



## COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1700 North Main Street  
SUFFOLK, VIRGINIA 23434

**Gregory A. Whirley**  
Acting Commissioner

December 9, 2011

Mr. Timothy C. Cross, AICP, Principal Planner  
County of York – Planning Division  
Post Office Box 532  
Yorktown, Virginia 23690

**RE: Commonwealth Green Traffic Impact Analysis  
Route 17, York County**

In accordance with §15.2-2222.1 of the Code of Virginia and the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, a traffic impact analysis was prepared by URS Corporation dated October 31, 2011 on the rezoning application for the proposed development project entitled Commonwealth Green.

We have evaluated this traffic impact analysis and prepared a report that summarizes the key findings and includes our comments on the accuracy of the methodologies, assumptions and conclusions presented in the analysis. Our report is attached to assist the City in their decision making process regarding this rezoning application.

It is asked you arrange to have VDOT's comments included in the official public records, and to have both this letter and the VDOT report placed in the official file for the subject case. VDOT will make these documents available to the public through various means, including posting them to the VDOT website.

Please contact me at the Hampton Roads District Office at (757) 925-2629 if you have any further questions regarding this report.

Sincerely,

A handwritten signature in black ink that reads "Rachel Cox".

Rachel Cox, P.E.  
Area Land Use Engineer  
VDOT Hampton Roads District Office

## EVALUATION REPORT OF COMMONWEALTH GREEN TRAFFIC IMPACT ANALYSIS

- 1) We concur with the proposed trip generation rates as provided in the submitted study based on the following development schedule:
  - 375 Multi-Family Residential Units
  - 230 Townhouse Residential Units
  - 41,000 sf of Specialty Retail Development

The proposed uses have the potential to generate 4,857 daily, 513 AM peak hour, and 487 PM peak hour trips on the roadway network. As outlined in Table 7 of the study, these trips are reduced by allowable internal capture rates to represent new trips on the roadway network of 4,312 daily, 494 AM peak, and 445 PM peak.

- 2) We concur with the proposed site traffic distribution, assignment, and background traffic growth methodology as provided in the submitted study.
- 3) Included in the development is the extension of Commonwealth Drive from its current termini to the eastern property boundary. The design of this roadway segment should comply with the Commonwealth Drive future extension to the intersection of US Route 17 at Coventry Boulevard, as described in the *Comprehensive Plan for the County of York*, Section J. Transportation, p. 12-13. Traffic calming measures such as on street parking and a roundabout appear to be consistent with these recommendations.
- 4) The proposal did not illustrate possible scenarios for the future extension of Commonwealth Drive to Route 17. We recommend that the proposed layout of the developer constructed segment of Commonwealth Drive be evaluated to determine if it allows for reasonable future extension to Route 17. As described in the Comprehensive Plan, the future roadway corridor should be reserved.
- 5) We note that the conceptual plan provides access to Route 17 by extending Keener Drive, a proposed internal development street, to a new unsignalized, partial access entrance. This access creates an additional conflict point on Route 17 between Production Drive and Coventry Boulevard. In addition, the roadway design allows for a “choppy” cut through from Commonwealth Drive to Route 17 and should not be pursued.

The more appropriate connection would be to provide access by extending Commonwealth Drive to the signalized intersection at Coventry Boulevard as identified in the Comprehensive Plan. In addition to providing the necessary connection to Route 17, the connection would enhance the transportation network of surrounding areas as well. We encourage the County to consider actively pursuing the Commonwealth Drive connection in response to a significant land development opportunity that is elevating the priority of this identified transportation need.

## **EVALUATION REPORT OF COMMONWEALTH GREEN TRAFFIC IMPACT ANALYSIS**

- 6) Although we concur with the submitted traffic impact analysis in that this development will have a minimal impact on the surrounding roadway network, we note that levels of service are projected to be failing in both the future No Build and Build scenarios. This highlights the need to pursue transportation improvements of the surrounding roadway network in order to support land development proposals such as this one.
- 7) The conceptual plan depicts a roadway network that results in an intersection with a stub. The purpose of this stub is not evident and we recommend it be removed and replaced with a properly designed curve. Note that SSAR regulations are due to be revised on January 1, 2012. Connectivity Index requirements will no longer be a part of the regulations.
- 8) Any streets proposed for future acceptance into the state-maintained system must be designed and constructed to VDOT standards and specifications including Appendix A and Appendix B(1) of the VDOT Road Design Manual. The following deficiencies in the conceptual plan are noted below; however, detailed construction site plans will need to be submitted for review and contain but not be limited to: intersection geometrics, lane configurations, corner radii, intersection sight distances, right of way etc.
  - a) Per Appendix B(1), 4.G.6 and 4.I.1.A.(4) - *Sidewalk placed adjacent to curb shall be 8 feet in width to allow vehicle doors to open and people to exit from the vehicle without blocking the pedestrian access route.*
  - b) Per Appendix B(1), 4.L.1 – *The minimum width of the right of way shall .....extend at least one (1) foot behind any feature to be maintained by VDOT.*
  - c) Utility locations/corridors have not been identified and could impact the width of the required right of way.
- 9) Note that VDOT has adopted the *FHWA Roundabouts: An Informational Manual* as our design manual. Information regarding VDOT's policies can be found in Appendix F of the VDOT Road Design Manual.
- 10) Care should be taken to ensure that all proposed pedestrian facilities meet or exceed ADA standards and specifications. Any non-standard items within the public right-of-way will not be maintained by VDOT.