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**VIA EMAIL (andersone@yorkcounty.gov)**

Earl W. Anderson, AICP  
York County Department of Planning  
P.O. Box 532  
Yorktown, Virginia 23690-0532

**Re: Application No. ZM-134-12, Breeden Investment Properties, Inc.  
Our matter number 0148050**

Dear Earl:

I write in response to your recent questions regarding (1) our provision of "core recreation facilities" pursuant to the PDR Ordinance, and (2) any proposed measures to address VDOT's concerns over existing and projected delays at the project access to Fort Eustis Boulevard for left turn movements during the p.m. peak hour:

**"Core Recreation Facilities"**

The project has been carefully designed to maximize its recreation opportunities and to create an aesthetically pleasing environment through its landscaping, layout, and architecture that establishes a sense of place and sense of community. The community is designed to be walkable with tree-lined streets and sidewalks throughout connecting residents to adjacent shopping opportunities and numerous common areas that are available for passive recreation and active play. These common areas include well landscaped and treed community greens and open space, as well as a Tot Lot, and natural area. The porches of the residences have been designed close to the sidewalks with small front yards to foster community cohesiveness and safety, and to preserve larger areas for common use and recreation. Easy bicycle access is allowed and encouraged with bike rack stations as noted on the Master Plan. Alleyways, garages at all units, and parallel parking vehicle management give the pedestrian a comfortable outdoor experience, eliminating the "sea of cars" vista, and encouraging outdoor recreation.

The community is relatively small in scale (under 100 units) and offers a high quality, 3 bedroom townhouse design. This and the "neighborhood" aspects of Yorktown Arch described above are more expensive features and, unlike your typical large apartment complexes, limit the project's ability to

financially justify and support extensive additional recreational facilities. We believe, however, that our approach offers a superior, family-oriented living experience.

**Mitigation of Traffic Delays at Ft. Eustis Boulevard Access**

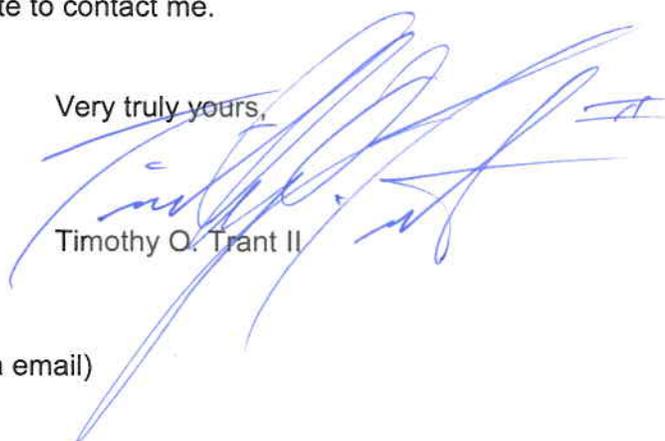
The source of VDOT's concern with the project's Fort Eustis Boulevard access relates to the delays in left turn movements out of the site during the p.m. peak hour. It is important to note that our project does not create the problem and, though our proposed development would contribute to it, the problem exists today. It is also important to note that the proposed development will contribute substantially less traffic to the adjacent road network than a "by right" development scenario under the current General Business Zoning District.

Notwithstanding the above, the traffic impact study gives us some sense of the type of delays that might be experienced by drivers trying to turn left out of the site onto Ft. Eustis Blvd. during the worst traffic conditions of any given day (i.e. the theoretical peak hour). This worst case scenario is not likely to be experienced every day (particularly on weekends) and will not be experienced during the other 23 hours of the day. The volume of traffic potentially affected by this theoretical "peak hour" condition is modest and, in such circumstances as this, it is the experience of the developer and our traffic engineer that it is best to allow unrestricted movement out of the site and to allow drivers to make decisions about travel movements based on actual traffic conditions at the time, as opposed to some theoretical peak hour. If, from time to time, traffic conditions present extended delays for motorists desiring to travel west on Ft. Eustis Boulevard then they will have the ability to make right turns followed by u-turns.

If the applicant must propose some mitigation measures to address this existing traffic condition in order to garner Staff's support for the project, then the applicant would be willing to propose signage restricting left turn movements out of the site onto Ft. Eustis Blvd. at the period(s) during the day when the "peak hour" conditions are most likely to arise. If Staff is willing to entertain this as a possible solution to VDOT's concern, then we will have our traffic engineer prepare a supplemental memo better defining such signage plan for formal incorporation into the rezoning proposal.

If you have any questions, please do not hesitate to contact me.

Very truly yours,



Timothy O. Trant II

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- c: Breeden Investment Properties, Inc. (via email)
- Brandon Currence, AIA (via email)
- Dexter R. Williams, P.E. (via email)