storage	2023	
		Lo	High	Lo	High			Lo	High			Lo	High
EBL2	300	160	441	159	569	EBL2	300	143	620	EBL2	300	158	500
EBT3		1160	1193	1692	1746	EBT3		1786	1830	EBT3		915	965
EBR		841		1381		EBR		1523		EBR		299	
WBL2	200	150	169	173	189	WBL2	200	204	216	WBL2	200	179	194
WBT3		121	163	149	186	WBT3		174	191	WBT3		170	220
WBR	200	106		115		WBR	200	111		WBR	200	116	
NBL	150	32		37		NBL	150	31		NBL	150	40	
NBL/T2		99	117	116	220	NBL/T2		104	117	NBL/T2		96	119
NBR	150	179		231		NBR	150	181		NBR	150	183	
SBL	200	194		229		SBL	200	223		SBL	200	208	
SBL/T2		129	243	180	266	SBL/T2		155	254	SBL/T2		150	246
SBR	200	0		0		SBR	200	0		SBR	200	0	

PM PEAK HOUR SIMTRAFFIC QUEUING AND BLOCKING

DRW Consultants, LLC
804-794-7312

Exhibit 11b

Traffic Analysis For The Phoenix At Yorktown

YORK COUNTY, VIRGINIA

For:
Resource Housing Group

By:
DRW Consultants, LLC
Midlothian, VA

November 14, 2016

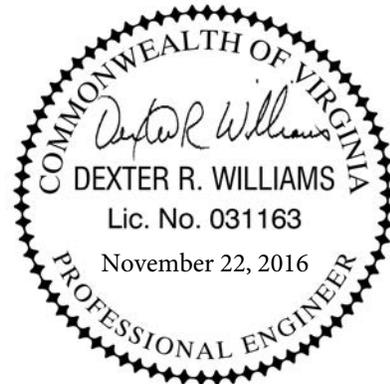
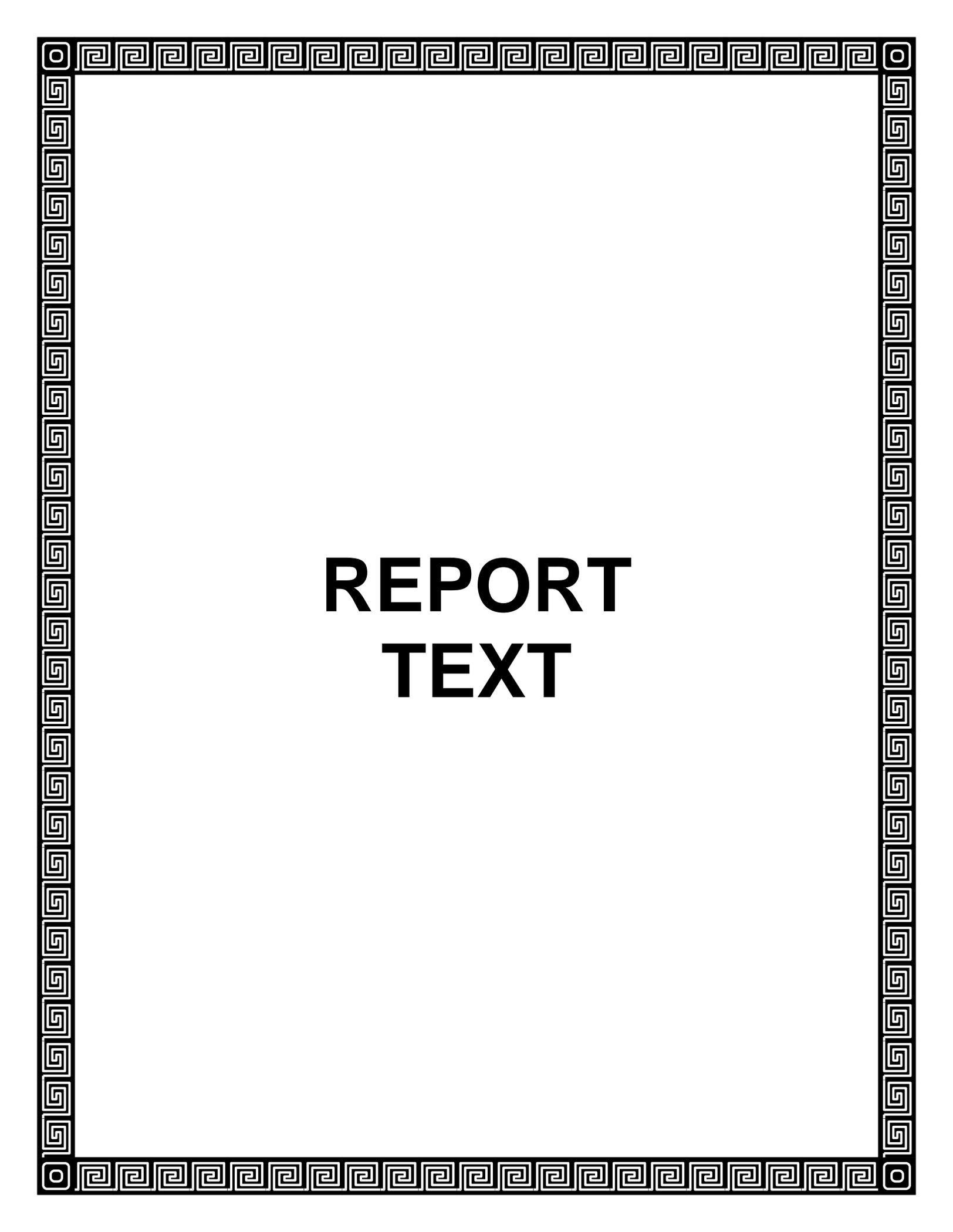


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REPORT TEXT

INTRODUCTION AND SCOPE

Resource Housing Group proposes to develop a senior housing and assisted living project in York County, The Phoenix At Yorktown. The site fronts on Rt. 171 Victory Boulevard across from the Wal-Mart entrance. The upper section of Exhibit 1 shows the site location in the VDOT Hampton Roads District. The lower section of Exhibit 1 shows the location of the site and adjacent areas on the County's parcel map.

Access to The Phoenix is proposed via Victory Boulevard at the Wal-Mart crossover which requires approval of a limited access break by the Commonwealth Transportation Board. This traffic study has been prepared to document existing and future traffic conditions with and without site development. The following intersections were identified for traffic counts and analysis as shown on the upper section of Exhibit 2 and are listed as follows:

1. Rt. 171 Victory Boulevard/Kiln Creek Parkway/Village Avenue
2. Rt. 171 Victory Boulevard/Wal-Mart Entrance
3. Rt. 171 Victory Boulevard/Rt. 17 George Washington Memorial Highway

All three intersections are signalized.

A preliminary development plan by AES is shown on the lower section of Exhibit 2 and includes 112 senior living apartments and 72 assisted living units.

The workscope includes AM and PM peak hour traffic analysis at the existing three intersections cited above for the following scenarios:

- Existing traffic
- 2023 without the project
- 2023 with the project
- 2023 with the project and a second left turn lane on westbound Victory Boulevard at Rt. 17.

RT. 171 VICTORY BOULEVARD ACCESS

Access to Rt. 171 Victory Boulevard is proposed because Victory Boulevard can provide access via a modern standard road. The property fronts on the ends of Byrd Lane and Oak Street. Both of these streets are substandard with respect to VDOT subdivision street standards (i.e. less than 24 feet wide). Victory Boulevard has modern-standard 12 foot lanes.

EXISTING TRAFFIC CONDITIONS

Intersection turning movement traffic counts were conducted by Peggy Malone & Associates from 7 to 9 AM and from 4 to 6 PM on Thursday, September 15, 2016. Total volumes are tabulated on Appendix Exhibit A, B and C series and peak hour counts without balance are shown on Appendix Exhibit D.

Exhibit 3 shows AM and PM peak hour traffic on the study area road network diagram. Rt. 171 Victory Boulevard (posted speed limit 45 mph, east-west orientation) is a six lane divided roadway. Lane configurations at the three intersections are shown on Exhibit 3.

Synchro 9 has been used to calculate intersection levels of service. A request was made to VDOT for traffic signal timing for the three intersections. The three intersections are part of an Adaptive Traffic Signal Control (ATSC) system and there are no fixed signal timing plans. After review with VDOT, it was determined that optimization of network cycle length and optimization of offsets and phase intervals with Synchro should provide a reasonable estimate of traffic signal operations.

The Synchro model uses minimum yellow and red intervals for the three intersections obtained from previous VDOT signal timing information in 2008. Each peak hour scenario uses cycle lengths, offsets and phase intervals. The following reports are included in the technical appendix:

1. For signalized intersections, 2000 Highway Capacity Manual (HCM2000) report is used. See Appendix Exhibits J1 and J2 for the HCM2000 report AM and PM peak hours, respectively. HCM 2010 produces NEMA custom phasing violation.
2. Synchro Queues results are shown in Appendix Exhibits K1 and K2 for the AM and PM peak hours, respectively.
3. SimTraffic Queuing & Blocking results are shown in Appendix Exhibits L1 and L2 series for the AM and PM peak hours, respectively.

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Rt. 17 George Washington Memorial Highway:

Traffic LOS And Seconds Delay By		95th Percentile Queues By Lane Group									
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
Overall	D	37.9	D	52.2		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL2	D	46.3	D	36.4	270	#176	#341	186	202	533	1055
EBT2	D	37.9	E	60.2		#335	#680	296	312	1024	1031
EBR	A	0.2	A	0.3		0	0				61
WBL	E	74.7	F	111.0	440	#339	#317	355		598	
WBT3	D	48.2	D	53.9		#377	334	277	299	351	629
WBR	D	37.6	C	29.4	320	0	0	49		100	
NBL2	E	59.4	E	75.7	200	#162	#256	158	183	201	496
NBT2	C	29.1	E	70.2		257	#611	219	221	1110	1142
NBR	C	23.2	C	33.8	125	1	102	71		540	
SBL2	E	57.7	F	96.9	180	40	#132	19	71	137	231
SBT2	D	50.9	E	60.4		#464	#405	311	335	319	338
SBR	A	1.0	A	0.5		0	0	47			
# 95th %ile volume exceeds capacity, queue may be longer.								WB Additional Queue:		186	235

There is LOS overall LOS D at the Victory Boulevard/Rt. 17 intersection in the AM and PM peak hours with LOS E turning movements in the AM peak hour and LOS E and F turning movements in the PM peak hour. For Synchro queuing, 95th percentile queues exceed capacity for one or two lane groups on all intersection approaches. SimTraffic queues exceed turn lane storage in several instances in the PM peak hour with extensive through movement queues eastbound and northbound. (Note: because of a Synchro node insertion on Victory Boulevard east of Rt. 17 to account for the change from two lanes to three lanes westbound, there is additional westbound through movement queues shown in the bottom of Table 1-1).

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Wal-Mart Entrance:

Traffic LOS And Seconds Delay By		95th Percentile Queues By Lane Group											
	AM		PM		Storage Length	Synchro		SimTraffic Q&B					
Overall	A	4.0	A	8.6		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi		
EBL	D	53.4	D	50.5	175	87	m273	102		450			
EBT3	A	0.4	A	1.2		5	110	66	89	548	568		
WBT4	A	2.5	A	5.2		68	73	166	335	181	295		
WBR	A	0.0	A	0.1	225	m0	m0	19		93			
SBL	D	52.5	E	56.4		36	109	38		101			
SBR	D	51.4	D	52.6		46	73	54		123			
m 95th %ile queue metered by upstream signal.								EB Additional Queue:		98	107	663	698

There is overall LOS A in the AM and PM peak hours with no worse than LOS D for turning movements. The most significant queuing is shown in the SimTraffic PM peak hour results for eastbound traffic. This is a result of eastbound queues extending back on Victory Boulevard from the Rt. 17 signal. (Note: because of a Synchro node insertion on Victory Boulevard west of the Wal-Mart crossover to account for the change from four lanes to three

lanes westbound, there is additional eastbound through movement queues shown in the bottom of Table 1-2).

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Kiln Creek Parkway/Village Avenue:

TABLE 1-3 Victory Boulevard/Kiln Creek Parkway/Village Avenue											
Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
	B	17.7	C	24.8		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
Overall	D	53.6	E	57.5	300	52	139	47	99	160	441
EBL2	C	32.9	C	28.8		241	551	211	229	1160	1193
EBR	C	26.2	B	16.7		0	0	23		841	
WBL2	B	13.4	C	34.3	200	47	#164	96	141	150	169
WBT3	A	6.2	A	0.0		49	43	322	371	121	163
WBR	A	2.4	A	4.4	200	0	0	166		106	
NBL	D	51.3	E	56.3	150	34	58	6		32	
NBL/T2	D	51.1	E	55.4		26	47	6	65	99	117
NBR	D	50.7	D	54.9	150	0	74	53		179	
SBL	D	51.9	E	63.2	200	117	#205	95		194	
SBL/T2	D	48.8	D	52.6		70	119	26	147	129	243
SBR	A	0.1	A	0.1	200	0	0				

95th%ile volume exceeds capacity, queue may be longer.

There is LOS B in the AM peak hour and LOS C in the PM peak hour. The most significant queues are the eastbound through movements in the PM peak hour.

2023 BACKGROUND TRAFFIC

Exhibit 4a shows VDOT daily traffic counts (2011 through 2015) and linear regression analysis trend for Rt. 171 Victory Boulevard between the west corporate limits of Newport News and Rt. 17. The traffic counts show a declining trend with no growth.

A minimum growth rate of 1% average annual traffic growth is used in this report. A 1.07 growth factor is applied to 2016 counts to produce 2023 background traffic for the completion year of The Phoenix project. This 2023 background traffic forecast is shown on Exhibit 5 for the AM and PM peak hours, respectively.

For analysis reports, see Technical Appendix as follows:

- HCM2000 signalized intersections LOS: Exhibit J3 and J4 series
- Synchro Queues: Exhibits K3 and K4 series
- SimTraffic Queuing & Blocking: Exhibits L3 and L4 series.

The following table shows 2023 background traffic peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Rt. 17 George Washington Memorial Highway:

Traffic LOS And Seconds Delay By		95th Percentile Queues By Lane Group									
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
Overall	D	42.4	E	62.6		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL2	D	54.9	D	51.5	270	#198	#426	215	229	540	1020
EBT2	D	42.9	F	80.7		#380	#800	322	349	1032	1043
EBR	A	0.2	A	0.3		0	0				109
WBL	F	83.3	F	131.8	440	#386	#363	350		640	
WBT3	D	52.8	E	56.1		#449	378	334	357	436	707
WBR	D	40.3	C	31.3	320	0	10	51		209	
NBL2	E	65.9	F	86.6	200	#184	#289	173	200	258	493
NBT2	C	31.1	F	83.4		292	#711	245	252	1952	1968
NBR	C	24.6	D	36.6	125	14	138	79		551	
SBL2	E	63.2	F	118.2	180	44	#153	19	89	163	245
SBT2	E	58.4	E	68.5		#564	#478	344	359	342	370
SBR	A	1.2	A	0.6		0	0	0			
# 95th%ile volume exceeds capacity, queue may be longer.					WB Additional Queue:					352	404

There is overall LOS D in the AM peak hour and LOS E in the PM peak hour at the Victory Boulevard/Rt. 17 intersection with LOS E and F turning movements in both peak hours. For Synchro queuing, 95th percentile queues exceeds capacity at least one lane group on all intersection approaches. SimTraffic queues exceed turn lane storage in several instances in the PM peak hour with extensive through movement queues eastbound and northbound. (Note: because of a Synchro node insertion on Victory Boulevard east of Rt. 17 to account for the change from two lanes to three lanes westbound, there is additional westbound through movement queues shown in the bottom of Table 1-1).

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

results at Rt. 171 Victory Boulevard/Wal-Mart Entrance:

TABLE 2-2 Victory Boulevard/Wal-Mart											
Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
Overall	A	4.2	A	9.4		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL	E	62.1	E	55.8	175	97	m300	110		478	
EBT3	A	0.4	A	1.3		5	130	48	78	574	599
WBT4	A	2.3	A	5.8		75	m82	242	349	235	447
WBR	A	0.0	A	0.2	225	m0	m0	19		63	
SBL	E	57.5	E	61.4		39	122	33		124	
SBR	E	56.2	E	56.9		50	79	59		111	
m 95th %ile queue metered by upstream signal.					EB Additional Queue:					892	942

There is overall LOS A in the AM and PM peak hours with no worse than LOS E for turning movements. The most significant queuing is shown in the SimTraffic PM peak hour results for eastbound traffic. This is a result of eastbound queues extending back on Victory Boulevard from the Rt. 17 signal. (Note: because of a Synchro node insertion on Victory Boulevard west of the Wal-Mart crossover to account for the change from four lanes to three lanes westbound, there is additional eastbound through movement queues shown in the bottom of Table 1-2).

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Kiln Creek Parkway/Village Avenue:

TABLE 2-3 Victory Boulevard/Kiln Creek Parkway/Village Avenue											
Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
Overall	B	18.5	C	27.2		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL2	E	59.2	E	62.5	300	58	157	55	100	159	569
EBT3	D	35.1	C	31.5		278	645	247	260	1692	1746
EBR	C	27.5	B	17.4		0	0	25		1381	
WBL2	B	14.6	D	38.7	200	69	#186	106	144	173	189
WBT3	A	5.6	A	4.8		53	44	364	413	149	186
WBR	A	1.9	A	4.3	200	0	0	236		115	
NBL	E	56.3	E	61.2	150	36	64	8		37	
NBL/T2	E	56.0	E	60.1		30	53	8	69	116	220
NBR	E	55.6	E	60.1	150	0	86	53		231	
SBL	E	57.8	E	70.4	200	131	#242	125		229	
SBL/T2	D	53.4	E	56.7		80	135	57	170	180	266
SBR	A	0.1	A	0.1	200	0	0				

95th%ile volume exceeds capacity, queue may be longer.

There is LOS B in the AM peak hour and LOS C in the PM peak hour. The most significant queues are the eastbound through movements in the PM peak hour.

SITE TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Table 1 on Exhibit 6 shows various trip generation values for the site using Trip Generation Manual, 9th Edition (TGM9), published by the Institute of Transportation Engineers (ITE). Recommended values based on TGM9 and VDOT protocols are shaded in yellow in Table 1 and combined in Table 2 for total trip generation.

Equation value trips are distributed 50/50 east and west on Exhibit 6 in Table 3.

Site trip assignment is shown on Exhibit 7. All site traffic is assigned one entrance at the Victory Boulevard/Wal-Mart signalized crossover. Site access includes left turns in and out and right turn in and out. Through traffic between the site and the Wal-Mart entrance is prohibited to minimize the north/south signal phase.

2023 TRAFFIC WITH SITE

Exhibit 8 respectively shows 2023 AM and PM peak hour traffic with site traffic.

For analysis reports, see Technical Appendix as follows:

- HCM2000 signalized intersections LOS: Exhibit J5 and J6 series
- Synchro Queues: Exhibits K5 and K6 series
- SimTraffic Queuing & Blocking: Exhibits L5 and L6 series.

The following table shows 2023 total traffic peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Rt. 17 George Washington Memorial Highway:

Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
Overall	D	42.8	E	62.9		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL2	D	51.9	D	51.6	270	#205	#429	210	222	511	1039
EBT2	D	39.6	F	81.3		#391	#805	306	323	1008	1041
EBR	A	0.2	A	0.3		0	0				189
WBL	F	87.4	F	131.8	440	#404	#363	545		560	
WBT3	E	55.1	E	56.3		458	380	360	563	362	526
WBR	D	42.7	C	31.3	320	0	10	45		131	
NBL2	E	71.7	F	93.7	200	#196	#300	175	202	273	481
NBT2	C	32.5	F	83.4		309	#711	261	270	2433	2461
NBR	C	25.8	D	36.6	125	21	138	77		556	
SBL2	E	68.8	F	118.2	180	47	#153	25	147	153	302
SBT2	E	57.4	E	67.0		#575	#472	385	413	400	432
SBR	A	1.2	A	0.6		0	0				
# 95th%ile volume exceeds capacity, queue may be longer.					WB Additional Queue: 137 163 11 16						

There is overall LOS D in the AM peak hour and LOS E in the PM peak hour at the Victory Boulevard/Rt. 17 intersection with LOS E and F turning movements in both peak hours. For Synchro queuing, 95th percentile queues exceeds capacity at least one lane group on all

intersection approaches. SimTraffic queues exceed turn lane storage in several instances in the PM peak hour with extensive through movement queues eastbound and northbound. (Note: because of a Synchro node insertion on Victory Boulevard east of Rt. 17 to account for the change from two lanes to three lanes westbound, there is additional westbound through movement queues shown in the bottom of Table 1-1).

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Wal-Mart Entrance:

Traffic LOS And Seconds Delay By				95th Percentile Queues By Lane Group							
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
	A	5.5	B	10.3		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
Overall	E	62.3	D	44.7	175	103	m296	94		462	
EBL	A	1.8	A	2.3		72	143	75	103	568	579
EBT3	A	2.9	A	5.0	100	m0	m0	8		119	
EBR	F	86.5	E	69.1	100	m9	m21	22		57	
WBL	A	2.8	A	9.2		70	m87	142	354	386	510
WBL4	A	5.9	A	0.6	225	m0	m0	17		134	
WBR	E	64.0	E	56.6	100	28	32	27		35	
NBL	E	64.4	E	62.9		0	0	29		34	
NBR	E	65.8	E	61.9		43	123	37		121	
SBL	D	54.1	D	42.2		6	93	126		218	
m 95th %ile queue metered by upstream signal.					EB Additional Queue:			93	99	913	963

There is overall LOS A in the AM peak hour and LOS B in the PM peak hour. The most significant queuing is shown in the SimTraffic PM peak hour results for eastbound traffic. This is a result of eastbound queues extending back on Victory Boulevard from the Rt. 17 signal. (Note: because of a Synchro node insertion on Victory Boulevard west of the Wal-Mart crossover to account for the change from four lanes to three lanes westbound, there is additional eastbound through movement queues shown in the bottom of Table 1-2).

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Kiln Creek Parkway/Village Avenue:

TABLE 3-3 Victory Boulevard/Kiln Creek Parkway/Village Avenue											
Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
	B	19.1	C	28.1		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
Overall	E	61.7	E	62.5	300	61	157	52	113	143	620
EBL2	D	35.5	C	31.7		303	652	258	276	1786	1830
EBR	C	28.0	B	17.4		0	0	23		1523	
WBL2	B	15.5	D	42.8	200	80	#190	88	147	204	216
WBT3	A	5.4	A	6.8		67	46	348	406	174	191
WBR	A	1.7	A	7.2	200	0	0	211		111	
NBL	E	61.3	E	61.2	150	38	64	8		31	
NBL/T2	E	61.0	E	60.1		32	53	13	68	104	117
NBR	E	60.5	E	60.1	150	0	86	64		181	
SBL	E	62.1	E	70.4	200	138	#242	130		223	
SBL/T2	E	57.6	E	56.7		84	135	61	175	155	254
SBR	A	0.1	A	0.1	200	0	0				

95th%ile volume exceeds capacity, queue may be longer.

There is LOS B in the AM peak hour and LOS C in the PM peak hour. The most significant queues are the eastbound through movements in the PM peak hour.

2023 TRAFFIC WITH SITE & 2ND WESTBOUND LEFT TURN LANE ON VICTORY BOULEVARD AT RT. 17

Exhibit 2a shows the concept plan for a second left turn lane on westbound Victory Boulevard at Rt. 17. There is approximately 250 feet of double left turn lane shown.

For analysis reports, see Technical Appendix as follows:

- HCM2000 signalized intersections LOS: Exhibit J7 and J8 series
- Synchro Queues: Exhibits K7 and K8 series
- SimTraffic Queuing & Blocking: Exhibits L7 and L8 series.

The following table shows 2023 total traffic peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Rt. 17 George Washington Memorial Highway with the second westbound left turn lane:

Traffic LOS And Seconds Delay By		95th Percentile Queues By Lane Group									
	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
Overall	D	39.3	D	53.9		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL2	D	47.9	D	53.5	270	#180	#416	211	223	483	1017
EBT2	B	18.9	E	55.1		120	#745	275	289	1049	1059
EBR	A	0.2	A	0.3		0	0	160		173	
WBL2	E	60.0	F	100.1	250	#162	#170	183		198	
WBT3	E	60.5	E	70.1		#444	#417	317	345	365	422
WBR	C	32.5	C	28.3	320	0	6	49		126	
NBL2	E	61.9	E	74.8	200	#174	#282	151	176	267	503
NBT2	C	29.4	E	64.9		275	#658	217	227	1054	1070
NBR	C	23.1	C	33.3	125	7	123	70		526	
SBL2	E	57.6	F	101.4	180	42	#144	17	81	141	171
SBT2	E	58.1	E	59.1		#537	#422	344	361	308	326
SBR	A	1.2	A	0.6		0	0				
# 95th%ile volume exceeds capacity, queue may be longer.					WB Additional Queue:						

There is overall LOS D in the AM and PM peak hours at the Victory Boulevard/Rt. 17 intersection with LOS E in the AM peak hour and LOS E and F turning movements in the PM peak hour. These are improved LOS conditions over background traffic. For Synchro queuing, 95th percentile queues exceeds capacity at least one lane group on all intersection approaches. SimTraffic queues exceed turn lane storage in several instances in the PM peak hour with extensive through movement queues eastbound and northbound. The westbound additional queues have been eliminated.

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Wal-Mart Entrance:

Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
Overall	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
	A	5.1	B	10.3		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL	D	45.1	D	43.1	175	89	m283	85		463	
EBT3	A	0.9	A	2.3		52	139	55	93	574	596
EBR	A	3.4	A	5.1	100	m0	m0	6		120	
WBL	E	71.7	E	65.0	100	m9	m19	48		59	
WBL4	A	3.5	A	9.6		m67	m82	336	538	358	508
WBR	A	5.7	A	1.1	225	m0	m0	29		117	
NBL	D	53.8	D	54.3	100	25	31	29		36	
NBR	D	54.5		0.0		0	0	28		35	
SBL	E	55.2	E	60.4		38	121	42		105	
SBR	D	47.1	E	59.5		0	95	114		214	
m 95th %ile queue metered by upstream signal.					EB Additional Queue:					823	840

There is overall LOS A in the AM peak hour and LOS B in the PM peak hour. The most significant queuing is shown in the SimTraffic PM peak hour results for eastbound traffic. This is a result of eastbound queues extending back on Victory Boulevard from the Rt. 17 signal. (Note: because of a Synchro node insertion on Victory Boulevard west of the Wal-Mart crossover to account for the change from four lanes to three lanes westbound, there is additional eastbound through movement queues shown in the bottom of Table 1-2). The eastbound additional queue is reduced from 2023 background traffic conditions.

The following table shows existing peak hour intersection levels of service and queuing results at Rt. 171 Victory Boulevard/Kiln Creek Parkway/Village Avenue:

Traffic LOS And Seconds Delay By					95th Percentile Queues By Lane Group						
Overall	AM		PM		Storage Length	Synchro		SimTraffic Q&B			
	C	20.3	C	27.7		AM	PM	AM Lo	AM Hi	PM Lo	PM Hi
EBL2	D	54.2	E	59.8	300	54	152	40	89	158	500
EBT3	C	34.2	C	31.6		256	626	225	244	915	965
EBR	C	26.6	B	17.2		0	0	23		299	
WBL2	B	16.6	D	41.1	200	56	#200	101	172	179	194
WBT3	B	10.1	A	7.0		133	46	366	413	170	220
WBR	A	4.5	A	8.2	200	0	0	211		116	
NBL	D	51.2	E	58.6	150	34	63	9		40	
NBL/T2	D	51.0	E	57.6		28	52	21	72	96	119
NBR	D	50.7	E	58.0	150	0	88	56		183	
SBL	D	52.2	E	69.3	200	124	#242	108		208	
SBL/T2	D	48.7	D	54.9		74	132	51	165	150	246
SBR	A	0.1	A	0.1	200	0	0				

95th%ile volume exceeds capacity, queue may be longer.

There is LOS C in the AM peak hour and PM peak hours. The most significant queues are the eastbound through movements in the PM peak hour and these are reduced from 2023 background traffic conditions.

SUMMARY AND CONCLUSIONS

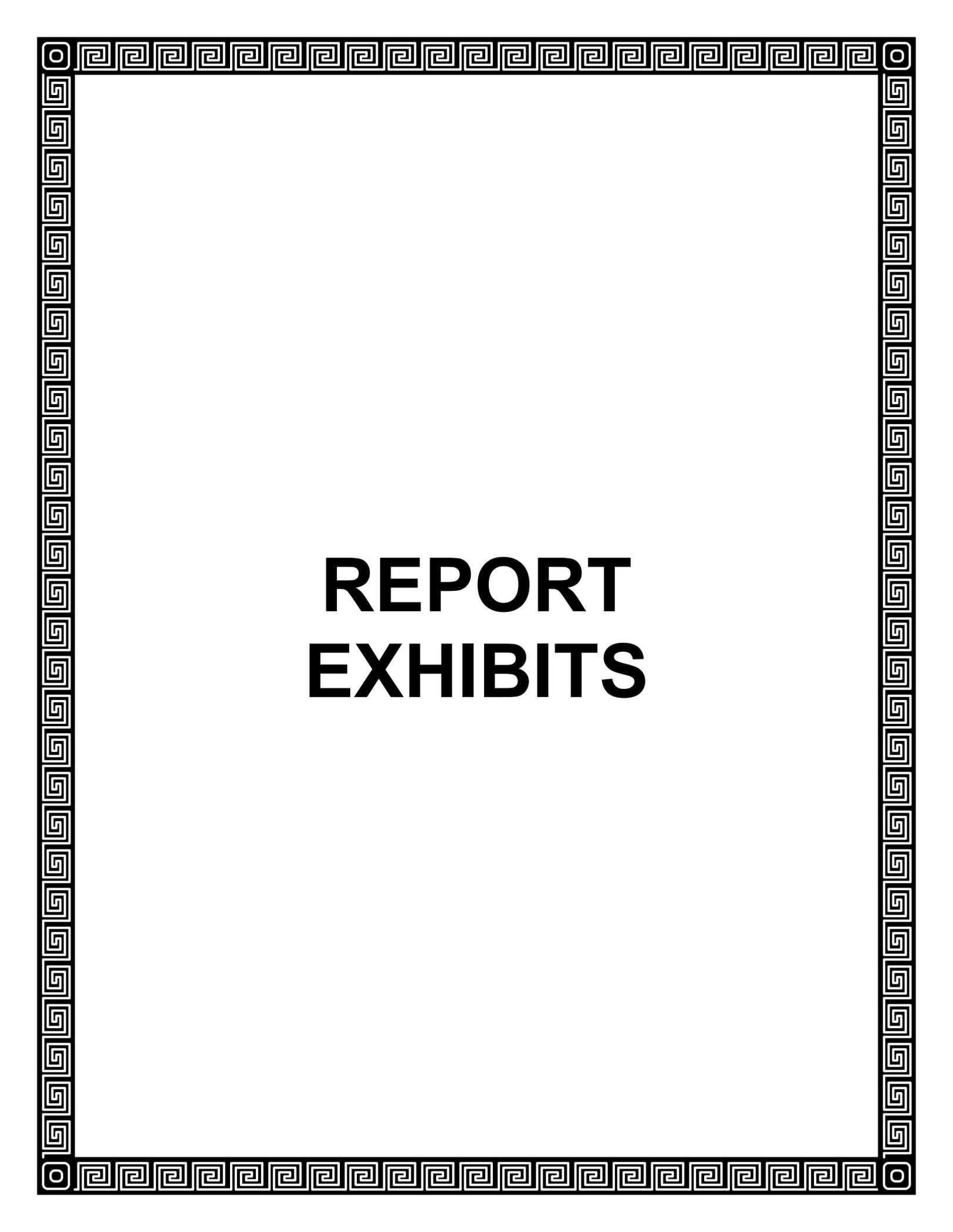
Exhibit 9a compares AM peak hour LOS for all four scenarios at the three intersections. At Victory Boulevard/Rt. 17, background traffic growth has appreciably greater increases in delay than does the addition of the site traffic. The addition of the second westbound left turn lane reduces overall delay and most movement delays below 2023 background traffic levels. In particular, eastbound through traffic delay with the second westbound left turn lane is less than on half that of 2023 background traffic with LOS improved from D to B.

Exhibit 9b compares PM peak hour LOS for all four scenarios at the three intersections. At Victory Boulevard/Rt. 17, PM background traffic growth has appreciably greater increases in delay than does the addition of the site traffic. The addition of the second westbound left turn lane reduces overall delay and most movement delays below 2023 background traffic levels. Overall intersection LOS is improved from E to D eastbound through traffic has LOS improved from F to E.

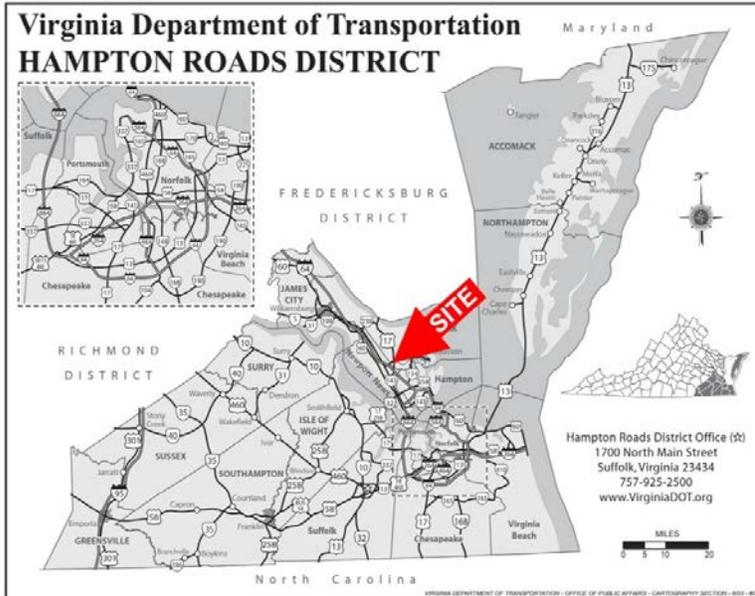
Exhibits 10a and 10b respectively show AM and PM Synchro queuing results. Overall, the queue values aren't much changed for the different scenarios with the biggest difference at Victory Boulevard/Rt. 17 with substantial reduction in queuing for the westbound left with the second left turn lane and generally modest reduction in queuing for most other movements.

Exhibits 11a and 11b respectively show AM and PM SimTraffic queuing results. The results are generally the same as with Synchro: biggest difference at Victory Boulevard/Rt. 17 with substantial reduction in queuing for the westbound left with the second left turn lane and generally modest reduction in queuing for most other movements. Specific to SimTraffic, the AM and PM westbound additional queue on Victory Boulevard at Rt. 17 is eliminated with the second westbound left turn lane and the AM eastbound additional queue on Victory Boulevard at Wal-Mart is eliminated. The PM eastbound additional queue on Victory Boulevard at Wal-Mart is reduced with second turn lane addition.

In conclusion, the adverse effects of adding site access at the Victory Boulevard/Wal-Mart Entrance are generally slight increases in delay and queuing. These increases are more than offset by the addition of the second westbound left turn lane on Victory Boulevard at Rt. 17.

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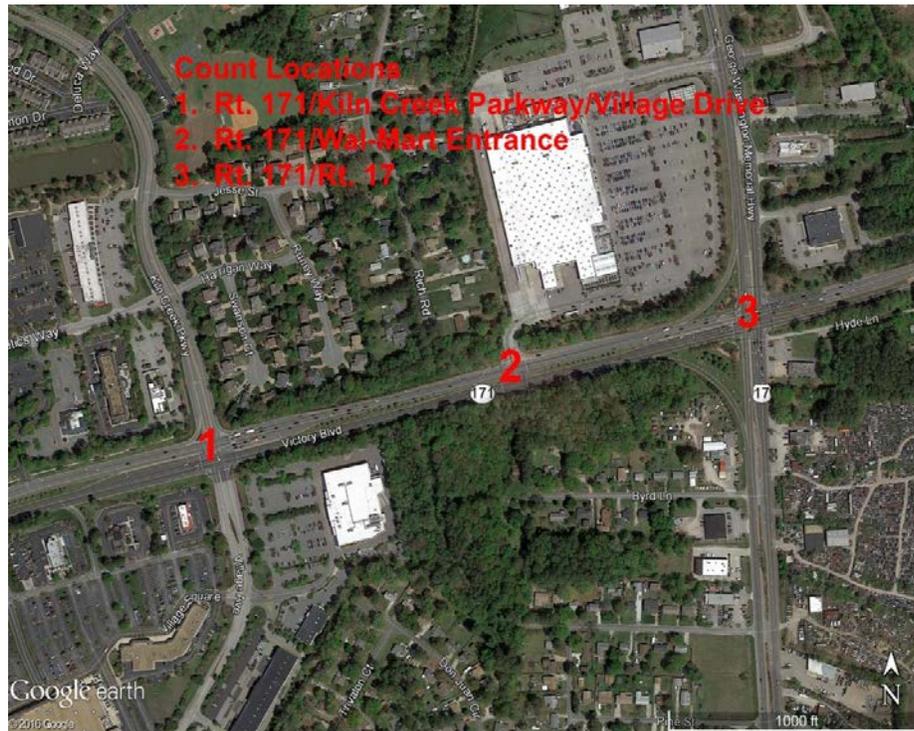
REPORT EXHIBITS



PHOENIX AT YORKTOWN
REGIONAL MAP AND AREA PARCEL MAP

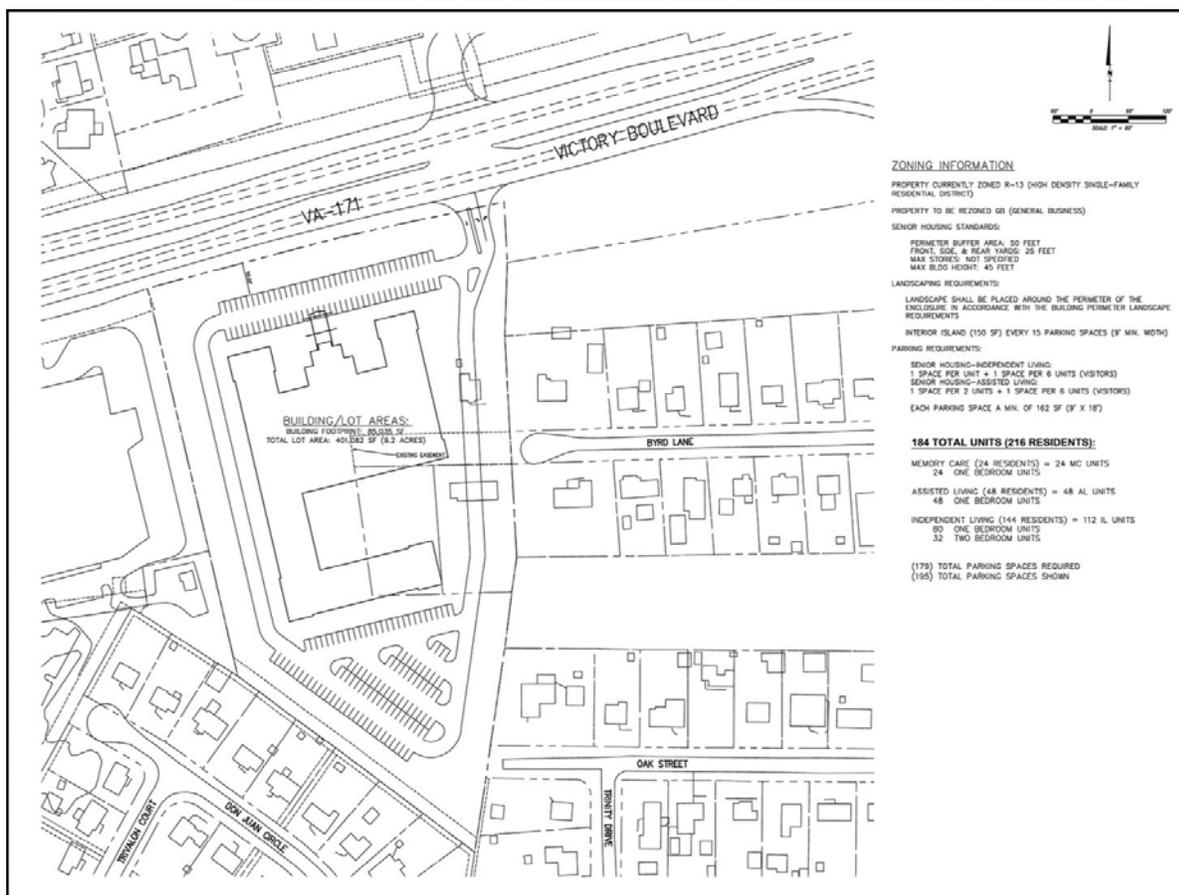
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Exhibit 1



Count Locations
1. Rt. 171/Kiln Creek Parkway/Village Drive
2. Rt. 171/Wal-Mart Entrance
3. Rt. 171/Rt. 17

Google earth
 © 2010 Google



ZONING INFORMATION

PROPERTY CURRENTLY ZONED R-13 (HIGH DENSITY SINGLE-FAMILY RESIDENTIAL DISTRICT)

PROPERTY TO BE REZONED GB (GENERAL BUSINESS)

SENIOR HOUSING STANDARDS:

PERMETER BUFFER AREA: 50 FEET
 FRONT SIDE & REAR YARDS: 25 FEET
 MAX SIGNAGE: NOT SPECIFIED
 MAX BLDG HEIGHT: 45 FEET

LANDSCAPING REQUIREMENTS:

LANDSCAPE SHALL BE PLACED AROUND THE PERIMETER OF THE ENCLOSURE IN ACCORDANCE WITH THE BUILDING PERIMETER LANDSCAPE REQUIREMENTS

INTERIOR ISLAND (150 SF) EVERY 15 PARKING SPACES (8' MIN. WIDTH)

PARKING REQUIREMENTS:

SENIOR HOUSING-INDEPENDENT LIVING: 1 SPACE PER UNIT + 1 SPACE PER 6 UNITS (VISITORS)
 SENIOR HOUSING-ASSISTED LIVING: 1 SPACE PER 2 UNITS + 1 SPACE PER 6 UNITS (VISITORS)
 EACH PARKING SPACE A MIN. OF 162 SF (8' X 18')

184 TOTAL UNITS (216 RESIDENTS):

MEMORY CARE (24 RESIDENTS) = 24 MC UNITS
 24 ONE BEDROOM UNITS

ASSISTED LIVING (48 RESIDENTS) = 48 AL UNITS
 48 ONE BEDROOM UNITS

INDEPENDENT LIVING (144 RESIDENTS) = 112 IL UNITS
 80 ONE BEDROOM UNITS
 32 TWO BEDROOM UNITS

(179) TOTAL PARKING SPACES REQUIRED
 (195) TOTAL PARKING SPACES SHOWN



ENGINEERING DESIGN
 TECHNOLOGIES, INC.
 2700 ENTERPRISE BLVD, SUITE 200
 MARIETTA, GEORGIA 30067
 TEL: 770-588-8888 Fax: 770-588-8889
 Web: www.edt.com

■ NOT FOR CONSTRUCTION
 □ FOR CONSTRUCTION

**PHOENIX SENIOR LIVING
 AT YORKTOWN
 YORKTOWN, VIRGINIA**

REV	DATE	DESCRIPTION

Date: 05/23/2016
 Job No: 08-01-0206
 Drawn: AZ
 Checked: DPH
 Filename: C1.0 - Conceptual Site Plan.dwg
 Plot Name: May 23, 2016 - 4:57:08 pm

CONCEPTUAL
 SITE PLAN
C1.0
 SHEET 1 OF 1

AM AND PM PEAK HOUR TRAFFIC COUNT LOCATIONS
 AND PRELIMINARY PLAN FOR PHOENIX AT YORKTOWN

DRW Consultants, LLC
 804-794-7312

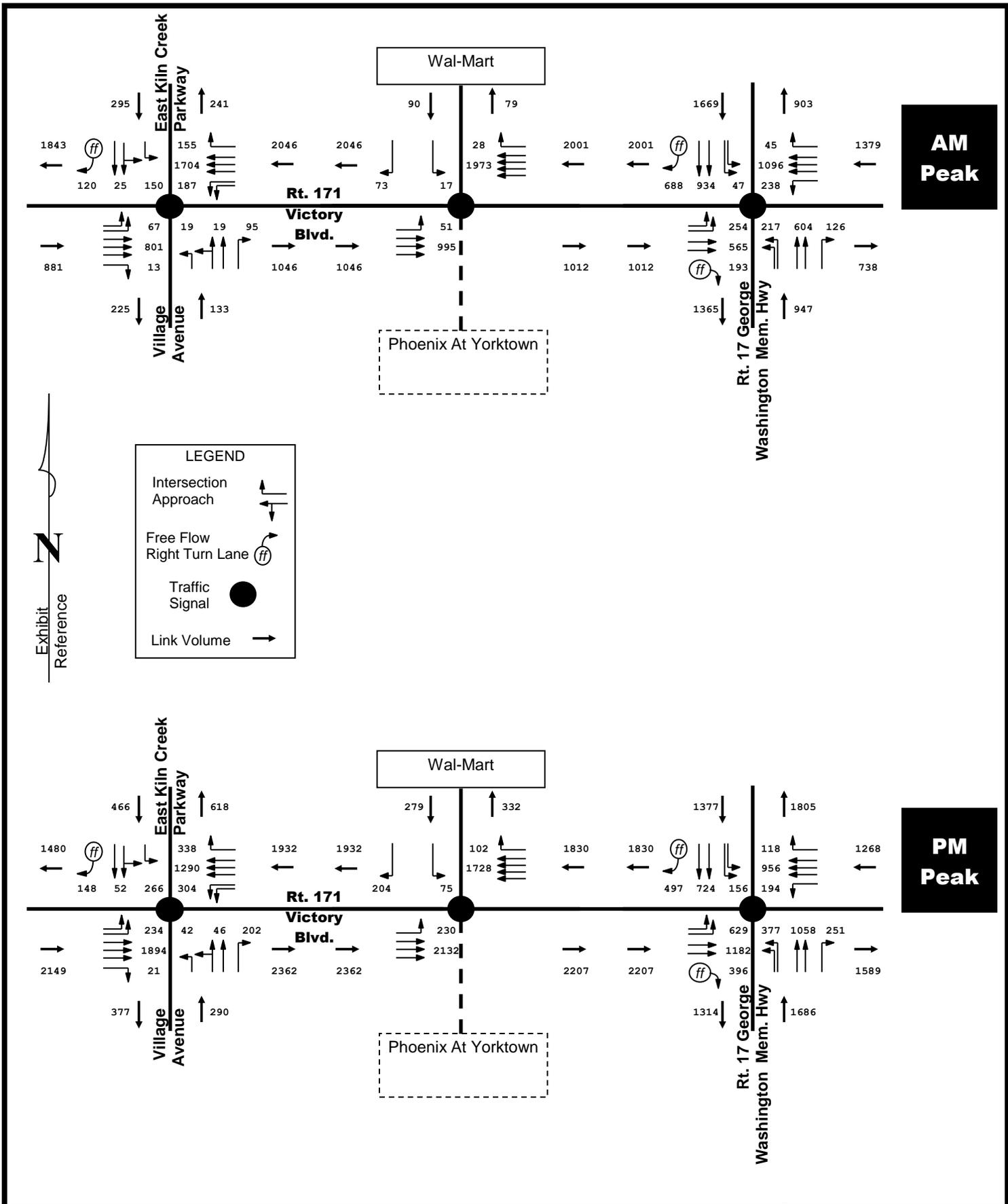
Exhibit 2



SECOND WESTBOUND LEFT TURN LANE
ON VICTORY BOULEVARD AT RT. 17

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Exhibit 2a



Street: **Rt. 171 Victory Boulevard**

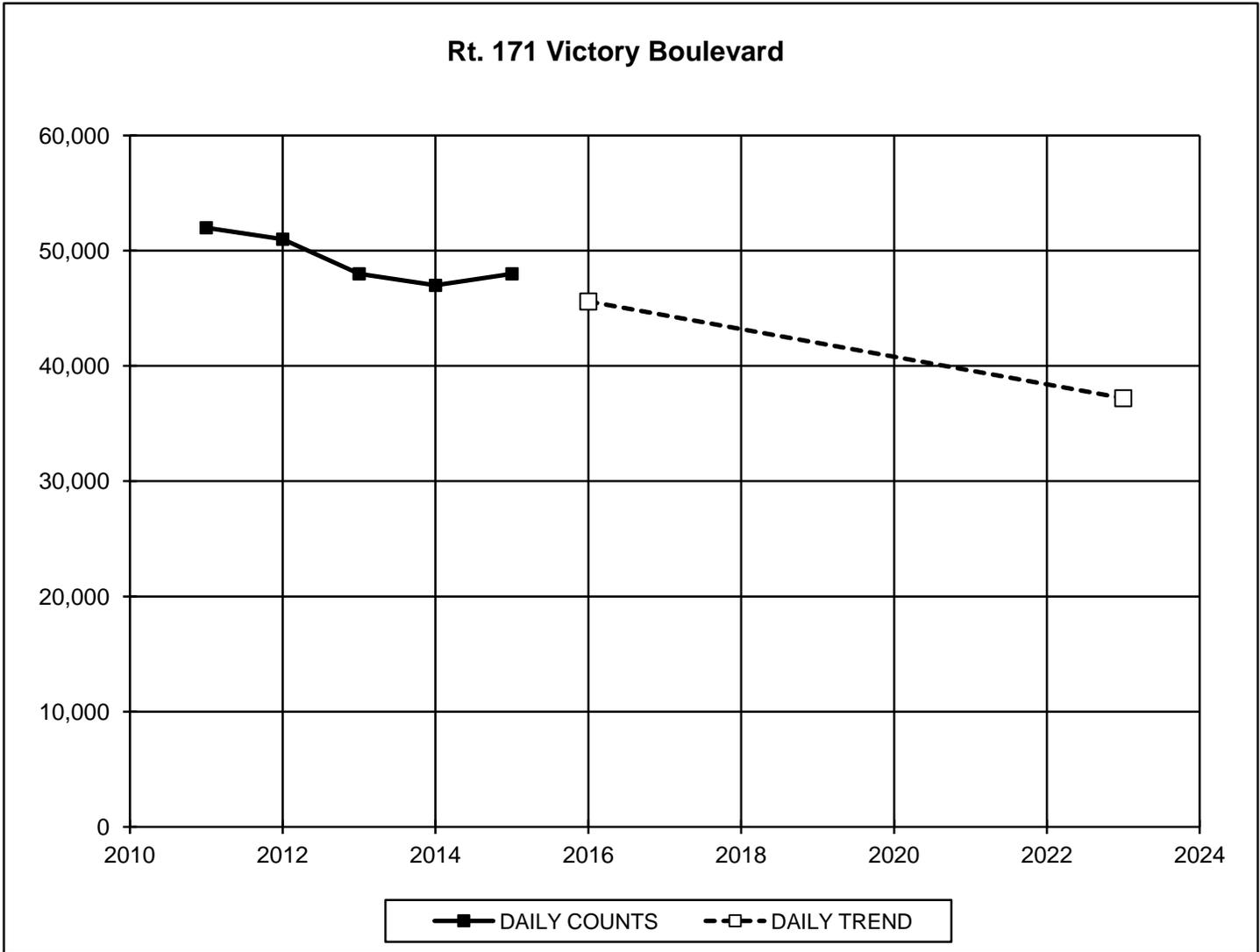
From: WCL Newport News

To: Rt. 17 Geo. Washington Memorial Highway

Source: VDOT AAWDT

DAILY COUNTS

Year	NB	SB	2 Way
2011			52,000
2012			51,000
2013			48,000
2014			47,000
2015			48,000
DAILY TREND			Δ16
2016			45,600
2023			37,200
			0.82



RT. 171 VICTORY BOULEVARD
 AVERAGE ANNUAL WEEKDAY TRAFFIC AND TREND

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Exhibit 4

AM Peak

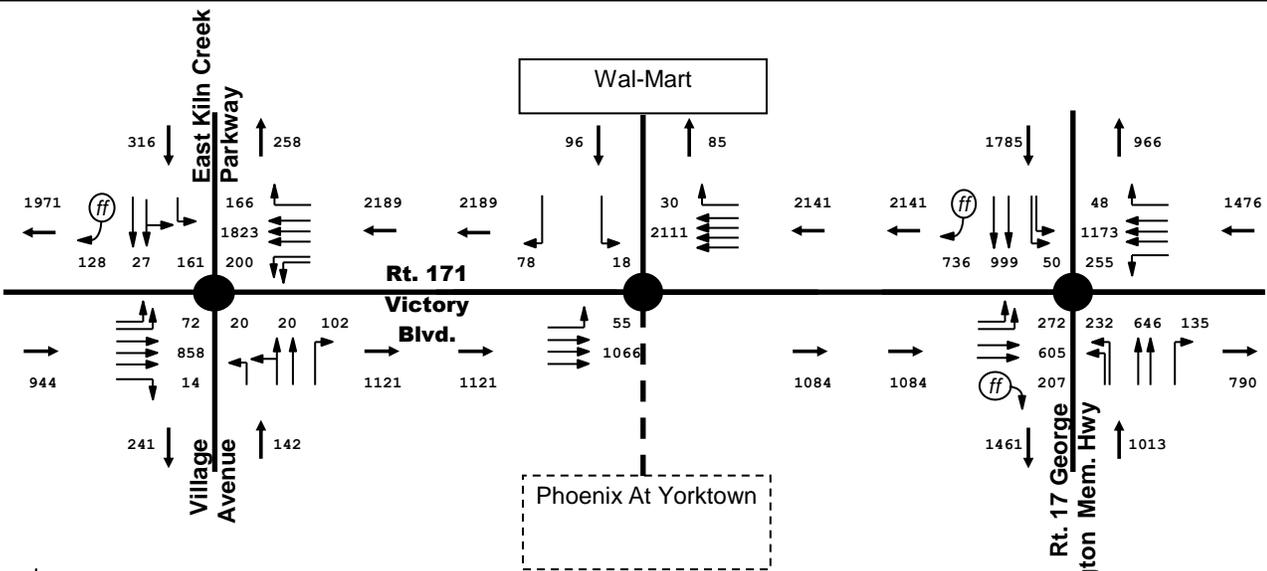


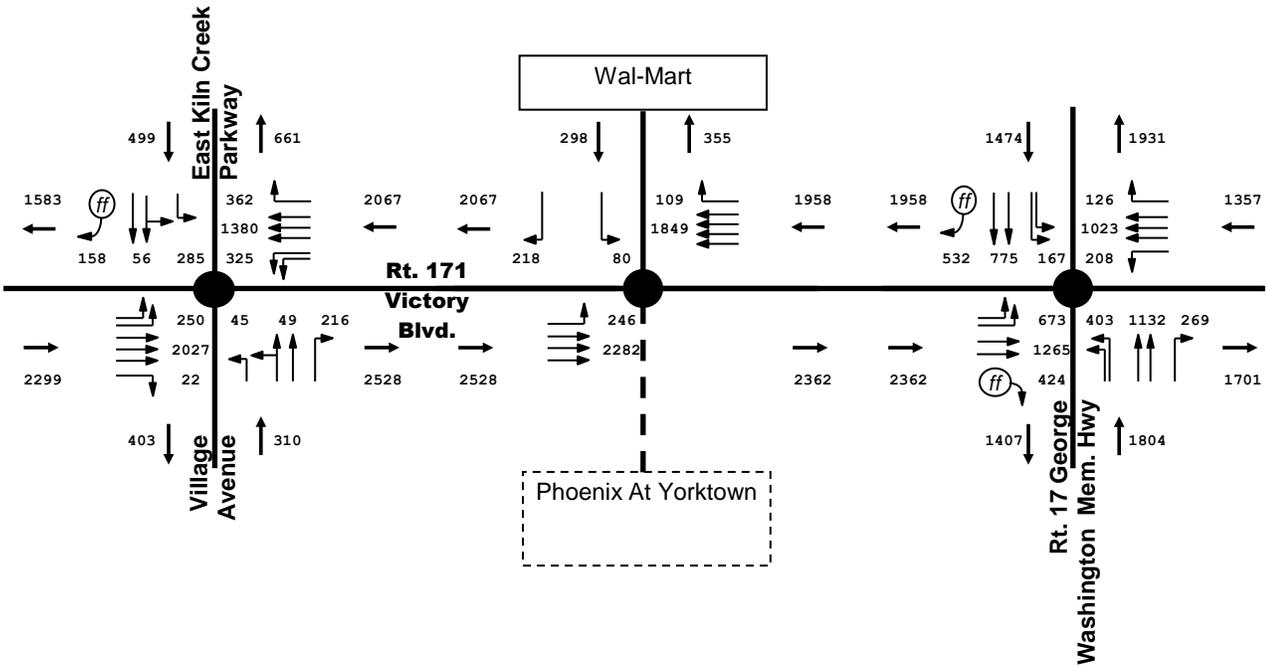
Exhibit Reference

LEGEND

- Intersection Approach
- Free Flow Right Turn Lane (ff)
- Traffic Signal
- Link Volume

GROWTH FACTOR: 1.07

PM Peak



PHOENIX AT YORKTOWN
2023 BACKGROUND TRAFFIC

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Exhibit 5

VALUE		LAND USE	LAND USE CODE	SQ.FT., OTHER UNITS	WEEKDAY TRIP GENERATION						DAILY
					AM PEAK HOUR			PM PEAK HOUR			
					Enter	Exit	Total	Enter	Exit	Total	
Table 1: Various Trip Generation Values											
eq.-adj. st.		Sr. Adult Attached	252	112 units	7	15	22	16	13	29	355
rate-adj. st.		Sr. Adult Attached	252	112 units	7	15	22	15	13	28	385
rate-adj. st.		Assisted Living	254	72 occ. bed	9	4	13	10	11	21	197

Table 2: Selected Trip Generation											
eq.-adj. st.		Sr. Adult Attached	252	112 units	7	15	22	16	13	29	385
rate-adj. st.		Assisted Living	254	72 occ. bed	9	4	13	10	11	21	197
					16	19	35	26	24	50	582

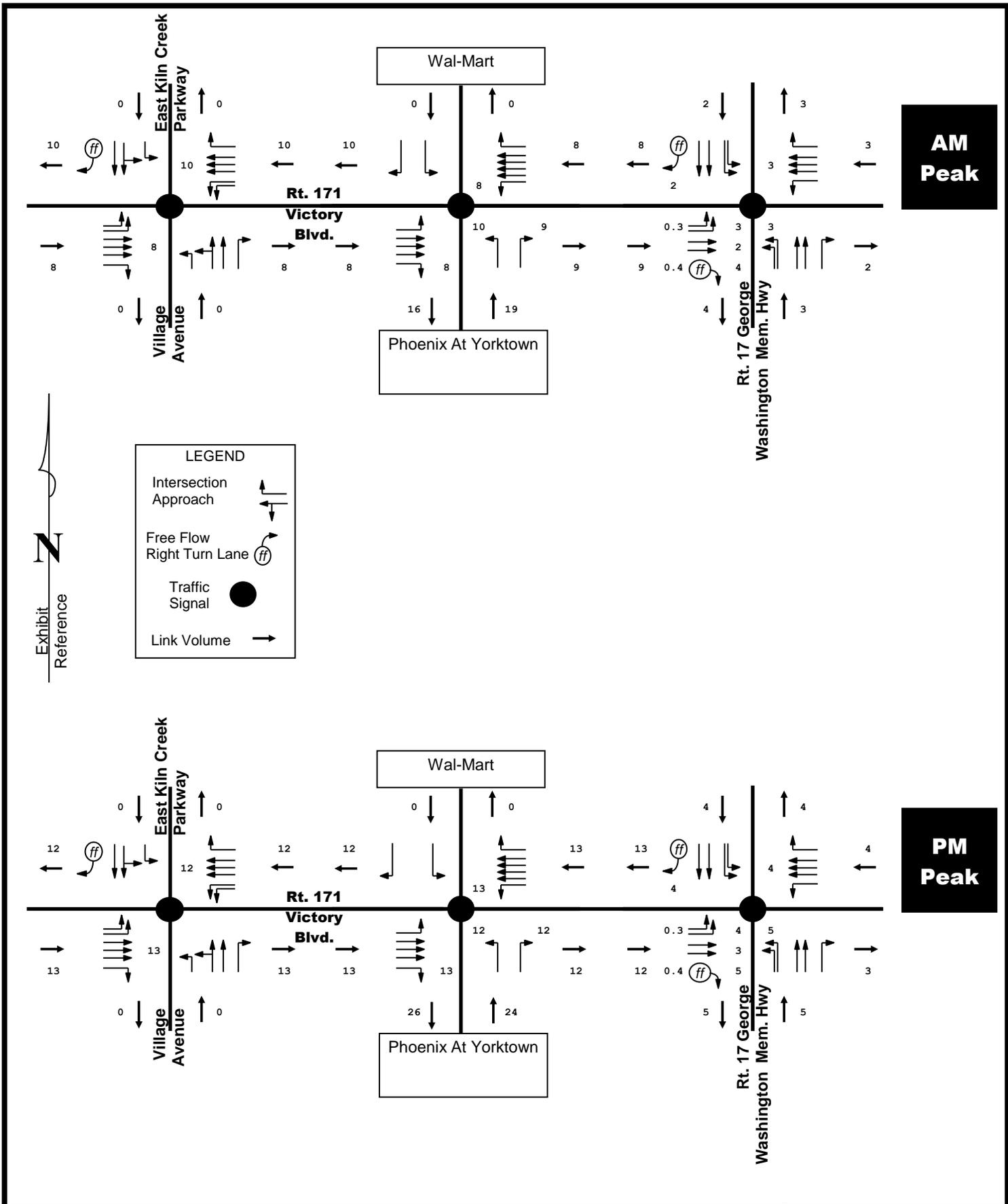
TABLE 3 - SITE TRIP DISTRIBUTION											
					16	19	35	26	24	50	
		AM Peak Hour				PM Peak Hour					
		Entering Traffic		Exiting Traffic		Entering Traffic		Exiting Traffic			
Direction	% Dist.	Trips	% Dist.	Trips	% Dist.	Trips	% Dist.	Trips	% Dist.	Trips	
WEST	50%	8	50%	10	50%	13	50%	12			
EAST	50%	8	50%	9	50%	13	50%	12			
	100%	16	100%	19	100%	26	100%	24			

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

TRIP GENERATION
PHOENIX AT YORKTOWN

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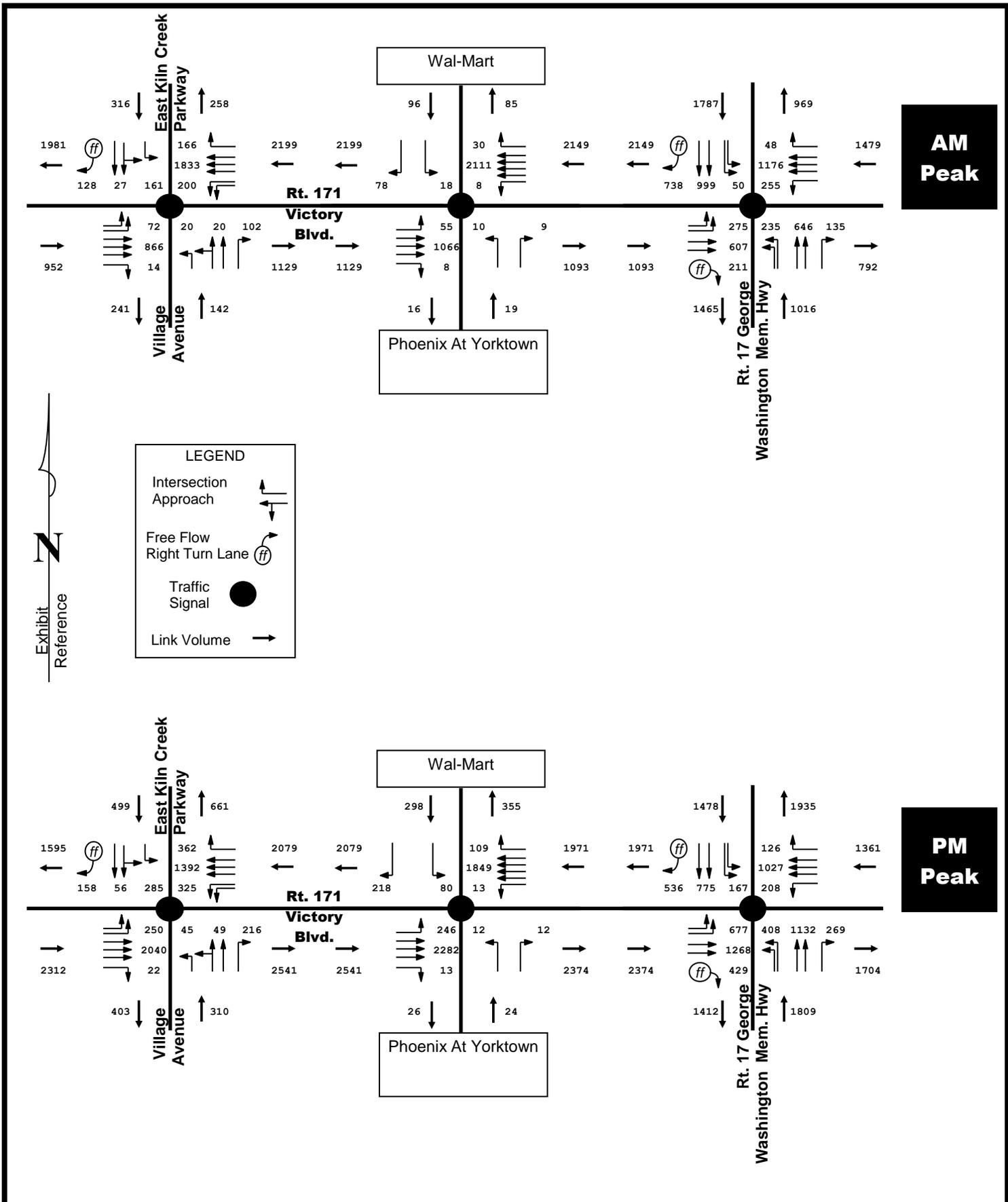
Exhibit 6



PHOENIX AT YORKTOWN
SITE TRIP ASSIGNMENT

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Exhibit 7



PHOENIX AT YORKTOWN
2023 TOTAL TRAFFIC

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Exhibit 8

TABLE ONE: Victory Boulevard/Rt. 17

	Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	2016		2023		2023			2023		
Overall	D	37.9	D	42.4	Overall	D	42.8	Overall	D	39.3
EBL2	D	46.3	D	54.9	EBL2	D	51.9	EBL2	D	47.9
EBT2	D	37.9	D	42.9	EBT2	D	39.6	EBT2	B	18.9
EBR	A	0.2	A	0.2	EBR	A	0.2	EBR	A	0.2
WBL	E	74.7	F	83.3	WBL	F	87.4	WBL2	E	60.0
WBT3	D	48.2	D	52.8	WBT3	E	55.1	WBT3	E	60.5
WBR	D	37.6	D	40.3	WBR	D	42.7	WBR	C	32.5
NBL2	E	59.4	E	65.9	NBL2	E	71.7	NBL2	E	61.9
NBT2	C	29.1	C	31.1	NBT2	C	32.5	NBT2	C	29.4
NBR	C	23.2	C	24.6	NBR	C	25.8	NBR	C	23.1
SBL2	E	57.7	E	63.2	SBL2	E	68.8	SBL2	E	57.6
SBT2	D	50.9	E	58.4	SBT2	E	57.4	SBT2	E	58.1
SBR	A	1.0	A	1.2	SBR	A	1.2	SBR	A	1.2

TABLE TWO Victory Boulevard/Wal-Mart

	Existing Roads/Signals				ALT. 1			ALT. 2		
	2015		2023		2017			2023		
Overall	A	4.0	A	4.2	Overall	A	5.5	Overall	A	5.1
EBL	D	53.4	E	62.1	EBL	E	62.3	EBL	D	45.1
EBT3	A	0.4	A	0.4	EBT3	A	1.8	EBT3	A	0.9
					EBR	A	2.9	EBR	A	3.4
					WBL	F	86.5	WBL	E	71.7
WBT4	A	2.5	A	2.3	WBL4	A	2.8	WBL4	A	3.5
WBR	A	0.0		0.0	WBR	A	5.9	WBR	A	5.7
					NBL	E	64.0	NBL	D	53.8
					NBR	E	64.4	NBR	D	54.5
SBL	D	52.5	E	57.5	SBL	E	65.8	SBL	E	55.2
SBR	D	51.4	E	56.2	SBR	D	54.1	SBR	D	47.1

TABLE THREE Victory Boulevard/Kiln Creek Parkway/Village Avenue

	Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	2016		2023		2023			2023		
Overall	B	17.7	B	18.5	Overall	B	19.1	Overall	C	20.3
EBL2	D	53.6	E	59.2	EBL2	E	61.7	EBL2	D	54.2
EBT3	C	32.9	D	35.1	EBT3	D	35.5	EBT3	C	34.2
EBR	C	26.2	C	27.5	EBR	C	28.0	EBR	C	26.6
WBL2	B	13.4	B	14.6	WBL2	B	15.5	WBL2	B	16.6
WBT3	A	6.2	A	5.6	WBT3	A	5.4	WBT3	B	10.1
WBR	A	2.4	A	1.9	WBR	A	1.7	WBR	A	4.5
NBL	D	51.3	E	56.3	NBL	E	61.3	NBL	D	51.2
NBL/T2	D	51.1	E	56.0	NBL/T2	E	61.0	NBL/T2	D	51.0
NBR	D	50.7	E	55.6	NBR	E	60.5	NBR	D	50.7
SBL	D	51.9	E	57.8	SBL	E	62.1	SBL	D	52.2
SBL/T2	D	48.8	D	53.4	SBL/T2	E	57.6	SBL/T2	D	48.7
SBR	A	0.1	A	0.1	SBR	A	0.1	SBR	A	0.1

**AM PEAK HOUR SIGNALIZED INTERSECTION
LEVELS OF SERVICE**

*DRW Consultants, LLC
804-794-7312*

Exhibit 9a

TABLE ONE: Victory Boulevard/Rt. 17

Existing Roads/Signals					With Site Access			Access & 2nd WB LTL		
	2016		2023			2023			2023	
Overall	D	52.2	E	62.6	Overall	E	62.9	Overall	D	53.9
EBL2	D	36.4	D	51.5	EBL2	D	51.6	EBL2	D	53.5
EBT2	E	60.2	F	80.7	EBT2	F	81.3	EBT2	E	55.1
EBR	A	0.3	A	0.3	EBR	A	0.3	EBR	A	0.3
WBL	F	111.0	F	131.8	WBL	F	131.8	WBL2	F	100.1
WBT3	D	53.9	E	56.1	WBT3	E	56.3	WBT3	E	70.1
WBR	C	29.4	C	31.3	WBR	C	31.3	WBR	C	28.3
NBL2	E	75.7	F	86.6	NBL2	F	93.7	NBL2	E	74.8
NBT2	E	70.2	F	83.4	NBT2	F	83.4	NBT2	E	64.9
NBR	C	33.8	D	36.6	NBR	D	36.6	NBR	C	33.3
SBL2	F	96.9	F	118.2	SBL2	F	118.2	SBL2	F	101.4
SBT2	E	60.4	E	68.5	SBT2	E	67.0	SBT2	E	59.1
SBR	A	0.5	A	0.6	SBR	A	0.6	SBR	A	0.6

TABLE TWO Victory Boulevard/Wal-Mart

Existing Roads/Signals					ALT. 1			ALT. 2		
	2015		2023			2017			2023	
Overall	A	8.6	A	9.4	Overall	B	10.3	Overall	B	10.3
EBL	D	50.5	E	55.8	EBL	D	44.7	EBL	D	43.1
EBT3	A	1.2	A	1.3	EBT	A	2.3	EBT	A	2.3
					EBR	A	5.0	EBR	A	5.1
					WBL	E	69.1	WBL	E	65.0
WBT4	A	5.2	A	5.8	WBT	A	9.2	WBT	A	9.6
WBR	A	0.1	A	0.2	WBR	A	0.6	WBR	A	1.1
					NBL	E	56.6	NBL	D	54.3
					NBR	E	62.9	NBR		0.0
SBL	E	56.4	E	61.4	SBL	E	61.9	SBL	E	60.4
SBR	D	52.6	E	56.9	SBR	D	42.2	SBR	E	59.5

TABLE THREE Victory Boulevard/Kiln Creek Parkway/Village Avenue

Existing Roads/Signals					With Site Access			Access & 2nd WB LTL		
	2016		2023			2023			2023	
Overall	C	24.8	C	27.2	Overall	C	28.1	Overall	C	27.7
EBL2	E	57.5	E	62.5	EBL2	E	62.5	EBL2	E	59.8
EBT3	C	28.8	C	31.5	EBT3	C	31.7	EBT3	C	31.6
EBR	B	16.7	B	17.4	EBR	B	17.4	EBR	B	17.2
WBL2	C	34.3	D	38.7	WBL2	D	42.8	WBL2	D	41.1
WBT3		0.0	A	4.8	WBT3	A	6.8	WBT3	A	7.0
WBR	A	4.4	A	4.3	WBR	A	7.2	WBR	A	8.2
NBL	E	56.3	E	61.2	NBL	E	61.2	NBL	E	58.6
NBL/T2	E	55.4	E	60.1	NBL/T2	E	60.1	NBL/T2	E	57.6
NBR	D	54.9	E	60.1	NBR	E	60.1	NBR	E	58.0
SBL	E	63.2	E	70.4	SBL	E	70.4	SBL	E	69.3
SBL/T2	D	52.6	E	56.7	SBL/T2	E	56.7	SBL/T2	D	54.9
SBR	A	0.1	A	0.1	SBR	A	0.1	SBR	A	0.1

**PM PEAK HOUR SIGNALIZED INTERSECTION
LEVELS OF SERVICE**

*DRW Consultants, LLC
804-794-7312*

Exhibit 9b

TABLE ONE: Victory Boulevard/Rt. 17

Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	Storage/ Link Dist.	2016	2023		Storage/ Link Dist.	2023		Storage/ Link Dist.	2023
EBL2	270	#176	#198	EBL2	270	#205	EBL2	270	#180
EBT2		#335	#380	EBT2		#391	EBT2		120
EBR				EBR			EBR		
WBL	440	#339	#386	WBL	440	#404	WBL2	250	#162
WBT3		#377	#449	WBT3		458	WBT3		#444
WBR	320			WBR	320		WBR	320	
NBL2	200	#162	#184	NBL2	200	#196	NBL2	200	#174
NBT2		257	292	NBT2		309	NBT2		275
NBR	125	1	14	NBR	125	21	NBR	125	7
SBL2	180	40	44	SBL2	180	47	SBL2	180	42
SBT2		#464	#564	SBT2		#575	SBT2		#537
SBR				SBR			SBR		

TABLE TWO Victory Boulevard/Wal-Mart

Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	Storage/ Link Dist.	2016	2023		Storage/ Link Dist.	2023		Storage/ Link Dist.	2023
EBL	175	87	97	EBL	175	103	EBL	175	89
EBT3		5	5	EBT3		72	EBT3		52
				EBR	100	m0	EBR	100	m0
				WBL	100	m9	WBL	100	m9
WBT4		68	75	WBL4		70	WBL4		m67
WBR	225	m0	m0	WBR	225	m0	WBR	225	m0
				NBL	100	28	NBL	100	25
				NBR		0	NBR		0
SBL		36	39	SBL		43	SBL		38
SBR		46	50	SBR		6	SBR		0

TABLE THREE Victory Boulevard/Kiln Creek Parkway/Village Avenue

Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	Storage/ Link Dist.	2016	2023		Storage/ Link Dist.	2023		Storage/ Link Dist.	2023
EBL2	300	52	58	EBL2	300	61	EBL2	300	54
EBT3		241	278	EBT3	0	303	EBT3	0	256
EBR		0	0	EBR	0	0	EBR	0	0
WBL2	200	47	69	WBL2	200	80	WBL2	200	56
WBT3		49	53	WBT3	0	67	WBT3	0	133
WBR	200	0	0	WBR	200	0	WBR	200	0
NBL	150	34	36	NBL	150	38	NBL	150	34
NBL/T2		26	30	NBL/T2	0	32	NBL/T2	0	28
NBR	150	0	0	NBR	150	0	NBR	150	0
SBL	200	117	131	SBL	200	138	SBL	200	124
SBL/T2		70	80	SBL/T2	0	84	SBL/T2	0	74
SBR	200	0	0	SBR	200	0	SBR	200	0

95th percentile exceeds capacity, queue may be longer. M Volume for 95th percentile queue is metered by upstream signal.

AM PEAK HOUR SYNCHRO QUEUING

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804-794-7312

Exhibit 10a

TABLE ONE: Victory Boulevard/Rt. 17

Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	Storage/ Link Dist.	2016	2023		Storage/ Link Dist.	2023		Storage/ Link Dist.	2023
EBL2	270	#341	#426	EBL2	270	#429	EBL2	270	#416
EBT2		#680	#800	EBT2		#805	EBT2		#745
EBR				EBR			EBR		
WBL	440	#317	#363	WBL	440	#363	WBL2	250	#170
WBT3		334	378	WBT3		380	WBT3		#417
WBR	320			WBR	320		WBR	320	
NBL2	200	#256	#289	NBL2	200	#300	NBL2	200	#282
NBT2		#611	#711	NBT2		#711	NBT2		#658
NBR	125	102	138	NBR	125	138	NBR	125	123
SBL2	180	#132	#153	SBL2	180	#153	SBL2	180	#144
SBT2		#405	#478	SBT2		#472	SBT2		#422
SBR				SBR			SBR		

TABLE TWO Victory Boulevard/Wal-Mart

Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	Storage/ Link Dist.	2016	2023		Storage/ Link Dist.	2023		Storage/ Link Dist.	2023
EBL	175	m273	m300	EBL	175	m296	EBL	175	m283
EBT3		110	130	EBT3		143	EBT3		139
				EBR	100	m0	EBR	100	m0
				WBL	100	m21	WBL	100	m19
WBT4		73	m82	WBL4		m87	WBL4		m82
WBR	225	m0	m0	WBR	225	m0	WBR	225	m0
				NBL	100	32	NBL	100	31
				NBR		0	NBR		0
SBL		109	122	SBL		123	SBL		121
SBR		73	79	SBR		93	SBR		95

TABLE THREE Victory Boulevard/Kiln Creek Parkway/Village Avenue

Existing Roads/Signals				With Site Access			Access & 2nd WB LTL		
	Storage/ Link Dist.	2016	2023		Storage/ Link Dist.	2023		Storage/ Link Dist.	2023
EBL2	300	139	157	EBL2	300	157	EBL2	300	152
EBT3		551	645	EBT3	0	652	EBT3	0	626
EBR		0	0	EBR	0	0	EBR	0	0
WBL2	200	#164	#186	WBL2	200	#190	WBL2	200	#200
WBT3		43	44	WBT3	0	46	WBT3	0	46
WBR	200	0	0	WBR	200	0	WBR	200	0
NBL	150	58	64	NBL	150	64	NBL	150	63
NBL/T2		47	53	NBL/T2	0	53	NBL/T2	0	52
NBR	150	74	86	NBR	150	86	NBR	150	88
SBL	200	#205	#242	SBL	200	#242	SBL	200	#242
SBL/T2		119	135	SBL/T2	0	135	SBL/T2	0	132
SBR	200	0	0	SBR	200	0	SBR	200	0

95th percentile exceeds capacity, queue may be longer. M Volume for 95th percentile queue is metered by upstream signal.

PM PEAK HOUR SYNCHRO QUEUING

*DRW Consultants, LLC
804-794-7312*

Exhibit 10b

TABLE ONE: Victory Boulevard/Rt. 17

Existing Roads/Signals						With Site Access				Access & 2nd WB LTL			
	Storage	2016		2023			Storage	2023			Storage	2023	
		Lo	High	Lo	High			Lo	High			Lo	High
EBL2	270	186	202	215	229	EBL2	270	210	222	EBL2	270	211	223
EBT2		296	312	322	349	EBT2		306	323	EBT2		275	289
EBR		0		0		EBR		0		EBR		160	
WBL	440	355		350		WBL	440	545		WBL2	250	183	
WBT3		277	299	334	357	WBT3		360	563	WBT3		317	345
WBR	320	49		51		WBR	320	45		WBR	320	49	
NBL2	200	158	183	173	200	NBL2	200	175	202	NBL2	200	151	176
NBT2		219	221	245	252	NBT2		261	270	NBT2		217	227
NBR	125	71		79		NBR	125	77		NBR	125	70	
SBL2	180	19	71	19	89	SBL2	180	25	147	SBL2	180	17	81
SBT2		311	335	344	359	SBT2		385	413	SBT2		344	361
SBR		47		0		SBR		0		SBR		0	
						WB Addt. Queue: 137 163							

TABLE TWO Victory Boulevard/Wal-Mart

Existing Roads/Signals						With Site Access				Access & 2nd WB LTL			
	Storage	2016		2023			Storage	2023			Storage	2023	
		Lo	High	Lo	High			Lo	High			Lo	High
EBL	175	102		110		EBL	175	94		EBL	175	85	
EBT3		66	89	48	78	EBT3		75	103	EBT3		55	93
						EBR	100	8		EBR	100	6	
						WBL	100	22		WBL	100	48	
WBT4		166	335	242	349	WBL4		142	354	WBL4		336	538
WBR	225	19		19		WBR	225	17		WBR	225	29	
						NBL	100	27		NBL	100	29	
						NBR		29		NBR		28	
SBL		38		33		SBL		37		SBL		42	
SBR		54		59		SBR		126		SBR		114	
EB Addt. Queue:		98	107			EB Addt. Queue:		93	99				

TABLE THREE Victory Boulevard/Kiln Creek Parkway/Village Avenue

Existing Roads/Signals						With Site Access				Access & 2nd WB LTL			
	Storage	2016		2023			Storage	2023			Storage	2023	
		Lo	High	Lo	High			Lo	High			Lo	High
EBL2	300	47	99	55	100	EBL2	300	52	113	EBL2	300	40	89
EBT3		211	229	247	260	EBT3		258	276	EBT3		225	244
EBR		23		25		EBR		23		EBR		23	
WBL2	200	96	141	106	144	WBL2	200	88	147	WBL2	200	101	172
WBT3		322	371	364	413	WBT3		348	406	WBT3		366	413
WBR	200	166		236		WBR	200	211		WBR	200	211	
NBL	150	6		8		NBL	150	8		NBL	150	9	
NBL/T2		6	65	8	69	NBL/T2		13	68	NBL/T2		21	72
NBR	150	53		53		NBR	150	64		NBR	150	56	
SBL	200	95		125		SBL	200	130		SBL	200	108	
SBL/T2		26	147	57	170	SBL/T2		61	175	SBL/T2		51	165
SBR	200	0		0		SBR	200	0		SBR	200	0	

AM PEAK HOUR SIMTRAFFIC QUEUING AND BLOCKING

DRW Consultants, LLC
804-794-7312

Exhibit 11a

TABLE ONE: Victory Boulevard/Rt. 17

Existing Roads/Signals						With Site Access				Access & 2nd WB LTL			
	Storage	2016		2023			Storage	2023			Storage	2023	
		Lo	High	Lo	High			Lo	High			Lo	High
EBL2	270	533	1055	540	1020	EBL2	270	511	1039	EBL2	270	483	1017
EBT2		1024	1031	1032	1043	EBT2		1008	1041	EBT2		1049	1059
EBR		61		109		EBR		189		EBR		173	
WBL	440	598		640		WBL	440	560		WBL2	250	198	
WBT3		351	629	436	707	WBT3		362	526	WBT3		365	422
WBR	320	100		209		WBR	320	131		WBR	320	126	
NBL2	200	201	496	258	493	NBL2	200	273	481	NBL2	200	267	503
NBT2		1110	1142	1952	1968	NBT2		2433	2461	NBT2		1054	1070
NBR	125	540		551		NBR	125	556		NBR	125	526	
SBL2	180	137	231	163	245	SBL2	180	153	302	SBL2	180	141	171
SBT2		319	338	342	370	SBT2		400	432	SBT2		308	326
SBR		0		0		SBR		0		SBR		0	
WB Addt. Queue:		186	235	352	404	WB Addt. Queue:		11	16				

TABLE TWO Victory Boulevard/Wal-Mart

Existing Roads/Signals						With Site Access				Access & 2nd WB LTL			
	Storage	2016		2023			Storage	2023			Storage	2023	
		Lo	High	Lo	High			Lo	High			Lo	High
EBL	175	450		478		EBL	175	462		EBL	175	463	
EBT3		548	568	574	599	EBT3		568	579	EBT3		574	596
						EBR	100	119		EBR	100	120	
						WBL	100	57		WBL	100	59	
WBT4		181	295	235	447	WBL4		386	510	WBL4		358	508
WBR	225	93		63		WBR	225	134		WBR	225	117	
						NBL	100	35		NBL	100	36	
						NBR		34		NBR		35	
SBL		101		124		SBL		121		SBL		105	
SBR		123		111		SBR		218		SBR		214	
EB Addt. Queue:		663	698	892	942	EB Addt. Queue:		913	963	EB Addt. Queue:		823	840

TABLE THREE Victory Boulevard/Kiln Creek Parkway/Village Avenue

Existing Roads/Signals						With Site Access				Access & 2nd WB LTL			
	Storage	2016		2023			Storage	2023			Storage	2023	
		Lo	High	Lo	High			Lo	High			Lo	High
EBL2	300	160	441	159	569	EBL2	300	143	620	EBL2	300	158	500
EBT3		1160	1193	1692	1746	EBT3		1786	1830	EBT3		915	965
EBR		841		1381		EBR		1523		EBR		299	
WBL2	200	150	169	173	189	WBL2	200	204	216	WBL2	200	179	194
WBT3		121	163	149	186	WBT3		174	191	WBT3		170	220
WBR	200	106		115		WBR	200	111		WBR	200	116	
NBL	150	32		37		NBL	150	31		NBL	150	40	
NBL/T2		99	117	116	220	NBL/T2		104	117	NBL/T2		96	119
NBR	150	179		231		NBR	150	181		NBR	150	183	
SBL	200	194		229		SBL	200	223		SBL	200	208	
SBL/T2		129	243	180	266	SBL/T2		155	254	SBL/T2		150	246
SBR	200	0		0		SBR	200	0		SBR	200	0	

PM PEAK HOUR SIMTRAFFIC QUEUING AND BLOCKING

*DRW Consultants, LLC
804-794-7312*

Exhibit 11b



Harper's Station at Yorktown

Fiscal Impact Study Supplemental Memo

York County, Virginia

Prepared by

Ted Figura Consulting

for

BFG Sage Yorktown Propco, LLC

Panama City Beach, Florida

**July 31, 2020
Revised September 22, 2020**

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Background and Methodology

This is a Supplemental Memo to the Fiscal Impact Study of April 13, 2017 submitted in support of a rezoning application for Phoenix at Yorktown, a proposed continuous care retirement facility to have been located on a 9.226 acre site located at the Byrd Lane along Victory Boulevard (the “Site”). The York County Board of Supervisors approved the rezoning and special use permit application for Phoenix at Yorktown on August 17, 2017. The original developers, Landbridge Development, LLC of Atlanta, Georgia, were not able to begin construction of Phoenix at Yorktown before expiration of the rezoning and special use permit approval. The proposed development has now been taken over by BFG Sage Yorktown Propco LLC (“the applicant”) which has rebranded the facility as Harper’s Station at Yorktown (“Harper’s Station” or “the proposed development”). The applicant now wishes to reactivate the proposed rezoning and special use for the proposed development.

This Supplemental Memo recalculates the fiscal impact of the proposed development using the Fiscal Impact Study for Phoenix at Yorktown, as modified in a revised fiscal impact analysis dated July 5, 2017 but not submitted in conjunction with the original rezoning application. The revised fiscal impact analysis increased the costs attributable to Phoenix at Yorktown from EMS services and related 911 calls based upon advice and data received from the County after the submission of the original fiscal impact analysis. The comparisons made in this Supplemental Memo to Phoenix at Yorktown are based upon the revised fiscal impact analysis reflecting the more accurate assessment of EMS and 911 Communications costs.

As noted in the “Conclusion,” below, the fiscal impact for the proposed development remains positive. All methodological assumptions contained in the original Fiscal Impact Study have been retained in this recalculation, except for those revised in the Phoenix at Yorktown Fiscal Impact Analysis dated July 5, 2017, as noted above. Otherwise, only those parameters of the proposed development that have been changed by the applicant from those of Phoenix at Yorktown have been changed in the fiscal impact model used for Harper’s Station. The methodological assumptions of the original Fiscal Impact Study, which remain constant in the current recalculation, are contained in the Appendix to the original Fiscal Impact Study and include, but are not limited to, the budgetary data (Fiscal Year 2017) used to calculate variable costs and revenues; tax rates and fees current in Fiscal Year 2017; data on incidence of EMS usage; and spending patterns assumed for Harper’s Station residents. Any changes valued in dollars (see below) have been adjusted to 2017 constant dollars.

Harper’s Station is a substantially similar product as Phoenix at Yorktown. There is no change in land use and no change in the nature of the proposed enterprise, both being continuous care retirement facilities located on the same Site within the County. The applicant has reduced the total number of units from 170 to 157. The applicant has also changed the mix of independent, assisted living and memory care units, generally reducing the allocation of independent living units from 56.5% to 47.7% and increasing the allocation of assisted living units. Table A below presents a comparison of the unit mix between the proposed development and Phoenix at Yorktown.

Table A		
Number of Units, Harper's Station and Phoenix at Yorktown		
Type of Unit	Phoenix at Yorktown	Harper's Station
Independent Living, 1BD	72	47
Independent Living, 2BD	24	28
Assisted Living, Studio	0	13
Assisted Living, 1BD	42	38
Assisted Living, 2BD	8	9
Memory Care, Studio	20	18
Memory Care, Semi-private	4	4

Besides the number of units and unit mix, the rent structure for Harper's Station has been changed from that proposed for Phoenix at Yorktown, with rents at Harper's Station generally increasing from those proposed for Phoenix at Yorktown, adjusting for inflation. Since it is assumed that household income is positively associated with rent, the estimated average household income at Harper's Station has increased from \$68,025 to \$74,850 (in constant dollars). Estimated household income is used to predict additional revenues derived from households, personal property tax and the real estate assessment for the proposed development.

Table A-3 from the original (Phoenix) Fiscal Impact Study Appendix has been revised and is shown below. The table now shows a comparison between the original rents and estimated incomes and those now proposed.

Table A-3				
Projected Harper's Station at Yorktown Household Incomes				
by Type of Unit				
Unit Type	Phoenix at Yorktown		Harper's Station	
	Monthly Fee (Rent)	Estimated Average Household Income	Monthly Fee (Rent)	Estimated Average Household Income ¹
Independent Living, 1 BR 1	\$3,300	\$66,000	\$2,750	\$52,250
Independent Living, 1 BR 2	N/A	N/A	\$3,250	\$61,775
Independent Living, 2 BR 1	\$3,900	\$78,000	\$4,000	\$76,025
Independent Living, 2 BR 2	N/A	N/A	\$4,800	\$91,225
Assisted Living, Studio 1	N/A	N/A	\$4,750	\$63,725
Assisted Living, Studio 2	N/A	N/A	\$5,250	\$70,425
Assisted Living, 1 BR 1	\$4,700	\$66,350	\$5,750	\$77,125
Assisted Living, 1 BR 2	N/A	N/A	\$6,250	\$83,850
Assisted Living, 2 BR 1 & 2	\$5,300	\$74,825	\$6,750	\$90,550
Memory Care, Semi-private	\$4,800	\$67,775	\$6,500	\$87,200
Memory Care, Studio	\$5,700	\$77,650	\$7,000	\$93,900

¹ Deflated to 2017 constant dollars

Additionally, the cost of business personal property owned by the operators of Harper's Station (office furnishings and equipment, common area furnishings and equipment, kitchen equipment, and maintenance equipment) has increased from \$700,000 to \$1,376,300, based on the applicant's estimate. Business license fee income was recalculated using the revised rents for the proposed development, with income from other fees adjusted proportional to the change in the number of units from the Phoenix proposal to those of the proposed development, with management fee income calculated at the same percentage as was used for Phoenix. These were adjusted to 2017 constant dollars.

Another change in the fiscal impact for Harper's Station is the elimination of the communications sales tax as a revenue to the County generated by the proposed development. Since the original fiscal impact analysis, it was discovered that the communications sales tax is remitted to localities by the Commonwealth on the basis of a fixed proportional formula and, therefore, does not change as the number of households in a locality changes. Thus, it is a fixed, not a variable revenue. Since it was included in the basis for the original Fiscal Impact Study and, therefore, the approved rezoning request, it has not been deducted from the fiscal impact for Phoenix at Yorktown in the comparison of revenue from the two developments.

Finally, the gross building size of Harper's Station is 175,000 square feet versus 201,000 square feet for Phoenix. This change affects calculations of the building permit fee and the sprinkler permit fee. The estimated disturbed area for the proposed development increased from 305,000 square feet to 319,385 square feet, affecting the recalculation of site plan fee. All other development fees, except the plumbing permit fee, which is dependent on the number of units, are expected to remain the same as previously calculated.

Construction of the proposed development is now expected to start in April 2021, rather than at the start of 2019. Thus, the first independent living units are now expected to be occupied in November 2022, with the last units occupied in February 2025. The first assisted living units are expected to be occupied in December 2022 with the last units occupied in May 2025. The first memory care units are now expected to be occupied in November 2022 and be fully occupied in September 2023. This does not affect the calculation of the fiscal impact but does change the expected stabilization year and the analysis period. The stabilization year is now expected to be FY 2026.

These parameters are best estimates of the scope of the proposed development made by the applicant at this point in time. The specifics of the proposed development are subject to change based upon final determinations of site constraints and/or market conditions. Descriptions of the proposed development contained herein are not guarantees by the applicant that the proposed development will be constructed exactly as described above. However, the basic elements of the proposed development are those outlined above. Any change in the fiscal impact of the proposed development on the County due to minor changes in the scope of the proposed development are expected to be within the margin of variation of the projected revenues and costs of this fiscal impact analysis with the proportion of revenues to costs estimated in the fiscal impact analysis report expected to remain practically the same.

Fiscal Impact: Phoenix at Yorktown

This Supplemental Memo updates the tables contained in the original Fiscal Impact Study. Each table is followed by a duplicate table showing the change in fiscal impact metrics between those of the proposed development and those of the original Fiscal Impact Study performed for Phoenix at Yorktown.

Table 1 Harper's Station Projected Revenues		
Revenue Type	Annual Revenues, Stabilization Year (FY 2026)	Ten-Year Total (FY2021-2030)
Current Real Estate Tax	\$ (5,400)	\$ (53,975)
Real Estate Property Tax, Land	\$ 12,950	\$ 113,950
Real Estate Property Tax, Improvements	\$165,750	\$1,243,075
Personal Property (Car) Tax, Motor Vehicle Registration Fee, Car Rental Tax	\$ 11,550	\$ 80,250
Utility Consumption Tax, and other fees	\$ 2,275	\$ 15,675
Business Personal Property Tax	\$ 13,075	\$ 98,075
Business License Fees	\$ 31,300	\$ 214,925
Meals Tax	\$ 1,050	\$ 7,150
Sales Tax (Local Option)	\$ 250	\$ 1,775
<i>Subtotal Direct Taxes</i>	<i>\$ 232,800</i>	<i>\$1,720,900</i>
Additional Revenues Derived from Households	\$ 10,075	\$ 69,200
<i>General Fund Annual Revenues</i>	<i>\$242,875</i>	<i>\$1,790,100</i>
Sewer Collection Fee	\$ 44,925	\$ 308,575
<i>Enterprise Fund Annual Revenues</i>	<i>\$ 44,925</i>	<i>\$ 308,575</i>
Subtotal Annual Revenues	\$287,800	\$2,098,675
Building Permit and Review Fees		\$ 37,525
Development Review Fees		\$ 5,000
Certificate of Occupancy Fees		\$ 75
<i>General Fund One-time Revenues</i>		<i>\$ 42,600</i>
Sewer Connection Fees		\$ 24,200
Water Connection Fees		\$ 0
<i>Enterprise Fund One-time Revenues</i>		<i>\$ 24,200</i>
Subtotal One-time Revenues		\$ 66,800
Total Revenues	\$287,800	\$2,165,475
<i>General Fund Revenues</i>	<i>\$242,875</i>	<i>\$1,832,700</i>
<i>Enterprise Fund Revenues</i>	<i>\$ 44,925</i>	<i>\$ 332,775</i>

Figures rounded to the nearest \$25.

**Table 1A
Harper's Station
Projected Revenues—Change from Phoenix Projections**

Revenue Type	Annual Revenues, Stabilization Year (FY 2026)	Ten-Year Total (FY2021-2030)
Current Real Estate Tax	\$ 0	\$ 0
Real Estate Property Tax, Land	\$ 0	\$ 7,725
Real Estate Property Tax, Improvements	\$ (6,975)	\$ 33,925
Personal Property (Car) Tax, Motor Vehicle Registration Fee, Car Rental Tax	\$ (3,525)	\$ (7,050)
Utility Consumption Tax, and other fees	\$ (6,600)	\$ (37,325)
Business Personal Property Tax	\$ 6,075	\$ 52,575
Business License Fees	\$ (3,475)	\$ 6,875
Meals Tax	\$ (75)	\$ 425
Sales Tax (Local Option)	\$ (25)	\$ 100
<i>Subtotal Direct Taxes</i>	<i>\$(14,600)</i>	<i>\$ 57,250</i>
Additional Revenues Derived from Households	\$ (1,625)	\$ 675
<i>General Fund Annual Revenues</i>	<i>\$(16,225)</i>	<i>\$ 57,925</i>
Sewer Collection Fee	\$ (3,750)	\$ 17,475
<i>Enterprise Fund Annual Revenues</i>	<i>\$ (3,750)</i>	<i>\$ 17,475</i>
Subtotal Annual Revenues	\$(19,975)	\$ 75,400
Building Permit and Review Fees		\$ (5,800)
Development Review Fees		\$ (100)
Certificate of Occupancy Fees		\$ 0
<i>General Fund One-time Revenues</i>		<i>\$ (5,900)</i>
Sewer Connection Fees		\$ 0
Water Connection Fees		\$ 0
<i>Enterprise Fund One-time Revenues</i>		<i>\$ 0</i>
Subtotal One-time Revenues		\$ (5,900)
Total Revenues	\$(19,975)	\$ 69,500
<i>General Fund Revenues</i>	<i>\$(16,225)</i>	<i>\$ 52,025</i>
<i>Enterprise Fund Revenues</i>	<i>\$ (3,750)</i>	<i>\$ 17,475</i>

Figures rounded to the nearest \$25.

For a number of revenue sources, the change in the ten-year total is positive while the annual change is negative. This anomaly is due to timing differences related to the start of construction. In the original Fiscal Impact Study, the development and construction period extended over three fiscal years because construction and permitting occurred in separate fiscal years. In the updated fiscal impact analysis, development and construction occur over two fiscal years, providing several additional months of revenue receipt during the ten-year analysis period. The same phenomenon occurs with respect to costs.

Table 2 Harper's Station Projected Costs		
Projected Operating Costs	Annual Revenues, Stabilization Year (FY 2026)	Ten-Year Total (FY2021-2030)
General Government Service Operating Costs	\$186,725	\$1,279,800
General Government Service Capital Costs		\$ 0
Education Operating Costs	\$ 0	\$ 0
Education Capital Costs		\$ 0
Total General Fund Costs	\$186,725	\$1,279,850
Enterprise Fund Costs	\$ *	\$ 50
Total Operating Costs	\$186,725	\$1,279,850

Figures rounded to the nearest \$25
* Less than \$12.50

Table 2A Harper's Station Projected Costs—Change from Phoenix Projections		
Projected Operating Costs	Annual Revenues, Stabilization Year (FY 2026)	Ten-Year Total (FY2021-2030)
General Government Service Operating Costs	\$(10,125)	\$96,475
General Government Service Capital Costs		\$ 0
Education Operating Costs	\$ 0	\$ 0
Education Capital Costs		\$ 0
Total General Fund Costs	\$(10,125)	\$96,475
Enterprise Fund Costs	\$ 0	\$ 50
Total Operating Costs	\$(10,125)	\$96,475

Figures rounded to the nearest \$25
* Less than \$12.50

Table 3 Harper's Station Projected Cash Flow through Stabilization Year					
	FYs 2021- 2022	FY 2023	FY 2024	FY 2025	Stabilization Year FY 2026
General Fund Revenues*	\$41,575	\$110,675	\$225,525	\$240,025	\$242,875
Enterprise Fund Revenues	\$24,200	\$ 10,300	\$ 31,200	\$ 42,425	\$ 44,925
Total Revenues	\$65,775	\$120,975	\$256,725	\$282,450	\$287,800
General Fund Costs	\$ (75)	\$ 41,400	\$129,175	\$175,650	\$186,725
Enterprise Fund Costs	\$ 0	\$ **	\$ **	\$ **	\$ **
Total Costs	\$ (75)	\$ 41,400	\$129,175	\$175,650	\$186,725
General Fund Cash Flow	\$41,500	\$ 69,275	\$ 96,350	\$ 64,375	\$ 56,150
Enterprise Fund Cash Flow	\$24,200	\$ 10,300	\$ 31,200	\$ 42,425	\$ 44,925
Total Cash Flow	\$65,700	\$ 79,575	\$127,550	\$106,800	\$101,075

Figures rounded to the nearest \$25.

*The "cost" of taxes currently collected on the site is subtracted from General Fund revenues

** Less than \$12.50

Table 3A Harper's Station Projected Cash Flow through Stabilization Year-- Change from Phoenix Projections					
	FYs 2021- 2022	FY 2023	FY 2024	FY 2025	Stabilization Year FY 2026
General Fund Revenues*	\$(5,375)	\$ (98,300)	\$(10,650)	\$(11,100)	\$(16,225)
Enterprise Fund Revenues	\$ 0	\$ (7,175)	\$ (3,425)	\$ (1,875)	\$ (3,750)
Total Revenues	\$(5,375)	\$(105,475)	\$(14,075)	\$(12,975)	\$(19,975)
General Fund Costs	\$ 25	\$ (30,075)	\$(13,975)	\$ (5,800)	\$(10,125)
Enterprise Fund Costs	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total Costs	\$ 25	\$ (30,075)	\$(13,975)	\$ (5,800)	\$(10,125)
General Fund Cash Flow	\$(5,350)	\$ (68,225)	\$ 3,325	\$ (5,200)	\$ (6,100)
Enterprise Fund Cash Flow	\$ 0	\$ (7,175)	\$ (3,425)	\$ (1,875)	\$ (3,750)
Total Cash Flow	\$(5,350)	\$ (75,400)	\$ (100)	\$ (7,075)	\$ (9,850)

Figures rounded to the nearest \$25.

*The "cost" of taxes currently collected on the site is subtracted from General Fund revenues

** Less than \$12.50

Table 4		
Harper's Station Fiscal Impact Measures, General and Enterprise Funds		
	Stabilization Year	Ten-Year Total
General Fund		
Cumulative Cash Flow	N/A	\$552,900
Benefit-to-Cost Ratio	1.3-to-1	1.43-to-1
Total All Funds		
Cumulative Cash Flow	N/A	\$885,625
Benefit-to-Cost Ratio	1.54-to-1	1.69 to-1

Table 4A		
Harper's Station Fiscal Impact Measures, General and Enterprise Funds Change from Phoenix Projections		
	Stabilization Year	Ten-Year Total
General Fund		
Cumulative Cash Flow	N/A	\$(46,600)
Benefit-to-Cost Ratio	-.02-to-1	-.08-to-1
Total All Funds		
Cumulative Cash Flow	N/A	\$911,500
Benefit-to-Cost Ratio	-.02-to-1	-.08-to-1

Conclusion

The fiscal impact on the County for Harper's Station remains positive after adjusting for the changed parameters of the proposed development compared to those of Phoenix at Yorktown. Due to the proposed development's smaller scale, the magnitude of the positive fiscal impact is somewhat smaller than for the original proposal. The benefit-to-cost ratio also declines but only by a small amount—equivalent to a 2 cent reduction in return on investment during the stabilization year and beyond. Thus, it can be said that with regard to fiscal impact for the proposed development, it is not substantially different from the fiscal impact of Phoenix at Yorktown, for which a rezoning and special use permit had been approved by the County in 2017.

PLANNING COMMISSION
 COUNTY OF YORK
 YORKTOWN, VIRGINIA

Resolution

At a regular meeting of the York County Planning Commission held in the Board Room, York Hall, Yorktown, Virginia, on the ____ day of _____, 2020:

Present

Vote

Michael S. King, Chair
 Glen D. Titus, Vice Chair
 Montgoussaint E. Jons
 Mary P. Leedom
 Robert T. Criner
 Robert W. Peterman
 Bruce R. Sturk

On motion of _____, which carried ____, the following resolution was adopted:

A RESOLUTION TO RECOMMEND APPROVAL OF AN APPLICATION TO AMEND PROFFERED CONDITIONS APPLICABLE TO 9.2 ACRES AT 119, 120, AND 121 BYRD LANE

WHEREAS, on August 15, 2020, through the adoption of Ordinance No. 17-9, the York County Board of Supervisors approved Application No. ZM-173-17, submitted by Landbridge Acquisitions, LLC, to amend the York County Zoning Map by reclassifying the three parcels located at 119, 120, and 121 Byrd Lane (Route 734) and further identified as Assessor’s Parcel Nos. 37F-3-A1, 36-10, and 37F-3-A (GPINs S03d-2755-2181, S03d-2555-2250, and S03d-2634-2179) from R13 (High density single-family residential) to GB (General Business) subject to voluntarily proffered conditions; and

WHEREAS, BFG Sage Yorktown Propco, LLC has submitted Application No. ZM-188-20 to amend the previously proffered conditions of approval applicable to the three parcels referenced above; and

WHEREAS, said application has been forwarded to the York County Planning Commission in accordance with applicable procedure; and

WHEREAS, the Planning Commission has conducted a duly advertised public hearing on this application; and

WHEREAS, the Commission has carefully considered the public comments with respect to this application;

NOW, THEREFORE, BE IT RESOLVED by the York County Planning Commission this the ____ day of ____, 2020, that Application No. ZM-188-20 be, and it is hereby, forwarded to the York County Board of Supervisors with a recommendation of approval to amend previously proffered conditions of approval, accepted by the Board of Supervisors on August 15, 2017, through the adoption of proposed Ordinance No. 17-9, applicable to the three parcels located at 119, 120, and 121 Byrd Lane (Route 734) and further identified as Assessor's Parcel Nos. 37F-3-A1, 36-10, and 37F-3-A (GPINs S03d-2755-2181, S03d-2555-2250, and S03d-2634-2179), as follows:

Development of the property shall be subject to the voluntarily proffered conditions set forth in the proffer statement titled "HARPER'S STATION AT YORKTOWN PROFFERED CONDITIONS," dated _____ and signed by Bettie Lee Carroll Webb, Dorothy C. Cook, Mary T. Miles, and _____, BFG Sage Yorktown Propco, LLC. This proffer statement shall supersede the proffered conditions of approval set forth in the proffer statement titled "The Phoenix at Yorktown Proffered Conditions," dated July 3, 2017, and signed by Bettie Lee Carroll Webb, Dorothy C. Cook, Mary T. Miles, and Gary R. Hammond, Jr., Manager, Landbridge Acquisitions, LLC.

BE IT FURTHER RESOLVED that in accordance with Section 24.1-114(e)(i) of the York County Zoning Ordinance, a certified copy of the ordinance accepting the proffered conditions, together with a duly signed copy of the proffer statement, shall be recorded at the expense of the applicant in the name of the property owner(s) as grantor(s) in the office of the Clerk of the Circuit Court prior to application for site plan approval.

PLANNING COMMISSION
COUNTY OF YORK
YORKTOWN, VIRGINIA

Resolution

At a regular meeting of the York County Planning Commission held in the Board Room, York Hall, Yorktown, Virginia, on the ____ day of ____, 2020:

Present

Vote

Michael S. King, Chair
Glen D. Titus, Vice Chair
Montgoussaint E. Jons
Mary P. Leedom
Robert T. Criner
Robert W. Peterman
Bruce R. Sturk

On motion of _____, which carried ____, the following resolution was adopted:

A RESOLUTION TO RECOMMEND APPROVAL OF A SPECIAL USE PERMIT TO AUTHORIZE A SENIOR HOUSING FACILITY ON 9.2 ACRES AT 119, 120, AND 121 BYRD LANE

WHEREAS, BFG Sage Yorktown Propco, LLC has submitted Application No. UP-958-20 to request a Special Use Permit to authorize the establishment of a 157-unit senior housing facility with independent living, assisted living, and memory care units, pursuant to Section 24.1-306 of the York County Zoning Ordinance (Category 1, No. 9b and Category 6, No. 3), on three parcels located at 119, 120, and 121 Byrd Lane (Route 734) and further identified as Assessor’s Parcel Nos. 37F-3-A1, 36-10, and 37F-3-A (GPINs S03d-2755-2181, S03d-2555-2250, and S03d-2634-2179); and

WHEREAS, said application has been forwarded to the York County Planning Commission in accordance with applicable procedure; and

WHEREAS, the Planning Commission has conducted a duly advertised public hearing on this application; and

WHEREAS, the Commission has carefully considered the public comments with respect to this application;

NOW, THEREFORE, BE IT RESOLVED by the York County Planning Commission this the ____ day of ____, 2020 that Application No. UP-958-20 be, and it

is hereby, forwarded to the York County Board of Supervisors with a recommendation of approval to authorize a Special Use Permit for the establishment of a 157-unit senior housing facility, pursuant to Section 24.1-306 of the York County Zoning Ordinance (Category 1, No. 9b and Category 6, No. 3), on three parcels located at 119, 120, and 121 Byrd Lane (Route 734) and further identified as Assessor's Parcel Nos. 37F-3-A1, 36-10, and 37F-3-A (GPINs S03d-2755-2181, S03d-2555-2250, and S03d-2634-2179) subject to the following conditions:

1. This Special Use Permit shall authorize the establishment of a 157-unit senior housing facility, pursuant to Section 24.1-306 of the York County Zoning Ordinance (Category 1, No. 9b and Category 6, No. 3), on three parcels located at 119, 120, and 121 Byrd Lane (Route 734) and further identified as Assessor's Parcel Nos. 37F-3-A1, 36-10, and 37F-3-A (GPINs S03d-2755-2181, S03d-2555-2250, and S03d-2634-2179).
2. A site plan prepared in accordance with the provisions set forth in Article V of the York County Zoning Ordinance shall be submitted to and approved by the York County Development Services Division prior to the commencement of any land clearing or development activities on the subject property. Said site plan shall be in substantial conformance with the sketch plan titled "MASTER PLAN FOR HARPER'S STATION, 119-121 BYRD LANE" prepared by AES Consulting Engineers and dated July 15, 2020, a copy of which shall be kept on file in the office of the Planning Division.
3. The maximum number of dwelling units shall not exceed 157.
4. Construction and operation of the development shall be in accordance with the provisions set forth in Section 24.1-411 of the York County Zoning Ordinance, Standards for Senior Housing (Housing for Older Persons).
5. Access to and from the development shall be via Victory Boulevard (Route 171), subject to the approval of the Commonwealth Transportation Board (CTB), and no direct access to the property via either Byrd Lane (Route 734) or Oak Street (Route 796) shall be permitted. In the event that the CTB does not permit access to Victory Boulevard, this use permit shall be null and void.
6. Building architecture and design shall be in substantial conformance with the building elevations titled "Sage-Harper Station at Yorktown" prepared by John Marc Tolson Architecture and dated August 17, 2020, and September 25, 2020, copies of which shall be kept on file in the office of the Planning Division.
7. The senior housing facility shall have adequate radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication system of York County.
8. The facility shall have a full facility emergency generator.

9. Any vehicle canopies installed on the property shall have a minimum clearance of 13'6".
10. The access road around the building shall be designed to accommodate the turning radius (minimum of 33 feet) of large fire and rescue apparatus.
11. A standpipe system shall be installed in all stairwells.
12. Emergency Action Plans shall be established and provided to the Department of Fire and Life Safety for review prior to site plan approval.
13. All elevators shall be sized to accommodate ambulance stretchers measuring 24 inches by 84 inches with 5-inch radius corners, in the horizontal, open position and identified by the international symbol for emergency medical services (Star of Life).
14. All exterior doors shall be labeled in accordance with the York County Model Door Numbering System.
15. In accordance with Section 24.1-115(b)(6) of the York County Zoning Ordinance, a certified copy of the resolution authorizing this Special Use Permit shall be recorded at the expense of the applicant in the name of the property owner(s) as grantor(s) in the office of the Clerk of the Circuit Court prior to application for site plan approval.

BE IT FURTHER RESOLVED that this Special Use Permit is not severable and invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.