



October 23, 2015

**TO: SMITHFIELD TOWN COUNCIL**

**FROM: PETER M. STEPHENSON, AICP, ICMA-CM  
TOWN MANAGER**

**SUBJECT: OCTOBER 2015 COMMITTEE MEETINGS WILL BE HELD AT THE SMITHFIELD  
CENTER LOCATED AT 220 NORTH CHURCH STREET, SMITHFIELD, VA**

**MONDAY, OCTOBER 26<sup>TH</sup>, 2015**

**4:00 p.m.      Police                      Members: Tynes (CH), Chapman, Gregory**

1. Public Comment
2. Operational Updates
3. Update on Colonial Avenue and Kendall Haven Streetlight Requests

**Immediately following the conclusion of the above meeting:**

**Water and Sewer                                      Members: Gregory (CH), Smith, Tynes**

- TAB # 1**
1. Public Comment
  2. Operational Updates
  3. Utility Master Planning Proposal from Draper Aden Associates

**Immediately following the conclusion of the above meeting:**

**Finance    Members: Pack (CH), Gregory, Cook**

- TAB # 2**
- TAB # 3**
1. Public Comment
  2. September Financial Statements and Graphs
  3. September Cash Balances / VML Investment Pool Update

- TAB # 4**
4. Invoices Over \$10,000 Requiring Council Authorization:
    - a. Moseley Architects (Police Evidence Building) \$ 14,567.40
    - b. Virginia Resources Authority (VRS) Final Pymt \$ 12,140.59
    - c. Draper Aden Associates – Progress Billing \$ 28,182.50
    - d. Lewis Construction of Virginia (work approved 9-1-15) \$ 25,926.55
    - e. Blair Brothers (Stormwater Repairs approved 6-2-2015) \$ 89,000.00
    - f. All Virginia Environmental Solutions (PWH Demolitions) \$ 11,600.00
    - g. Western Tidewater Free Clinic (Annual Contribution) \$ 34,000.00
    - h. THG Construction (Records Storage Building- final pymt) \$ 20,450.00
    - i. Atlantic Communications \$ 37,263.82
- TAB # 5**
5. Update on Isle of Wight County True-Up in the amount of \$118,672.85
  6. Pre-Public Hearing Discussion: 2015 Tax Reassessment Rate

**TUESDAY, OCTOBER 27<sup>TH</sup>, 2015**

**4:00 p.m.      Parks and Recreation                      Members: Chapman (CH), Pack, Tynes**

- TAB # 6**
1. Public Comment
  2. Operational Update – Parks and Recreation Committee Report

**Immediately following the conclusion of the above meeting:**

**Public Works    Members: Smith (CH), Cook, Tynes**

1. Public Comment
2. Operational Updates

**Immediately following the conclusion of the above meeting:**

**Public Buildings & Welfare    Members: Cook (CH), Chapman, Smith**

- TAB # 7**
- TAB # 8**
- TAB # 9**
1. Public Comment
  2. Pinewood Heights Relocation Project Update
  3. Pre-Public Hearing Staff Report: Amendment to Comprehensive Plan
  4. Pre-Public Hearing Staff Report: Change in Zoning Classification
  5. CLOSED SESSION: Disposition of Real Property

**\*\*\*NOTE\*\*\***

**The Continued Town Council Meeting from October 7<sup>th</sup> will be Tuesday  
October 27<sup>th</sup> at 6:00 p.m. @ the Smithfield Center**

**\*\*\* Additional Item Not Listed on Committee but will be on Council's November 3<sup>rd</sup>, Agenda\*\*\***

Approval of October 7<sup>th</sup>, 2015 Meeting Minutes



# Draper Aden Associates

Engineering • Surveying • Environmental Services

703 Thimble Shoals Blvd., Suite C-2  
Newport News, Virginia 23606  
(757) 599-9800 • Fax: (757) 599-3684  
www.daa.com

**DRAFT**

October 23, 2015

Mr. Peter M. Stephenson, AICP  
Town Manager  
Town of Smithfield  
911 South Church St.  
Smithfield, VA 23431

**RE: Proposal for Professional Engineering Services  
Town of Smithfield Utility Master Planning, Phase 1  
Draper Aden Associates Project No. HR04102-P**

Dear Mr. Stephenson:

As requested, Draper Aden Associates (DAA) is pleased to provide this proposal to the Town of Smithfield (Town) for engineering services regarding the referenced project. A proposed scope of services and corresponding fee are set forth below.

### *PROJECT BACKGROUND*

On August 4, 2009, the Town adopted a Comprehensive Plan to "*to encourage the continued development of a safe and healthy community by offering a distinctive "vision" for the continued growth of Smithfield*". The Comprehensive Plan included future land use goals and objectives to develop the Town. For future planning purposes, the Town believes that it is appropriate to focus on the potential development of two commercial growth areas along W. Main Street and Benns Church Boulevard and two residential growth areas in the undeveloped areas in the northwest and southeast portions of the Town.

This project will include an update of the Town's existing water system model, GIS mapping of both the water and sewer systems, and recommended modifications to these systems, if any, to serve these potential growth areas.

### *SCOPE OF SERVICES*

DAA will provide engineering services for the following tasks:

**A. TASK 1 - UPDATING EXISTING WATER AND SEWER SYSTEMS**

DAA will review existing water and sewer records to establish current demand profiles for the Town's water and sewer usage. DAA will also work with Town personnel to update the existing Town water model and GIS mapping of the water and sewer systems to reflect the current system layouts and extents. Please note that the water model

update will eliminate the need to update the water model for the Town's Master Utility Plan. The sewer model has been kept current in accordance with the DEQ consent order.

B. TASK 2 - ESTABLISH PHASE 1A DEMANDS AND RECOMMENDATIONS

DAA will work with Town personnel to establish water and sewer demand profiles for two potential commercial growth areas along W. Main Street and Bennis Church Boulevard (see attached map), based on future zoning, developable land calculations, and usage. DAA will analyze the impact each of these areas will have on the existing water and sewer infrastructure, calculate available capacity and fire flow protection in each growth area, and provide recommendations on the necessary extensions or upgrades (if any) to provide these services to each area, along with associated construction cost estimates. A summary of the analysis, conclusions, and recommendations will be provided in a letter report to the Town.

C. TASK 3 - ESTABLISH PHASE 1B DEMANDS AND RECOMMENDATIONS

DAA will work with Town personnel to establish water and sewer demand profiles for two potential residential growth areas in the undeveloped areas in the northwest and south east portions of the Town (see attached map), based on future zoning, developable land calculations, and usage. DAA will analyze the impact each of these areas will have on both the existing water and sewer infrastructure and the utility extensions recommended in Phase 1A, as well as the relationship of the recommendations in Phase 1A and 1B. DAA will then calculate the capacity and fire flow protection available in each growth area, and provide recommendations on the necessary extensions or upgrades to provide these services to each area, along with associated construction cost estimates. A summary of the analysis, conclusions, and recommendations will be provided in a letter report to the Town.

*EXCLUSIONS*

The preparation of the hydraulic water model does not include any field calibration of the water model, such as fire hydrant testing. Available historic fire flow information will be provided by the Town.

*SCHEDULE*

DAA will provide a detailed schedule after Notice to Proceed from the Owner is received.

*FEE*

The following lump sum fees have been developed for the above-listed tasks:

Task #1 - Updating Existing Water and Sewer Systems	\$16,000
Task #2 - Establish Phase 1A Demands and Recommendations	\$18,250
<u>Task #3 - Establish Phase 1B Demands and Recommendations</u>	<u>\$14,250</u>
Total Lump Sum Fee	\$48,500

*CONTRACT TERMS AND PROVISIONS*

The terms and provisions of our existing Annual Engineering Services Agreement will apply to all project work.

We trust that the information provided herein adequately responds to your request. If you have any questions regarding this proposal or desire additional information, please do not hesitate to contact us at your convenience.

Sincerely,  
**DRAPER ADEN ASSOCIATES**



Jason J. Garofalo, P.E.  
Senior Project Engineer



Kenneth M. Piazza, P.E.  
Chief Operating Officer

cc: Jeffrey A. McInnis, Utilities Division Manager - Draper Aden Associates  
Andrew M. Snyder, Senior Program Manager - Draper Aden Associates

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**AUTHORIZATION TO PROCEED**

I/We agree and accept Draper Aden Associates' proposal to provide the above described services. We understand the Scope of Services as provided herein and agree to the fees estimated for these services. We further acknowledge that Draper Aden Associates will provide a proposal for any change in the Scope of Services described herein and that a signed agreement to provide those additional services will be executed prior to any work being performed.

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Printed Name

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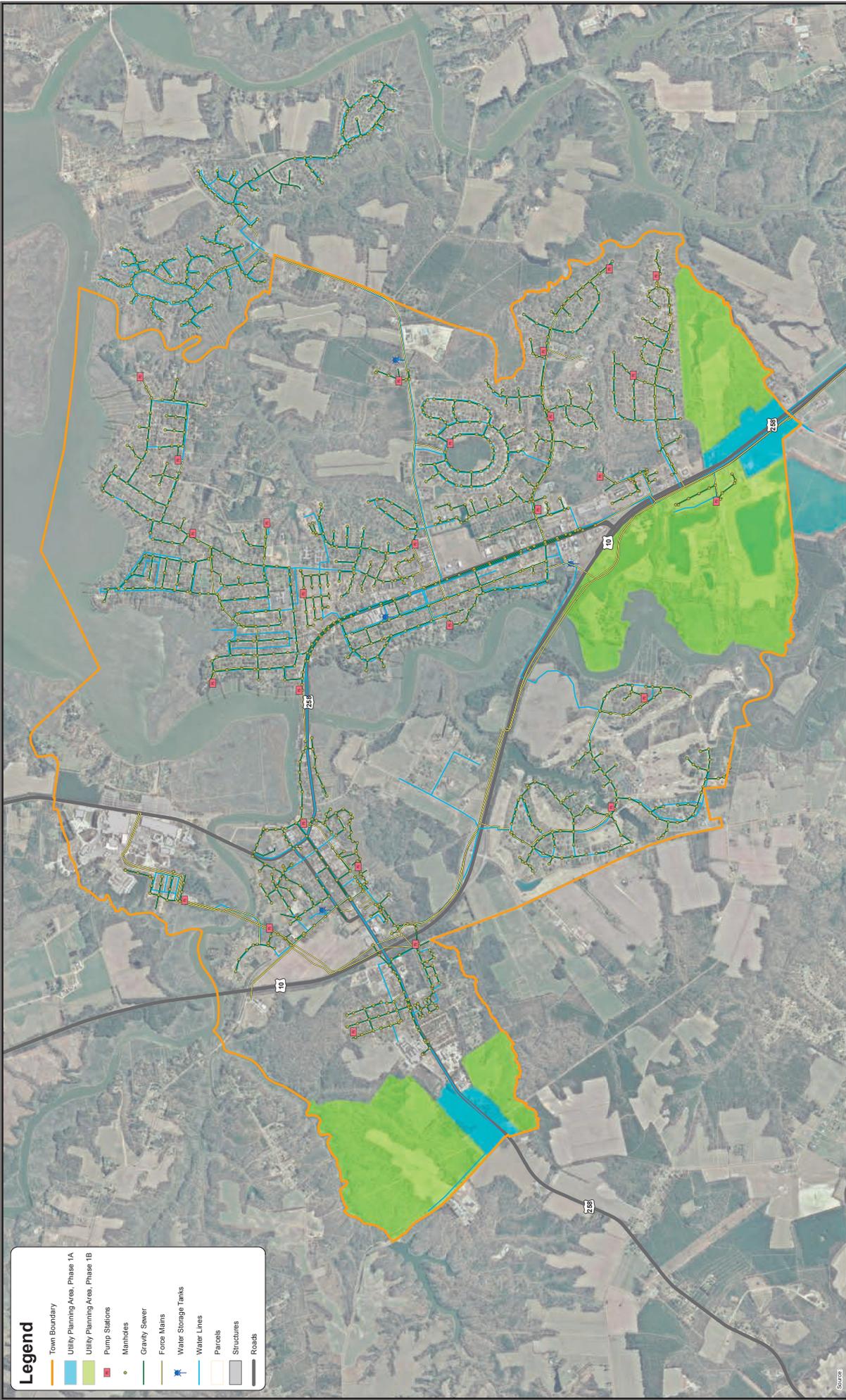
Title

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Signature

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Date



**Legend**

- Town Boundary
- Utility Planning Area, Phase 1A
- Utility Planning Area, Phase 1B
- Pump Stations
- Manholes
- Gravelly Sewer
- Force Mains
- Water Storage Tanks
- Water Lines
- Parcels
- Structures
- Roads

**FIGURE 1**



**Town of Smithfield Utility Master Planning, Phase 1**  
Smithfield, Virginia

**Draper Aden Associates**  
Engineering • Surveying • Environmental Services  
BLACKSBURG, VA • CHARLOTTESVILLE, VA • HARRISON BLVD., VA • RICHMOND, VA

Source

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
<b>Revenue</b>				
<b>General Fund revenues</b>				
<b><u>Real Estate Tax</u></b>				
Current RE Tax	1,675,000.00	-	1,675,000.00	0.00%
Delinquent RE Tax	32,275.00	12,089.31	20,185.69	37.46%
Current RE Penalty	4,000.00	-	4,000.00	0.00%
Delinquent RE Penalty	3,800.00	1,189.42	2,610.58	31.30%
Current RE Interest	745.00	-	745.00	0.00%
Delinquent RE Interest	8,885.00	1,792.31	7,092.69	20.17%
<b>Total Real Estate Taxes</b>	<b>1,724,705.00</b>	<b>15,071.04</b>	<b>1,709,633.96</b>	<b>0.87%</b>
<b><u>Personal Property Tax</u></b>				
Current PP Tax	861,900.00	240,794.89	621,105.11	27.94%
Delinquent PP Tax	28,000.00	2,635.83	25,364.17	9.41%
Current PP Penalty	13,000.00	-	13,000.00	0.00%
Delinquent PP Penalty	5,800.00	1,287.71	4,512.29	22.20%
Current PP Interest	1,200.00	-	1,200.00	0.00%
Delinquent PP Interest	4,600.00	736.39	3,863.61	16.01%
<b>Total Personal Property Tax</b>	<b>914,500.00</b>	<b>245,454.82</b>	<b>669,045.18</b>	<b>26.84%</b>
<b><u>Miscellaneous Receipts Over/Short</u></b>	<b>15.00</b>	<b>4.62</b>	<b>10.38</b>	<b>30.80%</b>
<b>Total Over/Short</b>	<b>15.00</b>	<b>4.62</b>	<b>10.38</b>	<b>30.80%</b>
<b><u>Other Taxes</u></b>				
Franchise Tax	149,000.00	-	149,000.00	0.00%
Cigarette Tax	130,000.00	51,442.44	78,557.56	39.57%
Transient Occupancy Tax	170,000.00	-	170,000.00	0.00%
Meals Tax-4%	915,000.00	138,367.05	776,632.95	15.12%
Meals Tax-2%	457,500.00	69,183.53	388,316.47	15.12%
Communications Tax	237,000.00	19,309.79	217,690.21	8.15%
Rolling Stock	23.00	17.68	5.32	76.87%
Rental Tax	3,230.00	1,348.35	1,881.65	41.74%
Sales Tax	300,000.00	27,050.60	272,949.40	9.02%

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
Consumption Tax	46,000.00	10,462.92	35,537.08	22.75%
Utility Tax	193,600.00	39,375.64	154,224.36	20.34%
<b>Total Other Local Taxes</b>	<b>2,601,353.00</b>	<b>356,558.00</b>	<b>2,244,795.00</b>	<b>13.71%</b>
<b><u>Licenses, Permits &amp; Privilege Fees</u></b>				
Business Licenses	340,000.00	14,302.20	325,697.80	4.21%
Business Licenses Penalty	4,650.00	482.69	4,167.31	10.38%
Business Licenses Interest	250.00	155.44	94.56	62.18%
Permits & Other Licenses	12,000.00	3,294.30	8,705.70	27.45%
Inspection Fees-Subdivision	5,000.00	300.00	4,700.00	6.00%
WC Dog Park Registration	2,400.00	457.00	1,943.00	19.04%
Consultant Review Fees	5,500.00	600.00	4,900.00	10.91%
Vehicle License Tags	-	-	-	0.00%
Vehicle License	146,200.00	1,841.67	144,358.33	1.26%
<b>Total Licenses, permits and privilege fees</b>	<b>516,000.00</b>	<b>21,433.30</b>	<b>494,566.70</b>	<b>4.15%</b>
<b><u>Fines &amp; Costs</u></b>				
Public Defender Fee		-	-	0.00%
Fines & Costs	70,000.00	4,372.47	65,627.53	6.25%
<b>Total Fines &amp; Forfeitures</b>	<b>70,000.00</b>	<b>4,372.47</b>	<b>65,627.53</b>	<b>6.25%</b>
<b><u>From Use of Money and Property</u></b>				
General Fund Interest	8,000.00	1,804.58	6,195.42	22.56%
Beautification Fund Interest	-	8.20	(8.20)	0.00%
Rentals	19,242.00	5,281.64	13,960.36	27.45%
Smithfield Center Rentals	156,000.00	47,836.32	108,163.68	30.66%
Smithfield Center Vendor Programs	6,000.00	-	6,000.00	0.00%
Kayak Rentals	5,600.00	6,126.00	(526.00)	109.39%
Windsor Castle Programs	-	-	-	0.00%
Special Events	14,000.00	45.00	13,955.00	0.32%
Fingerprinting Fees	1,200.00	420.00	780.00	35.00%
Museum Gift Shop Sales	8,600.00	3,036.86	5,563.14	35.31%
Museum Programs/Lecture Fees	1,500.00	80.00	1,420.00	5.33%
Sale of Equipment	1,000.00	-	1,000.00	0.00%

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
Sale of Land	-	-	-	0.00%
Lease of Land	525.00	-	525.00	0.00%
<b>Total revenue from use of money and property</b>	<b>221,667.00</b>	<b>64,638.60</b>	<b>157,028.40</b>	<b>29.16%</b>
<b><u>Miscellaneous Revenue</u></b>				
Other Revenue	2,000.00	195.00	1,805.00	9.75%
Virginia Municipal Group Safety Grant	4,000.00	-	4,000.00	0.00%
<b>Total Miscellaneous Revenue</b>	<b>6,000.00</b>	<b>195.00</b>	<b>5,805.00</b>	<b>3.25%</b>
<b><u>From Reserves</u></b>				
Restricted Reserves-Police Department		-	-	0.00%
Reserves-Pinewood Escrow	-	3,155.40	(3,155.40)	100.00%
Reserves-Beautification Fund	-	-	-	100.00%
<b>From Operating Reserves</b>	<b>142,510.00</b>	<b>768,524.58</b>	<b>(626,014.58)</b>	<b>539.28%</b>
<b>Total From Reserves</b>	<b>142,510.00</b>	<b>771,679.98</b>	<b>(629,169.98)</b>	<b>541.49%</b>
<b><u>Intergovernmental Virginia</u></b>				
Law Enforcement	161,533.00	40,383.00	121,150.00	25.00%
Litter Control Grant	3,318.00	-	3,318.00	0.00%
Police Block Grants-State	-	-	-	0.00%
Asset Forfeiture	-	2,856.60	(2,856.60)	100.00%
TRIAD Grant	2,250.00	-	2,250.00	0.00%
Fire Programs	24,294.00	-	24,294.00	0.00%
VCA Grant	5,000.00	5,000.00	-	100.00%
DCA Grant (Dam)	-	-	-	0.00%
SNAP Program	-	42.00	(42.00)	100.00%
Fuel Refund (state)	-	-	-	0.00%
<b>Total State Revenue</b>	<b>196,395.00</b>	<b>48,281.60</b>	<b>148,113.40</b>	<b>24.58%</b>
<b><u>Intergovernmental Federal</u></b>				
Police Federal Grants	2,250.00	842.24	1,407.76	37.43%
Pinewood Heights CDBG Relocation Planning Grant Phase III	-	-	-	0.00%
Pinewood Heights CDBG Relocation Grant-Phase II	-	<b>81,000.00</b>	<b>(81,000.00)</b>	<b>100.00%</b>
Federal Fuel Income	-	-	-	0.00%

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
<b>Total Federal Revenue</b>	2,250.00	81,842.24	(79,592.24)	3637.43%
<b><u>Other Financing Sources</u></b>				
<b><u>Operating Transfers In</u></b>				
Transfer In for Debt Service	-	-	-	0.00%
<b>Total Operating Transfers In</b>		-	-	0.00%
<b><u>Other Financing Sources</u></b>				
Line of Credit Proceeds	450,000.00	-	450,000.00	0.00%
Note Proceeds	-	-	-	0.00%
Insurance Recoveries	-	341.40	(341.40)	100.00%
<b>Total Other Financing Sources</b>	450,000.00	341.40	449,658.60	0.08%
<b><u>Contributions</u></b>				
CHIPS Contributions	600.00	500.00	100.00	83.33%
Contributions-Windsor Castle Park Foundation	-	-	-	0.00%
<b>Contributions-Smithfield Foods-WC Park Outbuildings</b>	<b>9,940.00</b>	-	9,940.00	0.00%
<b>Contributions-Smithfield VA Events</b>	-	-	-	0.00%
Contributions-Isle of Wight County Historical Society-Museum	-	-	-	0.00%
Contributions-Isle of Wight County-Museum	-	-	-	0.00%
Contributions-Miscellaneous-Museum	11,650.00	2,953.04	8,696.96	25.35%
Contributions-Public Safety	-	-	-	0.00%
Contributions-IOW County (ball fields)	-	-	-	0.00%
<b>Total Contributions</b>	22,190.00	3,453.04	18,736.96	15.56%
<b>Total General Fund Revenue</b>	6,867,585.00	1,613,326.11	5,254,258.89	23.49%
<b>Less Revenues, Loan Funds, Grants and Contributions related to capital projects</b>				
<b>Line of Credit Proceeds</b>	(450,000.00)	-	(450,000.00)	0.00%
<b>General Obligation Bond-Land Acquisition</b>	-	-	-	#DIV/0!
Cash Proffer Revenues	-	-	-	#DIV/0!
Meals Tax (2%) allocated to Special Projects	(457,500.00)	(69,183.53)	(388,316.47)	15.12%
Pinewood Heights Reserves	-	(3,155.40)	3,155.40	#DIV/0!

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
Beautification Fund Reserves	-	-	-	#DIV/0!
Contributions-Smithfield Foods-SC AV System	-	-	-	#DIV/0!
Contributions to Ball Fields (IOW)	-	-	-	#DIV/0!
Pinewood Heights Planning Grant	-	-	-	#DIV/0!
Pinewood Heights Relocation Project -Grant	-	(81,000.00)	81,000.00	#DIV/0!
			-	#DIV/0!
<b>Total Non-operating Revenues</b>	<b>(907,500.00)</b>	<b>(153,338.93)</b>	<b>(754,161.07)</b>	<b>16.90%</b>
<b>Total General Fund Operating Revenues</b>	<b>5,960,085.00</b>	<b>1,459,987.18</b>	<b>4,500,097.82</b>	<b>24.50%</b>

**General Fund Budget  
Expenses**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
<b>GENERAL GOVERNMENT</b>				
<b>Town Council</b>				
Salaries	40,000.00	9,910.00	30,090.00	24.78%
FICA	3,496.00	801.73	2,694.27	22.93%
Employee Wellness/Assistance Plan	1,638.00	294.00	1,344.00	17.95%
Legal Fees	46,000.00	15,494.40	30,505.60	33.68%
Election Expense	3,600.00	-	3,600.00	0.00%
Maintenance contracts	595.00	-	595.00	0.00%
Advertising	25,000.00	2,418.98	22,581.02	9.68%
Professional Services	27,500.00	13,539.50	13,960.50	49.23%
Records Management maint & upgrades	4,258.00	-	4,258.00	0.00%
Site Plan Review	5,000.00	-	5,000.00	0.00%
Communications	1,000.00	708.40	291.60	70.84%
Insurance	23,700.00	9,410.00	14,290.00	39.70%
Supplies	22,000.00	5,978.99	16,021.01	27.18%
Travel & Training	6,800.00	1,875.00	4,925.00	27.57%
Subscriptions/Memberships	9,100.00	8,382.00	718.00	92.11%
Council Approved Items	12,000.00	219.78	11,780.22	1.83%

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
Public Defender Fees	5,000.00	-	5,000.00	0.00%
<b>Bank Charges</b>	<b>625.00</b>	<b>283.00</b>	<b>342.00</b>	<b>45.28%</b>
SpecialProjects	3,500.00	241.25	3,258.75	6.89%
Smithfield CHIPS program	3,000.00	-	3,000.00	0.00%
Update Town Charter & Code	3,000.00	-	3,000.00	0.00%
Annual Christmas Parade	200.00	-	200.00	0.00%
<b>Total Town Council</b>	<b>247,012.00</b>	<b>69,557.03</b>	<b>177,454.97</b>	<b>28.16%</b>
<b><u>Town Manager</u></b>				
<b>Salaries</b>	<b>229,835.00</b>	<b>53,182.59</b>	<b>176,652.41</b>	<b>23.14%</b>
FICA	18,390.00	3,684.37	14,705.63	20.03%
VSRS	17,800.00	4,449.50	13,350.50	25.00%
<b>Health</b>	<b>49,700.00</b>	<b>16,565.12</b>	<b>33,134.88</b>	<b>33.33%</b>
Auto Expense	500.00	-	500.00	0.00%
Maintenance Contracts	2,525.00	434.40	2,090.60	17.20%
Communications	16,000.00	3,175.54	12,824.46	19.85%
<b>Insurance</b>	<b>2,330.00</b>	<b>1,088.00</b>	<b>1,242.00</b>	<b>46.70%</b>
Supplies	5,500.00	1,124.09	4,375.91	20.44%
<b>Dues &amp; Subscriptions</b>	<b>3,250.00</b>	<b>1,364.67</b>	<b>1,885.33</b>	<b>41.99%</b>
Computer & technology expenses	16,000.00	2,356.95	13,643.05	14.73%
Travel & Training	7,800.00	535.00	7,265.00	6.86%
Other	100.00	-	100.00	0.00%
<b>Total Town Manager</b>	<b>369,730.00</b>	<b>87,960.23</b>	<b>281,769.77</b>	<b>23.79%</b>
<b><u>Treasurer</u></b>				
<b>Salaries</b>	<b>288,020.00</b>	<b>65,533.25</b>	<b>222,486.75</b>	<b>22.75%</b>
FICA	23,045.00	4,883.89	18,161.11	21.19%
VSRS	21,265.00	5,147.43	16,117.57	24.21%
<b>Health</b>	<b>38,735.00</b>	<b>11,447.87</b>	<b>27,287.13</b>	<b>29.55%</b>
Disability	150.00	12.52	137.48	8.35%
Audit	11,750.00	-	11,750.00	0.00%
Depreciation Software	2,900.00	-	2,900.00	0.00%
Communications	8,500.00	1,817.68	6,682.32	21.38%

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
Computer & technology expenses	2,000.00	-	2,000.00	0.00%
Data Processing	18,000.00	4,269.79	13,730.21	23.72%
Service contracts-includes MUNIS	51,715.00	5,187.10	46,527.90	10.03%
Insurance	2,410.00	1,128.00	1,282.00	46.80%
Supplies	12,000.00	1,533.77	10,466.23	12.78%
Dues & Subscriptions	1,550.00	517.90	1,032.10	33.41%
Credit Card Processing	3,000.00	317.67	2,682.33	10.59%
Cigarette Tax Stamps	2,835.00	-	2,835.00	0.00%
Travel & Training	2,000.00	198.00	1,802.00	9.90%
Other	100.00	-	100.00	0.00%
<b>Total Treasurer</b>	489,975.00	101,994.87	387,980.13	20.82%

**PUBLIC SAFETY**

**Police Department**

Salaries	1,374,090.00	317,809.23	1,056,280.77	23.13%
FICA	109,930.00	22,992.39	86,937.61	20.92%
VSRS	92,810.00	22,837.76	69,972.24	24.61%
Health Insurance	195,005.00	60,134.37	134,870.63	30.84%
Disability	160.00	-	160.00	0.00%
Pre-Employment Test	2,000.00	-	2,000.00	0.00%
Uniforms	24,000.00	1,752.18	22,247.82	7.30%
Service Contracts	38,000.00	22,780.16	15,219.84	59.95%
Communications	53,000.00	7,428.34	45,571.66	14.02%
Computer & Technology Expenses	15,200.00	3,734.65	11,465.35	24.57%
Insurance	54,580.00	26,396.00	28,184.00	48.36%
Ins. - LODA	11,415.00	10,895.64	519.36	95.45%
Materials & Supplies	25,500.00	3,373.15	22,126.85	13.23%
Dues & Subscriptions	6,500.00	3,416.95	3,083.05	52.57%
Equipment	15,000.00	169.13	14,830.87	1.13%
Radio & Equipment repairs	2,000.00	392.50	1,607.50	19.63%
Vehicle Maintenance	50,000.00	6,036.95	43,963.05	12.07%
Gas	75,000.00	8,877.13	66,122.87	11.84%
Tires	7,500.00	-	7,500.00	0.00%
Travel & Training	32,500.00	7,274.59	25,225.41	22.38%

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
Special Events	700.00	617.61	82.39	88.23%
Police Grants	2,500.00	-	2,500.00	0.00%
Investigation expenses	5,000.00	11.53	4,988.47	0.23%
Asset Forfeiture	-	1,587.00	(1,587.00)	0.00%
Other	500.00	15.00	485.00	3.00%
<b>Total Police Department</b>	<b>2,192,890.00</b>	<b>528,532.26</b>	<b>1,664,357.74</b>	<b>24.10%</b>
 <b><u>Fire Department</u></b>				
Fuel Fund & Travel	13,000.00	-	13,000.00	0.00%
State Pass Thru	24,294.00	-	24,294.00	0.00%
<b>Total Fire Department</b>	<b>37,294.00</b>	<b>-</b>	<b>37,294.00</b>	<b>0.00%</b>
 <b><u>Contributions-Public Safety</u></b>				
Coast Guard Auxiliary	250.00	-	250.00	0.00%
E911 Dispatch Center	175,671.00	-	175,671.00	0.00%
Fire Department Rescue Truck	10,000.00	-	10,000.00	0.00%
<b>Total Contributions-Public Safety</b>	<b>185,921.00</b>	<b>-</b>	<b>185,921.00</b>	<b>0.00%</b>
 <b><u>PARKS, RECREATION &amp; CULTURAL</u></b>				
<b><u>Smithfield Center</u></b>				
Salaries	196,185.00	45,208.11	150,976.89	23.04%
FICA	15,505.00	3,464.74	12,040.26	22.35%
VSRS	11,885.00	2,971.05	8,913.95	25.00%
Health	21,555.00	7,180.47	14,374.53	33.31%
Uniforms	1,200.00	394.38	805.62	32.87%
Contracted Services	23,000.00	3,265.07	19,734.93	14.20%
Retail Sales & Use Tax	1,000.00	131.06	868.94	13.11%
Utilities	28,000.00	3,868.73	24,131.27	13.82%
Communications	19,000.00	3,285.88	15,714.12	17.29%
Computer & technology expenses	4,000.00	707.95	3,292.05	17.70%
Insurance	5,900.00	2,808.00	3,092.00	47.59%
Kitchen Supplies	4,000.00	-	4,000.00	0.00%

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
Office Supplies/Other Supplies	5,000.00	1,179.07	3,820.93	23.58%
Food Service & Beverage Supplies	6,000.00	1,443.95	4,556.05	24.07%
AV Supplies	1,000.00	-	1,000.00	0.00%
Repairs & Maintenance	35,000.00	10,640.63	24,359.37	30.40%
Systems Maintenance (HVAC, AV, Generator)	10,000.00	-	10,000.00	0.00%
Landscaping	15,000.00	2,983.87	12,016.13	19.89%
Travel & Training	2,000.00	660.67	1,339.33	33.03%
Programming Expenses	500.00	-	500.00	0.00%
Advertising	20,000.00	6,940.38	13,059.62	34.70%
Refund event deposits	5,000.00	1,797.76	3,202.24	35.96%
Other	-	-	-	100.00%
Credit card processing expense	4,500.00	1,242.59	3,257.41	27.61%
<b>Total Smithfield Center</b>	435,230.00	100,174.36	335,055.64	23.02%
<b><u>Contributions-Parks, Recreation and Cultural</u></b>				
Farmers Market	3,000.00	-	3,000.00	0.00%
TUMC Parking Lot	1,500.00	500.00	1,000.00	33.33%
Hampton Roads Planning District Commission	8,677.00	4,538.00	4,139.00	52.30%
Isle of Wight Arts League	10,000.00	5,000.00	5,000.00	50.00%
Friends of the Library	10,000.00	3,051.60	6,948.40	30.52%
Total Contributions-Park, Recreation and Cultural	33,177.00	13,089.60	20,087.40	39.45%
<b><u>Windsor Castle Park</u></b>				
Salaries	63,710.00	13,324.11	50,385.89	20.91%
FICA	5,100.00	974.33	4,125.67	19.10%
VSRS	4,725.00	1,181.29	3,543.71	25.00%
Health	11,365.00	3,462.29	7,902.71	30.46%
Contracted Services	6,000.00	1,187.12	4,812.88	19.79%
Insurance	8,935.00	4,212.00	4,723.00	47.14%
Grass Cutting	30,000.00	10,702.64	19,297.36	35.68%
Kayak/Watersports expenses	1,500.00	999.92	500.08	66.66%
Professional Services	5,000.00	11,209.75	(6,209.75)	224.20%
Utilities	7,000.00	147.65	6,852.35	2.11%
Supplies	5,000.00	159.97	4,840.03	3.20%

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
Repairs & Maintenance	40,000.00	11,369.70	28,630.30	28.42%
Total Windsor Castle Park	188,335.00	58,930.77	129,404.23	31.29%
<b><u>Museum</u></b>				
Salaries	93,270.00	21,690.84	71,579.16	23.26%
FICA	7,465.00	1,672.79	5,792.21	22.41%
VSRS	4,025.00	1,005.03	3,019.97	24.97%
Health	6,512.00	2,170.56	4,341.44	33.33%
<b>Operating expenses</b>				
Contracted services	2,000.00	-	2,000.00	0.00%
Communications	600.00	99.67	500.33	16.61%
Insurance	-	886.00	(886.00)	100.00%
Supplies	4,700.00	1,202.76	3,497.24	25.59%
Computer & Technology	-	-	-	0.00%
Advertisinig	1,500.00	-	1,500.00	0.00%
Travel/Training	300.00	-	300.00	0.00%
Dues & Subscriptions	800.00	-	800.00	0.00%
<b>Gift Shop-to be funded by gift shop proceeds</b>				
Gift Shop expenses	9,000.00	929.79	8,070.21	10.33%
Sales & Use Tax	500.00	156.34	343.66	31.27%
Credit card processing fees	1,000.00	120.00	880.00	12.00%
Total Museum	131,672.00	29,933.78	101,738.22	22.73%
<b><u>Other Parks &amp; Recreation</u></b>				
Jersey Park Playground	1,000.00	400.00	600.00	40.00%
Pinewood Playground	500.00	400.00	100.00	80.00%
Clontz Park-pier maintenance	1,500.00	644.57	855.43	42.97%
Community Wellness Initiative	-	65.00	(65.00)	100.00%
Cypress Creek No Wake Zone	-	1,345.00	(1,345.00)	0.00%
SNAP Program	-	126.00	(126.00)	100.00%
Town Open Space Areas	-	-	-	0.00%
Waterworks Dam	-	-	-	0.00%
Waterworks Lake (park area)	500.00	-	500.00	0.00%
Haydens Lane Maintenance	1,500.00	28.77	1,471.23	1.92%

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
Veterans War Memorial	1,000.00	462.96	537.04	46.30%
Fireworks	2,000.00	2,000.00	-	100.00%
Total Parks & Recreation	8,000.00	5,472.30	2,527.70	68.40%

**COMMUNITY DEVELOPMENT**

**Pinewood Heights**

**Non-CDBG Contributed Operating Expenses**

**Administration**

Management Assistance		757.71	(757.71)	100.00%
Monitoring/Closeout		-	-	#DIV/0!

**Permanent Relocation**

Owner Occupied Households		-	-	0.00%
Renter Occupied Households		853.00	(853.00)	100.00%
Moving Costs		3,300.00	(3,300.00)	100.00%
Relocation Specialist		105.00	(105.00)	100.00%

**Acquisition**

Owner Acquisition		509.00	(509.00)	100.00%
Renter Acquisition		-	-	0.00%
Vacant Lot Acquisition		286.00	(286.00)	100.00%
Appraisal/Legal		1,650.00	(1,650.00)	100.00%

**Acquisition Specialist**

		-	-	0.00%
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**Clearance & Demolition**

		-	-	0.00%
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**Subtotal Non CDBG**

		7,460.71	(7,460.71)	100.00%
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**CDBG Contributed Operating Expenses**

**Permanent Relocation**

Owner Occupied Households		-	-	0.00%
Renter Occupied Households		-	-	0.00%

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
<b>Acquisition</b>				
Owner Occupied		69,000.00	(69,000.00)	100.00%
<b>Clearance &amp; Demolition</b>				
		-	-	0.00%
<b>Planning Grant-Phase III</b>				
	-	-	-	0.00%
Subtotal CDBG		69,000.00	(69,000.00)	100.00%
<b>Total Pinewood Heights Contributions</b>	-	76,460.71	(76,460.71)	100.00%
<b>Contributions-Community Development</b>				
Old Courthouse Contribution	5,000.00	-	5,000.00	0.00%
Historic Smithfield	-	-	-	0.00%
Chamber of Commerce	6,000.00	6,000.00	-	100.00%
Christian Outreach	14,000.00	-	14,000.00	0.00%
Genieve Shelter	9,000.00	-	9,000.00	0.00%
TRIAD	3,900.00	-	3,900.00	0.00%
Tourism Bureau	198,049.00	186.00	197,863.00	0.09%
Western Tidewater Free Clinic	34,000.00	-	34,000.00	0.00%
YMCA Projects	50,000.00	-	50,000.00	0.00%
<b>Total Contributions-Community Development</b>	319,949.00	6,186.00	313,763.00	1.93%
<b>PUBLIC WORKS</b>				
<b>Planning, Engineering &amp; Public Works</b>				
Salaries	189,540.00	48,339.62	141,200.38	25.50%
FICA	15,165.00	3,526.12	11,638.88	23.25%
VSRS	15,260.00	3,814.66	11,445.34	25.00%
Health	33,275.00	11,503.17	21,771.83	34.57%
Disability	1,000.00	100.32	899.68	10.03%
Uniforms	2,500.00	302.08	2,197.92	12.08%
Contractual	7,000.00	503.57	6,496.43	7.19%
GIS	2,400.00	-	2,400.00	0.00%
Recycling-2% CPI-U	236,640.00	56,593.18	180,046.82	23.92%

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
Trash Collection-2% CPI-U	240,000.00	56,365.28	183,634.72	23.49%
Street Lights	5,000.00	197.97	4,802.03	3.96%
Communications	12,000.00	2,742.37	9,257.63	22.85%
Safety Meetings/Safety Expenses	5,000.00	537.16	4,462.84	10.74%
<b>Insurance</b>	<b>8,515.00</b>	<b>4,058.00</b>	<b>4,457.00</b>	<b>47.66%</b>
Materials & Supplies	5,000.00	1,170.58	3,829.42	23.41%
Accreditation	-	-	-	0.00%
Repairs & Maintenance	5,000.00	-	5,000.00	0.00%
Gas & Tires	7,500.00	1,768.02	5,731.98	23.57%
Travel & Training	8,000.00	411.34	7,588.66	5.14%
Litter Control Grant	3,318.00	-	3,318.00	0.00%
Dues & Subscriptions	2,000.00	420.00	1,580.00	21.00%
<b>Other</b>	<b>3,000.00</b>	<b>890.00</b>	<b>2,110.00</b>	<b>29.67%</b>
<b>Total Public Works</b>	<b>807,113.00</b>	<b>193,243.44</b>	<b>613,869.56</b>	<b>23.94%</b>

**PUBLIC BUILDINGS**

**Public Buildings**

<b>Salaries</b>	<b>27,300.00</b>	<b>4,822.07</b>	<b>22,477.93</b>	<b>17.66%</b>
FICA	2,185.00	392.94	1,792.06	17.98%
<b>Contractual</b>	<b>18,000.00</b>	<b>9,144.16</b>	<b>8,855.84</b>	<b>50.80%</b>
Communications	3,000.00	354.61	2,645.39	11.82%
Utilities	54,000.00	7,474.80	46,525.20	13.84%
<b>Insurance</b>	<b>11,265.00</b>	<b>5,250.00</b>	<b>6,015.00</b>	<b>46.60%</b>
Materials & Supplies	5,000.00	634.42	4,365.58	12.69%
Repairs & Maintenance	36,000.00	9,003.20	26,996.80	25.01%
<b>Rent Expense-Office Space</b>	<b>4,800.00</b>	<b>1,600.00</b>	<b>3,200.00</b>	<b>33.33%</b>
Other	1,000.00	(6.29)	1,006.29	-0.63%
<b>Total Public Buildings</b>	<b>162,550.00</b>	<b>38,669.91</b>	<b>123,880.09</b>	<b>23.79%</b>

**OTHER FINANCING USES**

Transfers to Operating Reserves	-	-	-	#DIV/0!
<b>Transfers to Restricted Reserves-Special Projects (Pinewood)</b>	<b>40,878.22</b>	<b>(40,878.22)</b>	<b>(40,878.22)</b>	<b>100.00%</b>
Transfers to Restricted Reserves-Building Ren or Land Purchase	-	-	-	#DIV/0!

**Town of Smithfield  
General Fund Operating Budget**

Description	Adopted Budget 2015/2016	Actual as of 09/30/15	Remaining Budget	% of budget
<b>Total Transfers To Reserves</b>	-	40,878.22	(40,878.22)	#DIV/0!
<b>DEBT SERVICE</b>				
<b>Debt Service</b>				
<b>Principal Retirement</b>				
Public Building Acquisition-TM/PD	21,574.00	-	21,574.00	0.00%
HVAC	16,550.00	4,077.89	12,472.11	24.64%
Rescue Squad/Ball fields	48,930.00	11,244.03	37,685.97	22.98%
Line of Credit	450,000.00	-	450,000.00	0.00%
<b>Interest and fiscal charges</b>				
Public Building Acquisition-TM/PD	31,480.00	-	31,480.00	0.00%
HVAC	1,155.00	357.70	797.30	30.97%
Rescue Squad/Ball fields	12,430.00	3,072.73	9,357.27	24.72%
Line of Credit	7,000.00	-	7,000.00	0.00%
<b>Total Debt Service</b>	<b>589,119.00</b>	<b>15,679.62</b>	<b>570,366.65</b>	<b>2.66%</b>
<b>Total General Fund Expenses</b>	<b>6,197,967.00</b>	<b>1,366,763.10</b>	<b>4,828,131.17</b>	<b>22.05%</b>
<b>Less Expenses related to capital projects:</b>				
Legal Fees		-	-	
Professional Fees	(27,500.00)	(13,539.50)	(13,960.50)	
Pinewood Heights Relocation Project Expenses	-	(76,460.71)	76,460.71	
Pinewood Heights Line of Credit Expenses	(457,000.00)	-	(457,000.00)	
<b>Total Non-operating Expenses</b>	<b>(484,500.00)</b>	<b>(90,000.21)</b>	<b>(394,499.79)</b>	<b>18.58%</b>
<b>Total General Fund Operating Expenses</b>	<b>5,713,467.00</b>	<b>1,276,762.89</b>	<b>4,433,631.38</b>	<b>22.35%</b>
<b>Net Operating Reserve (+/-)</b>	<b>246,618.00</b>	<b>183,224.29</b>	<b>66,466.44</b>	<b>74.29%</b>
<b>Net Reserve (+/-)</b>	<b>669,618.00</b>	<b>246,563.01</b>	<b>426,127.72</b>	<b>36.82%</b>

Adopted Budget 2015/2016	Actual 9/30/2015	Remain Budget	% of Budget
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<b>Net Operating Reserves (Deficit)</b>	<b>669,618.00</b>	246,563.01	423,054.99	36.82%
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Capital Outlay  
General Fund

GENERAL GOVERNMENT				
<b>COMMUNITY DEVELOPMENT</b>				
<b>Pinewood Heights Relocation-CIP</b>				
<b>Non CDBG Capital Acquisition</b>				
Owner Occupied Units				#DIV/0!
Renter Occupied Units		-	-	#DIV/0!
Vacant Lots		(24,000.00)		#DIV/0!
Subtotal Non CDBG Capital Acquisition	-	(24,000.00)	-	#DIV/0!
<b>CDBG Capital Acquisition</b>				
Owner Occupied Units		(12,000.00)	12,000.00	#DIV/0!
Renter Occupied Units		-		#DIV/0!
Vacant Lots		-		#DIV/0!
		<b>(12,000.00)</b>	12,000.00	
Subtotal CDBG Capital Acquisition	-	(12,000.00)	12,000.00	#DIV/0!
<b>Total Pinewood Heights Relocation CIP</b>	<b>-</b>	<b>(36,000.00)</b>	<b>12,000.00</b>	<b>100.00%</b>
<b>TOWN COUNCIL</b>				
None		-	-	
<b>TREASURER</b>				
MUNIS Conversion	(157,525.00)		(157,525.00)	0.00%
<b>PARKS, RECREATION AND CULTURAL</b>				
Smithfield Center Main Hall Speaker System	(8,560.00)	<b>(8,408.21)</b>	(151.79)	98.23%
WC Park Building Stabilization	(9,940.00)	<b>(9,940.00)</b>	-	100.00%
Kayak Storage	-	-	-	0.00%
Playground repairs	-	-	-	0.00%
Ball Fields possible purchase (deposits made)	-	-	-	0.00%

	Adopted Budget 2015/2016	Actual 9/30/2015	Remain Budget	% of Budget
<b>PUBLIC SAFETY</b>				
<b>Police</b>				
Police Vehicles	(99,173.00)	(75,618.00)	(23,555.00)	76.25%
Tough Book MDTs/docking stations/workstation-3	(41,520.00)	(8,700.00)	(32,820.00)	20.95%
In Car Cameras-3	(35,700.00)	-	(35,700.00)	0.00%
<b>PUBLIC WORKS</b>				
Vehicles and Equipment	(14,000.00)	-	(14,000.00)	0.00%
Great Springs Road-Sidewalk	(100,000.00)	(100,000.00)	-	100.00%
Storage Shed	(7,200.00)		(7,200.00)	0.00%
<b>PUBLIC BUILDINGS</b>				
Police Evidence Building Improvements	(196,000.00)	(7,896.80)	(188,103.20)	4.03%
Storage Building Improvements	-	-	-	#DIV/0!
<b>Net Capital Outlay</b>	<b>(669,618.00)</b>	<b>(246,563.01)</b>	<b>(447,054.99)</b>	<b>36.82%</b>
<b>Net Reserves (Deficit) after capital outlay</b>	<b>-</b>	<b>-</b>	<b>(24,000.00)</b>	<b>#DIV/0!</b>

**Town of Smithfield  
Sewer Fund Budget**

	Adopted Budget 2015/2016	Balance as of 09/30/15	Remaining Budget	% of budget
<b>Revenue</b>				
<b>Operating Revenues</b>				
Sewer Charges	681,000.00	104,345.37	576,654.63	15.32%
Sewer Compliance Fee	496,000.00	70,343.96	425,656.04	14.18%
Miscellaneous Revenue	1,000.00	-	1,000.00	0.00%
Connection fees	39,500.00	11,730.00	27,770.00	29.70%
<b>Total Operating Revenue</b>	<b>1,217,500.00</b>	<b>186,419.33</b>	<b>1,031,080.67</b>	<b>15.31%</b>

**Town of Smithfield  
Sewer Fund Budget**

Description	Adopted Budget 2015/2016	Balance as of 09/30/15	Remaining Budget	% of budget
<b>Expenses</b>				
<b>Operating Expenses</b>				
Salaries	270,900.00	50,893.26	220,006.74	18.79%
FICA	21,675.00	3,638.01	18,036.99	16.78%
VRSR	20,180.00	4,526.11	15,653.89	22.43%
Health	56,225.00	15,231.54	40,993.46	27.09%
Uniforms	2,500.00	615.74	1,884.26	24.63%
Audit & Legal Fees	14,750.00	1,150.00	13,600.00	7.80%
Accreditation	-	-	-	0.00%
HRPDC sewer programs	887.00	395.00	492.00	44.53%
Professional Fees	15,000.00	2,330.00	12,670.00	15.53%
Maintenance & Repairs	63,125.00	16,431.08	46,693.92	26.03%
VAC Truck Repairs & Maintenance	7,500.00	38.25	7,461.75	0.51%
Data Processing	14,000.00	3,202.34	10,797.66	22.87%
Dues & Subscriptions	50.00	29.00	21.00	58.00%
Utilities	51,000.00	5,597.86	45,402.14	10.98%
SCADA Expenses	6,000.00	1,137.71	4,862.29	18.96%
Telephone	12,000.00	2,372.24	9,627.76	19.77%
Insurance	17,270.00	8,222.00	9,048.00	47.61%
Materials & Supplies	46,000.00	15,030.23	30,969.77	32.67%
Truck Operations	12,000.00	1,861.42	10,138.58	15.51%
Travel & Training	4,000.00	41.33	3,958.67	1.03%
Contractual	3,500.00	278.25	3,221.75	7.95%
Miscellaneous	600.00	81.27	518.73	13.55%

**Town of Smithfield  
Sewer Fund Budget**

	Adopted Budget 2015/2016	Balance as of 09/30/15	Remaining Budget	% of budget
Bad Debt Expense	-	-	-	0.00%
Bank service charges	-	-	-	0.00%
<b>Total Sewer Fund Operating Expenses before D&amp;A Exp.</b>	<b>639,162.00</b>	<b>133,102.64</b>	<b>506,059.36</b>	<b>20.82%</b>
<b>Operating Income before D&amp;A Expense</b>	<b>578,338.00</b>	<b>53,316.69</b>	<b>525,021.31</b>	<b>9.22%</b>
<b>Depreciation &amp; Amort. Exp.</b>	<b>380,000.00</b>	<b>114,438.20</b>	<b>265,561.80</b>	<b>30.12%</b>
<b>Operating Income (Loss)</b>	<b>198,338.00</b>	<b>(61,121.51)</b>	<b>259,459.51</b>	<b>-30.82%</b>
<b>Nonoperating Revenues (Expenses)</b>				
Pro-rata Share Fees	-	-	-	0.00%
Availability Fees	103,000.00	31,040.00	71,960.00	30.14%
Contributed Capital-Smithfield Foods Rev Ln	11,890.00	-	11,890.00	0.00%
Interest Revenue	4,500.00	1,652.00	2,848.00	36.71%
Bond issue costs	-	-	-	0.00%
Interest Expense	(10,101.00)	(4,412.90)	(5,688.10)	43.69%
<b>Total Nonoperating Revenues (Expenses)</b>	<b>109,289.00</b>	<b>28,279.10</b>	<b>81,009.90</b>	<b>25.88%</b>
<b>Net Income (loss)</b>	<b>307,627.00</b>	<b>(32,842.41)</b>	<b>340,469.41</b>	<b>-10.68%</b>
<b>WORKING ADJUSTMENTS TO CAFR</b>				
<b>(FOR INTERNAL USE ONLY)</b>				
Restricted revenues:				
Pro-rata Share Fees	-	-	-	#DIV/0!
Availability Fees	(103,000.00)	(31,040.00)	(71,960.00)	30.14%
Contributed Capital-Smithfield Foods Rev Ln	(11,890.00)	-	(11,890.00)	0.00%
Compliance Fee	(496,000.00)	(70,343.96)	(425,656.04)	14.18%
Bad Debt Expense	-	-	-	#DIV/0!
Depreciation & Amort. Exp.	380,000.00	114,438.20	265,561.80	30.12%
Additional debt service costs-principal expense	(97,940.00)	(97,940.00)	-	100.00%
<b>Total adjustments to CAFR</b>	<b>(328,830.00)</b>	<b>(84,885.76)</b>	<b>(243,944.24)</b>	<b>25.81%</b>
<b>Working adjusted income</b>	<b>(21,203.00)</b>	<b>(117,728.17)</b>	<b>96,525.17</b>	<b>555.24%</b>

	Adopted Budget 2015/2016	Actual 9/30/2015	Remaining Budget	% of Budget
<b>Sewer Fund</b>				
<b>Working adjusted income</b>	<b>(21,203.00)</b>	<b>(117,728.17)</b>	96,525.17	555.24%
Sewer SSO Consent Order	-	-	-	#DIV/0!
MOA Compliance Plan	(40,000.00)	-	(40,000.00)	0.00%
<b>MOA Flow Monitoring</b>	<b>(25,000.00)</b>	<b>(7,700.00)</b>	<b>(17,300.00)</b>	<b>30.80%</b>
MOA CIP Development	(28,000.00)	-	(28,000.00)	0.00%
RWWMP Development Coord Assistance	(20,000.00)	-	(20,000.00)	0.00%
Sewer Master Plan	(56,250.00)	-	(56,250.00)	0.00%
Construction Standards Update	(3,321.00)	-	(3,321.00)	0.00%
Work Order System	-	-	-	#DIV/0!
PW Security Gate	-	-	-	#DIV/0!
Main St & Mason ST CCTV & CIPP Lining	-	-	-	#DIV/0!
Removal, repair, replacement fiberglass pump	-	-	-	#DIV/0!
Antenna Poles at Jordan & Riverside Dr Pump Stations	-	-	-	#DIV/0!
SCADA Towers-Drummonds, Jersey Park, Watson	-	-	-	#DIV/0!
Arc Flash	-	-	-	#DIV/0!
Bypass Pump-Main Street	-	-	-	#DIV/0!
4" Fairbanks Morse Submersible Run-Dry Pump-Moonefield	-	-	-	#DIV/0!
4" Fairbanks Morse Submersible Run-Dry Pump-Crescent	-	-	-	#DIV/0!
4" Fairbanks Morse Submersible Run-Dry Pump-Lakeside	-	-	-	#DIV/0!
<b>Sewer Main Repair-200 Block of Main Street</b>	<b>-</b>	<b>(17,753.00)</b>	<b>17,753.00</b>	<b>#DIV/0!</b>
Sewer Main Repair-Institute & 228 Main	-	-	-	#DIV/0!
Sewer extension-Carver & Pinewood	-	-	-	#DIV/0!
Main Street Pump Station-purchase/installation of bypass pump	-	-	-	#DIV/0!
Main Street/Mason-CCTV & CIPP Lining	-	-	-	#DIV/0!
Main Street (Commerce) Electrical upgrades-damaged	-	-	-	#DIV/0!
By-pass pump-(which lift station)	(100,000.00)	-	(100,000.00)	0.00%
Sewer Capital Repairs	(100,000.00)	-	(100,000.00)	0.00%
Pump Station Upgrades	-	-	-	#DIV/0!
Truck/Equipment	(16,500.00)	-	(16,500.00)	0.00%
<b>Net Capital Outlay</b>	<b>(389,071.00)</b>	<b>(25,453.00)</b>	<b>(363,618.00)</b>	<b>6.54%</b>
<b>Net Reserves (Deficit) after capital outlay</b>	<b>(410,274.00)</b>	<b>(143,181.17)</b>	<b>(267,092.83)</b>	<b>34.90%</b>
Funding from Development Escrow	56,250.00	-	-	
Reserves from Sewer Capital Escrow Account	100,000.00	-	100,000.00	0.00%
Funding from Sewer Compliance Fee	213,000.00	33,683.00	179,317.00	15.81%
Draw from operating reserves	41,024.00	-	41,024.00	0.00%
Funding from Bond Escrow (released from refinance)	-	-	-	#DIV/0!
<b>Net Cashflow</b>	<b>-</b>	<b>(109,498.17)</b>	<b>53,248.17</b>	<b>#DIV/0!</b>

**Town of Smithfield  
Water Fund Budget**

Description	Adopted Budget 2015/2016	Balance as of 09/30/15	Remaining Budget	% of budget
<b>Revenue</b>				
<b>Operating Revenue</b>				
Water Sales	1,423,185.00	250,590.27	1,172,594.73	17.61%
Debt Service Revenue	189,712.00	26,903.70	162,808.30	14.18%
Miscellaneous	1,000.00	98.00	902.00	9.80%
Connection fees	16,500.00	4,660.00	11,840.00	28.24%
Application Fees	8,654.00	2,373.00	6,281.00	27.42%
<b>Total Operating Revenue</b>	<b>1,639,051.00</b>	<b>284,624.97</b>	<b>1,354,426.03</b>	<b>17.37%</b>

**Town of Smithfield  
Water Fund Budget**

Description	Adopted Budget 2015/2016	Balance as of 09/30/15	Remaining Budget	% of budget
<b>Expenses</b>				
Salaries	404,060.00	79,227.84	324,832.16	19.61%
FICA	32,325.00	5,866.42	26,458.58	18.15%
VSRS	28,115.00	5,981.45	22,133.55	21.27%
Health	67,885.00	17,148.87	50,736.13	25.26%
Uniforms	3,255.00	398.22	2,856.78	12.23%
Contractual	12,000.00	7,256.00	4,744.00	60.47%
Legal & Audit	15,000.00	1,451.25	13,548.75	9.68%
Accreditation	-	-	-	#DIV/0!
Maintenance & Repairs	21,000.00	-	21,000.00	0.00%
Water Tank Maintenance	105,091.00	26,181.44	78,909.56	24.91%
Professional Services	20,000.00	11,142.50	8,857.50	55.71%
Regional Water Supply Study	1,689.00	850.50	838.50	50.36%
Data Processing	14,000.00	3,202.34	10,797.66	22.87%
Utilities	2,000.00	(56.20)	2,056.20	-2.81%
Communications	13,000.00	2,372.25	10,627.75	18.25%
Insurance	26,900.00	12,762.00	14,138.00	47.44%
Materials & Supplies	75,000.00	23,185.31	51,814.69	30.91%
Gas and Tires	15,000.00	2,897.75	12,102.25	19.32%
Dues & Subscriptions	1,000.00	-	1,000.00	0.00%
Bank service charges	1,200.00	338.30	861.70	28.19%
Travel and Training	4,000.00	239.33	3,760.67	5.98%
Miscellaneous	9,500.00	4,450.24	5,049.76	46.84%
<b>RO Annual costs</b>				
Power	103,560.00	18,582.45	84,977.55	17.94%

**Town of Smithfield  
Water Fund Budget**

<b>Description</b>	<b>Adopted Budget 2015/2016</b>	<b>Balance as of 09/30/15</b>	<b>Remaining Budget</b>	<b>% of budget</b>
Chemicals	57,332.00	10,955.84	46,376.16	19.11%
HRSD	269,800.00	25,761.29	244,038.71	9.55%
Supplies	20,000.00	728.98	19,271.02	3.64%
Communication	9,030.00	1,902.12	7,127.88	21.06%
Travel and training	2,500.00	-	2,500.00	0.00%
Dues & Subscriptions	400.00	400.00	-	100.00%
<b>Maintenance and Repairs</b>	<b>40,000.00</b>	<b>17,814.74</b>	<b>22,185.26</b>	<b>44.54%</b>
Bad debt expense	-	-	-	0.00%
<b>Total Water Fund Operating Expenses before D&amp;A Exp.</b>	<b>1,374,642.00</b>	<b>281,041.23</b>	<b>1,093,600.77</b>	<b>20.44%</b>
<b>Operating Income before D&amp;A Expense</b>	<b>264,409.00</b>	<b>3,583.74</b>	<b>260,825.26</b>	<b>1.36%</b>
<b>Depreciation &amp; Amortization Expense</b>	<b>365,000.00</b>	<b>84,237.44</b>	<b>280,762.56</b>	<b>23.08%</b>
<b>Operating Income (Loss)</b>	<b>(100,591.00)</b>	<b>(80,653.70)</b>	<b>(19,937.30)</b>	<b>80.18%</b>
<b>Nonoperating Revenues (Expenses)</b>				
Pro-Rata Share Fees	-	-	-	#DIV/0!
<b>Availability Fees</b>	<b>68,000.00</b>	<b>20,680.00</b>	<b>47,320.00</b>	<b>30.41%</b>
<b>Insurance Recoveries</b>	<b>-</b>	<b>15,404.86</b>	<b>(15,404.86)</b>	<b>#DIV/0!</b>
Cash Proffers-Water Tank	-	-	-	#DIV/0!
Interest Revenue	6,800.00	1,954.29	4,845.71	28.74%
Well Nest Construction Contribution	(70,000.00)	-	(70,000.00)	0.00%
<b>Interest Expense</b>	<b>(42,583.00)</b>	<b>(22,077.69)</b>	<b>(20,505.31)</b>	<b>51.85%</b>
<b>Total Nonoperating Revenues (Expenses)</b>	<b>(37,783.00)</b>	<b>15,961.46</b>	<b>(53,744.46)</b>	<b>-42.25%</b>
<b>Net Income (Loss)</b>	<b>(138,374.00)</b>	<b>(64,692.24)</b>	<b>(73,681.76)</b>	<b>46.75%</b>
<b>WORKING ADJUSTMENTS TO CAFR</b>				
<b>(FOR INTERNAL USE ONLY)</b>				
<b>Restricted revenues:</b>				
Pro-rata Share Fees	-	-	-	#DIV/0!
Availability Fees	(68,000.00)	(20,680.00)	(47,320.00)	30.41%
Bad Debt Expense	-	-	-	#DIV/0!
Debt Service Revenue	(189,712.00)	(26,903.70)	(162,808.30)	14.18%
Depreciation & Amort. Exp.	365,000.00	84,237.44	280,762.56	23.08%
<b>Additional debt service costs-principal expense</b>	<b>(381,887.00)</b>	<b>(256,265.45)</b>	<b>(125,621.55)</b>	<b>67.11%</b>

**Town of Smithfield  
Water Fund Budget**

Description	Adopted Budget 2015/2016	Balance as of 09/30/15	Remaining Budget	% of budget
Total adjustments to CAFR	<u>(274,599.00)</u>	<u>(219,611.71)</u>	<u>(54,987.29)</u>	79.98%
Working adjusted income	<u>(412,973.00)</u>	<u>(284,303.95)</u>	<u>(128,669.05)</u>	68.84%

Adopted Budget 2015/2016	Actual 9/30/2015	Remain Budget	% of Budget
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**Water Fund**

<b>Net Operating Reserves (Deficit)</b>	<b>(412,973.00)</b>	(284,303.95)	(128,669.05)	68.84%
Construction Standards Update	(3,321.00)	-	(3,321.00)	0.00%
Water Master Plan	(56,250.00)	-	(56,250.00)	0.00%
Vehicle/Equipment	(16,500.00)	-	(16,500.00)	0.00%
RO auxiliary diesel fuel tank (generator)	(5,100.00)	-	(5,100.00)	0.00%
RO Cleaning System Upgrades	(18,000.00)	-	(18,000.00)	0.00%
RO 3rd Stage Removal	(15,000.00)	-	(15,000.00)	0.00%
System Improvements	(50,000.00)	-	(50,000.00)	0.00%
Main Street Water Main Upgrade Phase I	(240,094.00)	-	(240,094.00)	0.00%
Water line replacement (Cypress Creek Bridge)	(330,000.00)	-	(330,000.00)	0.00%
<b>Net Capital Outlay</b>	<b>(734,265.00)</b>	-	<b>(734,265.00)</b>	0.00%
<b>Net Reserves (Deficit) after capital outlay</b>	<b>(1,147,238.00)</b>	(284,303.95)	<b>(862,934.05)</b>	24.78%
Financing-Main St. Water Main, Water Line replace	570,094.00			
Operating Reserves	121,834.00	-	121,834.00	0.00%
Water Treatment Escrow	38,100.00	-	38,100.00	0.00%
Water Development Escrow	56,250.00	-	56,250.00	0.00%
Water Capital Escrow	50,000.00	-	50,000.00	0.00%
Debt Service fees applied to debt	310,960.00	238,265.01	72,694.99	76.62%
Net Cashflow	-	(46,038.94)	(524,055.06)	#DIV/0!

**Town of Smithfield  
Highway Fund**

Description	Adopted Budget 2015/2016	Balance as of 09/30/15	Remaining Budget	% of budget
<b>Revenue</b>				
Interest Income	185.00	55.52	129.48	30.01%
Sale of equipment	6,000.00	-	6,000.00	0.00%
<b>Revenue - Commwlth of VA</b>	<b>1,061,479.00</b>	<b>276,006.05</b>	<b>785,472.95</b>	<b>26.00%</b>
<b>Total Highway Fund Revenue</b>	<b>1,067,664.00</b>	<b>276,061.57</b>	<b>791,602.43</b>	<b>25.86%</b>

**Town of Smithfield  
Highway Fund**

Description	Adopted Budget 2015/2016	Balance as of 09/30/15	Remaining Budget	% of budget
<b>Expenses</b>				
<b>Salaries</b>	<b>238,150.00</b>	<b>48,730.26</b>	<b>189,419.74</b>	<b>20.46%</b>
FICA	19,055.00	3,516.46	15,538.54	18.45%
VSRS	18,070.00	4,516.90	13,553.10	25.00%
<b>Health</b>	<b>41,680.00</b>	<b>14,109.05</b>	<b>27,570.95</b>	<b>33.85%</b>
Uniforms	3,100.00	535.26	2,564.74	17.27%
Engineering	-	-	-	0.00%
Grass	20,000.00	4,016.79	15,983.21	20.08%
Maintenance	560,701.00	63,936.51	496,764.49	11.40%
Asphalt/Paving		16,607.82	(16,607.82)	
Ditching		33,912.25	(33,912.25)	
Traffic Control devices		1,347.02	(1,347.02)	
Other (maintenance)		-	-	
Other (lawnmowers, landscaping, etc)		12,044.49	(12,044.49)	
Structures and Bridges		-	-	
Ice and Snow removal		-	-	
Administrative		24.93	(24.93)	
Storm Maintenance		-	-	
Street Lights	106,000.00	16,874.14	89,125.86	15.92%
<b>Insurance</b>	<b>14,372.00</b>	<b>3,478.00</b>	<b>10,894.00</b>	<b>24.20%</b>
Miscellaneous-bank charges			-	0.00%
VAC Truck Repairs	2,500.00	13.53	2,486.47	0.54%
Gas and Tires	10,000.00	1,782.31	8,217.69	17.82%
<b>Stormwater Management Program (regional)</b>	<b>1,215.00</b>	<b>947.50</b>	<b>267.50</b>	<b>77.98%</b>
<b>Total Highway Fund Expense</b>	<b>1,034,843.00</b>	<b>162,456.71</b>	<b>872,386.29</b>	<b>15.70%</b>
<b>Net Reserves (+/-)</b>	<b>32,821.00</b>	<b>113,604.86</b>	<b>(80,783.86)</b>	<b>346.13%</b>

Adopted Budget 2015/2016	Actual 9/30/2015	Remain Budget	% of Budget
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**HIGHWAY**

<b>Net Operating Reserves (Deficit)</b>	<b>32,821.00</b>	113,604.86	(80,783.86)	346.13%
Construction Standards Update	(3,321.00)		(3,321.00)	0.00%
Vehicles	(16,500.00)	-	(16,500.00)	0.00%
Beautification	(5,000.00)		(5,000.00)	0.00%
Mower	(8,000.00)	-	(8,000.00)	0.00%
<b>Net Capital Outlay</b>	<b>(32,821.00)</b>	<b>-</b>	<b>(32,821.00)</b>	<b>0.00%</b>
<b>Net Reserves (Deficit) after capital outlay</b>	<b>0.00</b>	<b>113,604.86</b>	<b>(113,604.86)</b>	<b>-346.13%</b>
Carryover from FY2015		117,741.00		
<b>Net Adjusted Reserves (deficit)</b>		231,345.86		

## **Notes: September 2015**

### **GENERAL FUND**

#### **Revenues:**

##### **Current/Delinquent RE & PP**

All real estate and personal property revenue collected for tax years 2014 and prior are reflected as delinquent taxes. All 2015 revenues will be shown as current once billings are prepared this fall. In August, however, the Town did receive its annual personal property tax relief of \$240,794 from the state that is reflected under current personal property.

##### **Cigarette Tax**

Sold 156,360 tax stamps through September 2015 which is 48,180 more than stamps sold though the same period last year. Revenues are \$18,821 higher than year to date September 2014.

##### **Transient Occupancy**

Transient occupancy tax payments for July 2015 totaled \$55,220 which was even higher than July 2014 revenue of \$49,545. This revenue was accrued for June 2015, however, so it was backed out of the 2015 revenue. We will not reflect transient occupancy tax for FY2016 until the quarter ending September 30 is paid in October.

##### **Meals Tax**

Meals tax revenues of \$220,329 were collected in July 2015. Like TO, these revenues were accrued for June 2015 and backed out of 2015 totals. FY2016 revenue reflects collections beginning in August. Through September 2015 we have collected \$15,632 more than prior year.

##### **Communications Tax**

Communications tax from the state runs 2 months behind so revenue for September reflects July 2015 communications tax.

##### **Sales Tax**

Sales tax from IOW County also runs 2 months behind since it is received from the state. Revenue of \$27050 represents July 2015 and is \$926 greater than the same period last year.

##### **Consumption Tax/Utility Tax**

Utility/Consumption taxes are generally very flat and do not vary much from year to year. The September utility tax (for July and August) is \$87 less than FY2015 and consumption tax is \$430 higher.

##### **Business License Tax**

Business license taxes are due on April 15 so most of this line item is collected in the spring. The \$14,302 posted through September reflects collection of delinquent licenses for 2012 through 2014 as well as delinquent accounts for 2015.

##### **Permits & other licenses**

Permits and other licenses are made up of sign permits (\$110), zoning permits (\$1225), yard sale permits (\$310), E&S fees (\$750 from Dominion Bldg for 5 lots on Monticello Ct), ROW permit (\$420), gold cart permit (\$20) and the peg channel fee (Charter-\$459).

##### **Inspection Fees**

Dominion Building paid \$300 for Monticello Court Lots 53-57.

##### **WC Dog Park Registration**

Registrations are \$44 less than September 2014. Registrations are sold throughout the year but most of the revenue is collected in January when the registration fee renews.

##### **Review Fees**

Review fees through September 2015 are as follows:  
Roddham T. Delk, Jr.- \$150-plat review

Cypress Creek Development \$300-2 plat reviews  
Dominion Builders-\$150 plan review

**Vehicle License Tax**

Vehicle license tax reflected through September represents supplements and delinquent collections. The majority of this tax will be collected during the next quarter with the due date being 12/7/15 for this year.

**Fines & Costs**

Fines and costs received from Isle of Wight (\$4122) and paid directly to the Town (parking tickets-\$250) are \$2620 less than revenue for the same period in FY2015.

**Smithfield Center Vendor Programs**

Vendor revenues are collected in January and February for the upcoming calendar year.

**Kayak Rentals**

Since this line item is seasonal, the summer months are very strong for rentals. July through Sep 2014 rentals totaled \$3310 compared to the \$6126 collected in 2015.

**Reserves-Pinewood Escrow**

As of September 30, 2015 we have used \$3155 from Pinewood escrow reserves to fund monthly rent assistance for 2 market rate renters. The remaining expenses for Pinewood have been funded by current year meals tax revenues and VDHCD reimbursement leaving a reserve that may be used for additional expenses throughout the year

**From Operating Reserves**

As of Sep 30, we utilized \$768,525 of prior year reserves to finance current month operations. This is \$299,911 more than the same period last year, but we have also spent almost \$100,000 more in capital with expenses such as the \$100,000 contribution to IOW County for Great Springs Road. Revenues are also \$123,644 less than Sep 2014 as we had \$82,277 in contributions from IOW County and the Historical Society for the Museum last year.

**Intergovernmental Virginia**

The Police Department received \$2857 in asset forfeiture proceeds but \$1587 of seizure funds had to be turned over to the state. Those funds are reflected under the PD departmental expenses.

**Intergovernmental Federal**

Pinewood Heights CDBG Relocation Grant-Phase II  
-

Received \$81000 in CDBG funds for owner occupied acquisition reimbursement. We will need to amend the 2016 budget to reflect the remainder of Phase II MY2 that was not finished in FY2015.

**Expenses:**

**All Departments**

Salaries

Salaries have been reduced by accrued payroll entries for June 2015.

Health Insurance

Medical and dental premiums have been paid for July through October 2015.

Insurance

Two quarterly payments have been made to VML for property casualty/workers' compensation insurance.

Dues & Subscriptions

Most of the dues and subscriptions are paid in the first few months of the new fiscal year so percentages will run high in most departments for this line item.

**Town Council**

Legal fees

Includes \$9005 from Troutman Sanders regarding annexation consulting and \$1177 from Wilcox & Savage for human resources consulting (VRS).

Professional services	Professional services paid through July are as follows: Frazier Associates-\$1292.50 for Smithfield Cary & Main (checking on this-think it might be sewer related). Insercorp-\$3750-town website design Alpha \$2047-Pierceville Property Kimley-Horn-\$6450-Smithfield Baseball evaluation
Communications	SPAM filter and antivirus for entire email system.
Bank charges	Includes \$295 from the Farmers Bank for renewal of line of credit. This was offset by a refund of \$12 for analysis fees on one of the Town's bank accounts.
<b><u>Treasurer</u></b>	
<u>Service Contracts</u>	Includes \$4135 to BAI Municipal Software for annual software support services and web payments package. We will be fully utilizing BAI this year as we begin the transition to MUNIS. Also includes monthly maintenance fees of \$174 to Computer Plus (maintenance of all printers) and qrtly payment of \$529.62 to IBM for the AS400.
<b><u>Police</u></b>	
<u>Service Contracts</u>	Includes \$20,923 to Sungard Public Sector for OSSI system and State Livescan interface, monthly Gately charges (\$634) and RICOH copier charges totaling \$589 to date.
<u>Insurance-LODA</u>	This reflects an annual payment for Line of Duty Act benefits for our certified officers.
<u>Special Events</u>	Includes \$283 to AVES for COED PJ at National Night Out and \$205 to NATW for National Night Out banner, and \$130 for National Night Out Pizza Party.
<b><u>Parks Recreation &amp; Cultural</u></b>	
<b><u>Smithfield Center</u></b>	
<u>Repairs &amp; Maintenance</u>	Some of the highest charges through September include: Windsor Fire Extinguisher-\$1689.90-troubleshoot, clean, flush, repair domestic backflow G & K Services-\$1098.24-mats and cleaning supplies-July & Aug 2015 REW-\$600-remove the ground lights. S&B Tent Rental-\$1443.75-black & white chair covers Atlantic Lift-\$1115.97-performed annual inspection per OSHA/ANSI. Windsor Fire Extinguisher-\$615.20-hood & backflow inspections-troubleshoot panel faults Windsor Fire Extinguisher-\$1685.72-install hinged outswing window for emergency exit
<u>Travel &amp; Training</u>	Includes \$176 for employee retreat to James City County (paddle boards, kayak, refreshments) and \$485 for registration to the 2015 NRPA Annual Conference-A Musick.
<u>Advertising</u>	Cost includes \$3735 to Wedding Wire and \$1315 to Mar-bert & Associates (Hampton Roads Wedding Guide-1/4 page ad), \$500 to IOW County for ad in VA Travel Guide, \$562.50 to Pilot Medical for ad in VOW Bride, \$249 to the Smithfield Times, \$196 to Printing Service, \$85 to Lois Tokarz for flyers, website graphic & facebook graphic for sunrise kayak tours, and \$289 to Tidewater Publications for FYI Guide.
<u>Event Deposits</u>	Refunded 5 customers in July & August for a total of \$1798.

## **Contributions-Parks, Recreation and Cultural**

<u>Hampton Roads Planning District Commission</u>	Two quarterly payments of \$2269. As with last year, the actual invoice is greater than the adopted budget (\$399).
<u>Isle of Wight Arts League</u>	The Town paid its portion of the annual state matching grant and has received the state's matching portion. A check will be cut for this pass through in October.
<u>Friends of the Library</u>	Paid \$3052 to The Friends of the Library as approved for needed building improvements.

## **Windsor Castle**

<u>Grass Cutting</u>	The total to date represents 12 weeks of grass cutting (\$762.57/cut) and 2 charges for weeding, pruning, shaping shrubs (\$775.90 each).
<u>Kayak/watersport expenses</u>	Purchase of several paddle boards to add to the list of available rentals at the park.
<u>Professional Services</u>	Alpha Corporation - on call PM Services-Windsor Castle Outbuildings-\$9242. Draper Aden-\$1640-Windsor Castle Park Expansion

## **Museum**

<u>Insurance</u>	This was an oversight on my part during budget. Last year we did not include the museum staff in our workers' compensation allocation until year end so they did not get picked when reviewing the 2015 statements for budget projections.
<u>Sales &amp; Use Tax</u>	This line item will increase as gift shop sales increase.

## **Other Parks & Recreation**

<u>Jersey Park Playground/Pinewood Playground</u>	Hardwood Mulch-\$400 each- black mulch
<u>Clontz Park Pier Maintenance</u>	Includes Dominion VA Power for lighting (\$53.28), AVES-porta potties (\$319.20), Eck Supply-MVR100/Med MH Lamp (\$180) and various small items from True Value (\$92.09).
<u>Cypress Creek No-Wake Zone</u>	L&L Marine-\$875- to post new signs and Major Signs-\$470 for 2 48"x48" epanel reflective signs reading "No Wake"
<u>Veterans War Memorial</u>	\$402.24 to Bennetts Creek Nurseries for petunias and begonias, \$36.98 to Dominion Virginia Power, and \$23.74 to Southern Shores for monthly landscaping maintenance
<u>Fireworks</u>	Payment to IOW County for town's portion of annual July 4th fireworks.

## **Community Development**

<u>Pinewood Heights</u>	We paid moving costs to one Section 8 renter in July -110 Carver and one homeowner-53 Carver- in August. We also acquired one homeowner property and 2 vacant lots in August. We have received reimbursement of \$81000 from VDHCD. Budget will have to be amended for the remainder of Phase II and the new contract for Phase III.
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## **Contributions-Community Development**

Chamber of Commerce

Payment of annual contribution for services provided.

**Public Works**

Other

Represents payment to Southern Shores for 4 overgrown lots that needed mowing.

**Public Buildings**

Contractual

Paid \$3472 to Windsor Fire Extinguisher for annual monitoring/inspections of the Police Dept, Town Manager's Office, and Town Hall and \$3534 to Fonality for phone software & support agreement for Town Hall & PD. Also includes payments to AVES for trash pickup (\$463), Orkin/Terminix (\$803) for pest control services, Windsor Fire Extinguisher Service (\$960) for labor to replace batteries in key fobs & isolate panel faults (TH) and troubleshoot gamewell panel and FACP fault at PD.

Rent

Rent paid to Gwaltney of Smithfield for July through October.

**Other Financing Uses**

Transfers to Restricted Reserves-Pinewood

As of September 30, 2015 we have spent \$109,305 towards Phase 2 MY2 of the project. We were reimbursed \$81,000 from VDHCD leaving us \$28305 funded from current year meals tax revenues. Upon reimbursement from VDHCD we have restored the \$138,200 of reserves left at the end of FY2015 and currently have \$40,878 to apply towards additional FY2016 expenses.

**CAPITAL OUTLAY**

**COMMUNITY DEVELOPMENT**

Pinewood Heights

Purchased one owner occupied property and 2 vacant lots.

**PARKS, RECREATION AND CULTURAL**

Smithfield Center Main Hall Speaker System

Paid Productive AV for installation of budgeted Main Hall Speaker system.

WC Park Building Stabilization

Paid THG Construction \$9940 for work on the outbuildings.

**PUBLIC SAFETY**

Police Vehicles

Purchased 3 police vehicles from Southern Dodge Auto Group as budgeted. Still some outfitting to do.

Tough Book MDTS

3 New toughbooks for the 3 new vehicles.

**PUBLIC WORKS**

Great Springs Road Public Sidewalk

Budgeted contribution to IOW County for sidewalk project-Might need to be moved to operations side of financial statement.

**SEWER**

**Revenues**

Sewer Charges/Sewer Compliance

Sewer revenues including the sewer compliance fee billed for July were accrued on the June 2015 financial statements. Half of the August billing was also accrued. The Jul/Aug billings/consumption

will be reflected in the graphs in order to show continuous data for the utility system. As of September 30 the sewer charges are \$9,887 lower than prior year. Sewer compliance fees are fairly steady since they are fixed charges based on connections. Year to date September is \$205 higher than prior year.

Connection Fees

Connection fees are collected sporadically throughout the fiscal year. In the month of July, we received payment for 6 connections at \$1580 (5/8" meters) and one at \$2250 in August (3/4" meter) putting us at almost 30% of the budget for the year. There were no connection fees collected in September.

**Expenses**

Salaries

Salaries have been reduced by accrued payroll entries for June 2015.

Health

Medical and dental insurance has been paid for July through October.

HRPDC-Sewer Programs

Paid 2 quarters to Hampton Roads Planning District Commission for wastewater program.

Maintenance & Repairs

Includes:

\$2494 to Wood Construction-2 lower radial cutter and 1 cutter ring  
\$4509 to Wood Construction-1 Hydromatic 5HP Impeller and capacitor kit-Riverside/Rising Star  
\$1800 to Dan White Concrete-concrete repairs-Jersey Park, Hillcrest Dr, Cary Street  
\$2644 to REW Corporation-lighting issues at James St & Pinewood Pump Stations  
\$600 to REW Corporation-troubleshhot Lakeside PS Pressure Transmitter  
\$2328 to REW Corporation-Programming PLC @ Crescent PS  
\$2056 to Wood Equipment-5" Impeller-Riverside and Rising Star

Insurance

Represents payment of 2 quarters to VML for property/casualty and workers' comp insurance.

**Nonoperating Revenues (Expenses)**

Availability fees

Like connection fees, we have received 6 at \$4120 each and 1 at \$6320.

Interest Expense

Made payment on the 2 refinanced loans with VML VACO. This is a semi-annual payment.

**WORKING ADJUSTMENTS TO CAFR**

Additional debt service costs-principal expense

The refinanced loan is paid semi-annually but only has one principal payment for the year. The next payment will be interest only.

**SEWER CAPITAL**

MOA Flow Monitoring

Paid \$7700 to REW for installation of flowmeter at Pinewood Pump Station.

Sewer Main Repair-200 Block of Main Street

Paid Lewis Construction \$17753 for repairs to 200 Block of Main Street.

**WATER**

**Revenues**

Water Charges/Debt Service Revenue

Like sewer, water revenues including the debt service fee billed for July were accrued on the June 2015 financial statements. Again, half of the August billing was accrued for June 2015 and the other half is shown on the August statements. This holds true for the debt service revenue as well. The graphs will again show the Jul/Aug billings/consumption for tracking/trend purposes. As of September 30 the water charges are \$3091 lower than prior year. Debt service is a flat fee based on connections so it does not fluctuate significantly. Debt service revenues through September are \$134 higher than FY2015.

Connection Fees

The Town has collected on 6 accounts at \$660 (5/8" meters) and 1 at \$700 (3/4" meter).

**Expenses**

Salaries

Salaries have been reduced by accrued payroll entries for June 2015.

Contractual

Paid \$5500 to HD Supply for annual neptune support contract for meter reading equipment and \$850 for Software support. These expenses were budgeted. Also paid JR Reed \$1351 for water sample testing.

Water Tank Maintenance

First quarterly payment to Caldwell for water tank maintenance as per our contract.

Professional Services

Includes \$7065 to Draper Aden for Well Nest/DEQ GWWP Compliance. Paid \$4077.50 to Kimley Horn for WTP Project Management & Testing.

HRPDC-Regional Water Supply

Paid 2 quarters to Hampton Roads Planning District Commission for regional water program.

Insurance

Represents payment of 2 quarters to VML for property/casualty and workers' comp insurance.

Miscellaneous

Includes a quarterly payment to VDH-Waterworks Technical Assistance Fund (\$2,184.48). This is billed annually and is based on the number of water customers in the town's system. The rate for this billing is \$2.95 per connection.

Maintenance & Repairs

Includes \$5954 paid to REW for repairs at WTP for lightning damage causing defective equipment.

**Nonoperating Revenues (Expenses)**

Availability Fees

We have received 6 at \$2720 and 1 at \$4360.

Insurance Recoveries

Received \$15405 from VML for repairs for lightening damage at RO plant.

Interest Expense

Represents payment on the 2 refinanced loans and the one remaining loan through VML VACO that are paid semi-annually.

**WORKING ADJUSTMENTS TO CAFR**

Additional debt service costs-principal expense

Principal was paid for the 3 VML VACO Loans. These are all paid semi-annually. There is one principal payment remaining for the year.

**HIGHWAY**

**Revenues**

Revenue-Commonwealth of Virginia

Our first quarterly payment for the new fiscal year was received on September 29, 2015.

The payment is higher than originally budgeted and should net an additional \$42,545 for the year.

**Expenses**

Salaries

Salaries have been reduced by accrued payroll entries for June 2015.

Health

As with the other funds, we have paid health and dental for July through October.

Insurance

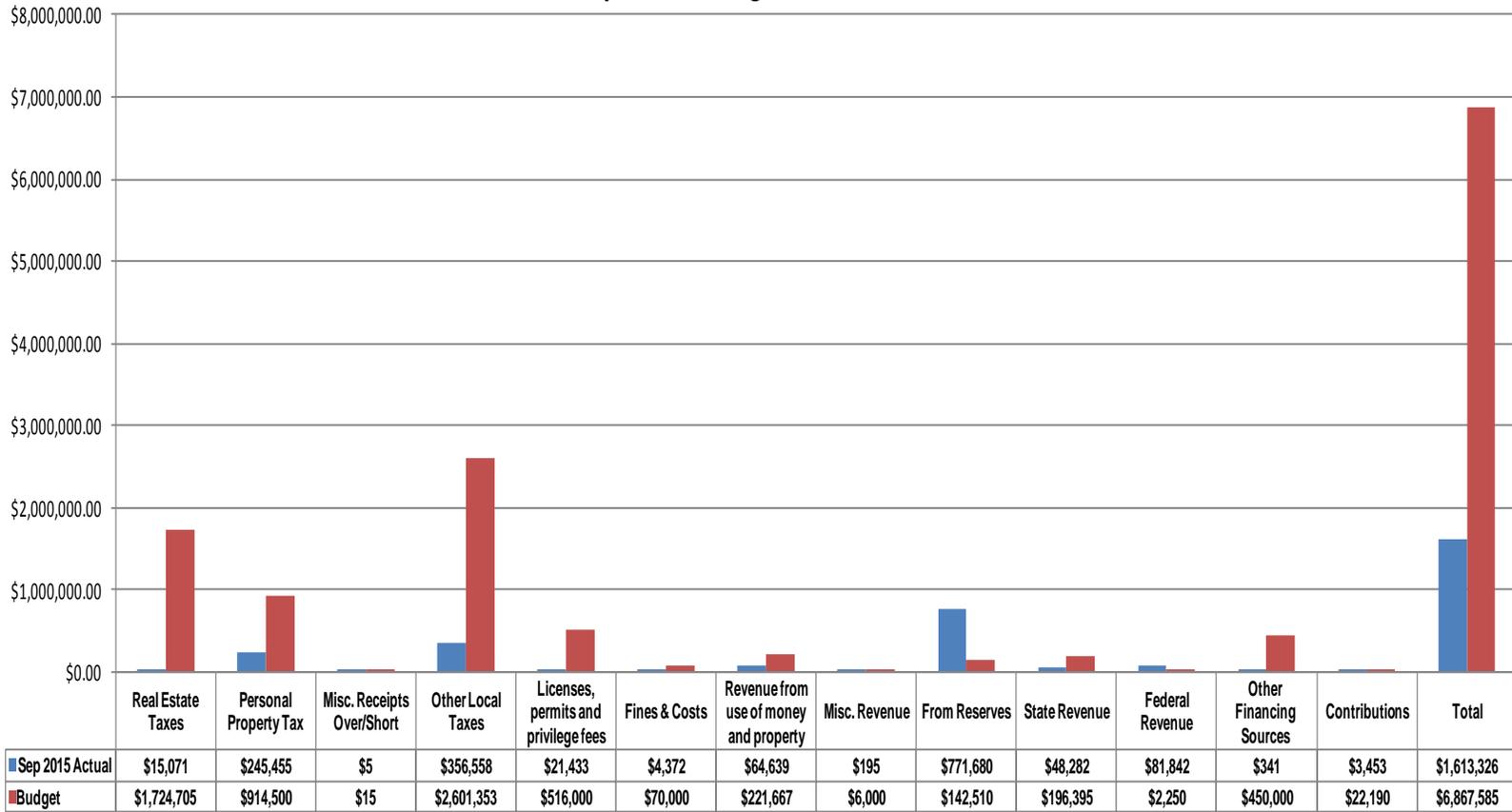
Represents 2nd of 4 quarterly payments to VML for property/casualty and workers' comp insurance.

Stormwater Management Program (regional)

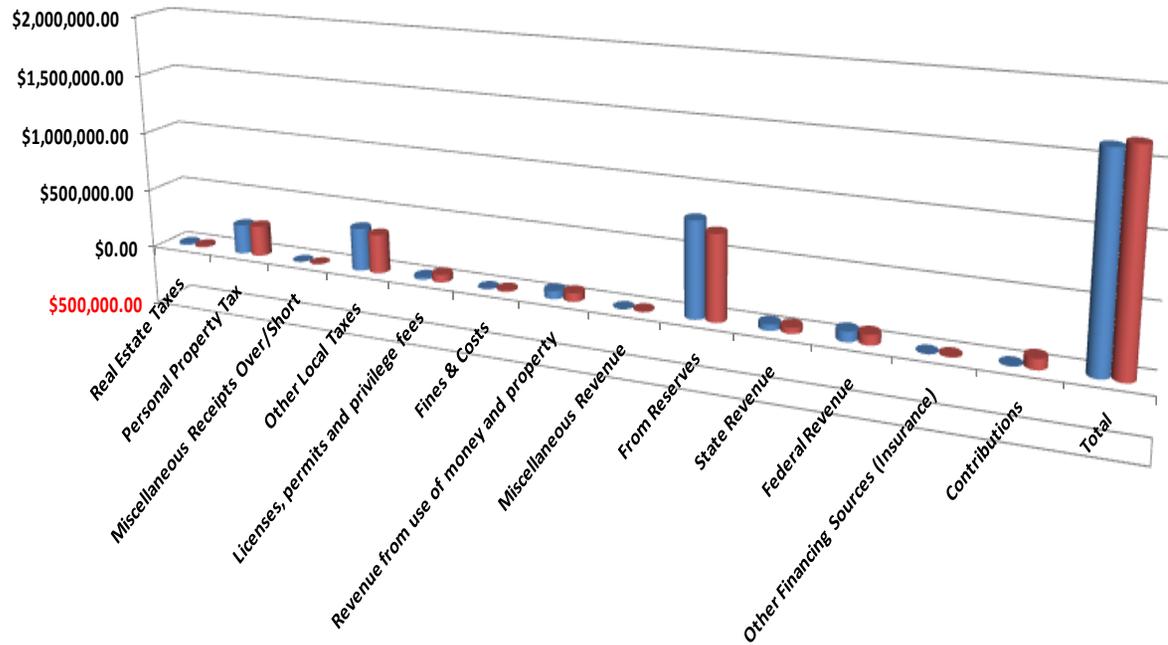
Represents two quarterly payments to HRPDC for the storm water program.

# SEP 2015 FINANCIAL GRAPHS

### Sep 2015 YTD General Fund Revenues Compared to Budget

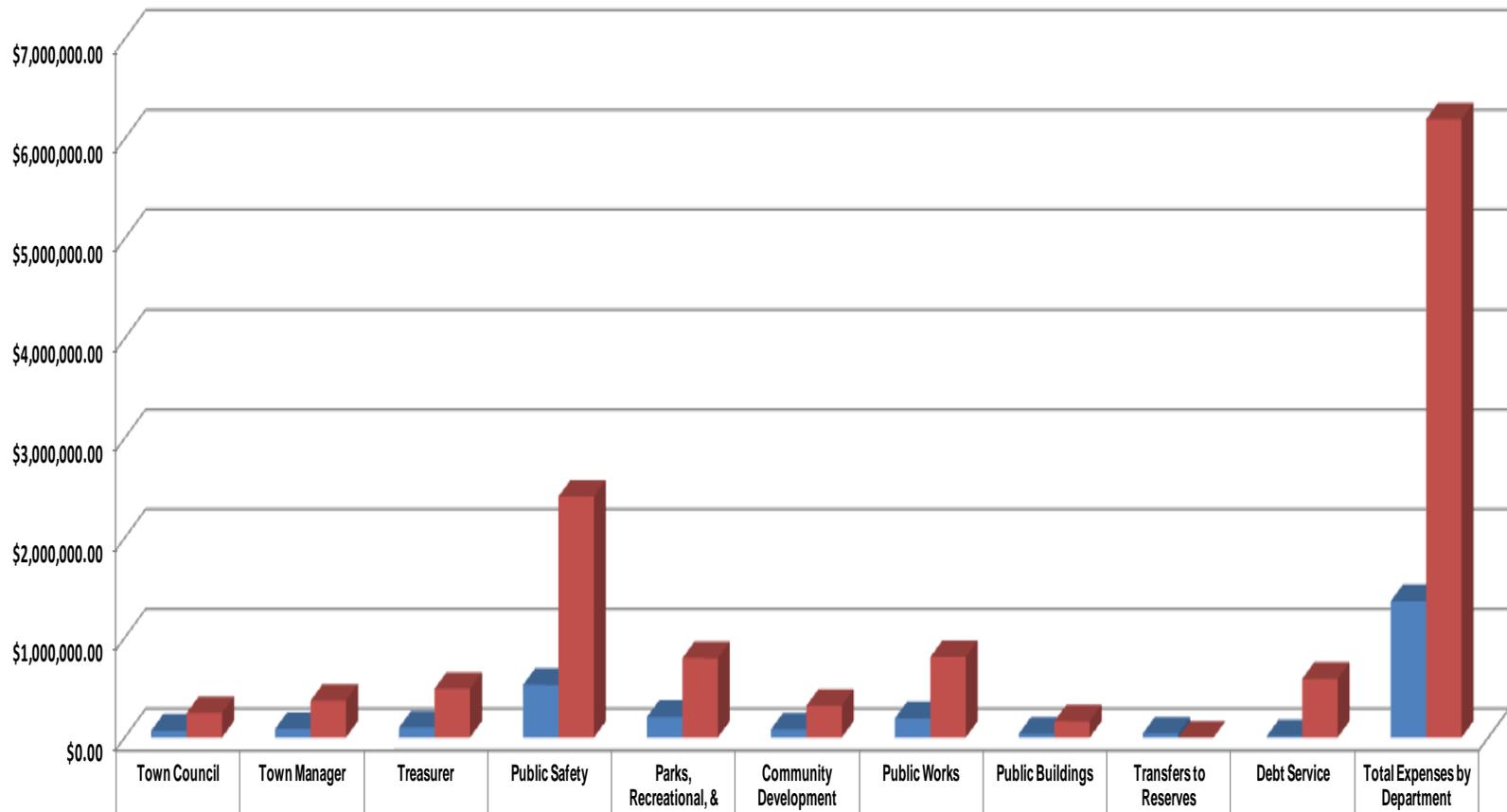


### Sep 2015 YTD General Fund Revenue Compared to Sep 2014



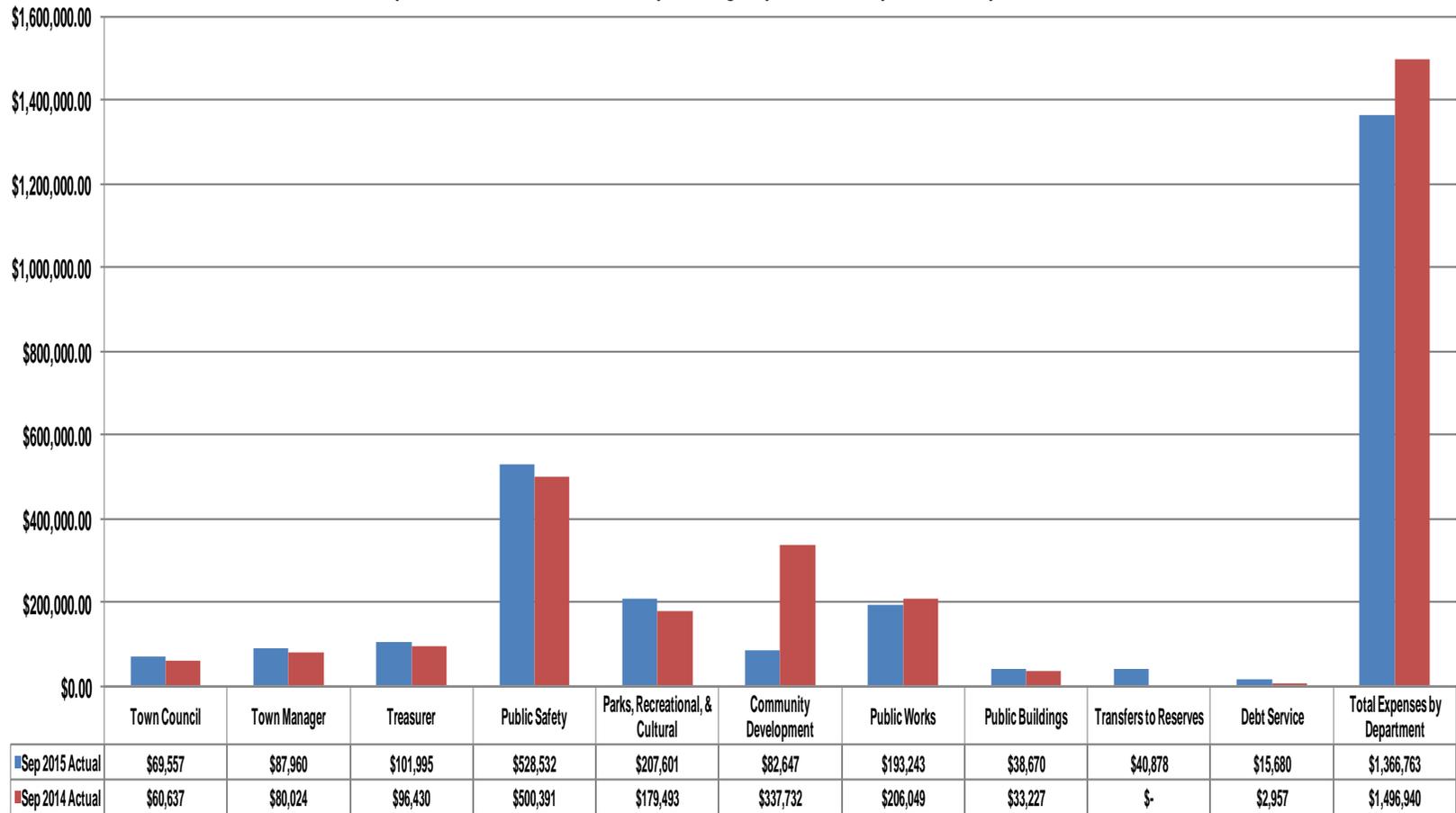
	Real Estate Taxes	Personal Property Tax	Miscellaneous Receipts Over/Short	Other Local Taxes	Licenses, permits and privilege fees	Fines & Costs	Revenue from use of money and property	Miscellaneous Revenue	From Reserves	State Revenue	Federal Revenue	Other Financing Sources (Insurance)	Contributions	Total
■ Sep 2015 Actual	\$15,071	\$245,455	\$5	\$356,558	\$21,433	\$4,372	\$64,639	\$195	\$771,680	\$48,282	\$81,842	\$341	\$3,453	\$1,613,326
■ Sep 2014 Actual	\$13,988	\$253,985	\$(1)	\$322,432	\$63,817	\$14,328	\$70,130	\$4,953	\$688,422	\$49,057	\$81,000	\$6,461	\$83,554	\$1,652,126

## Sep 2015 YTD General Fund Operating Expenses Compared to Budget

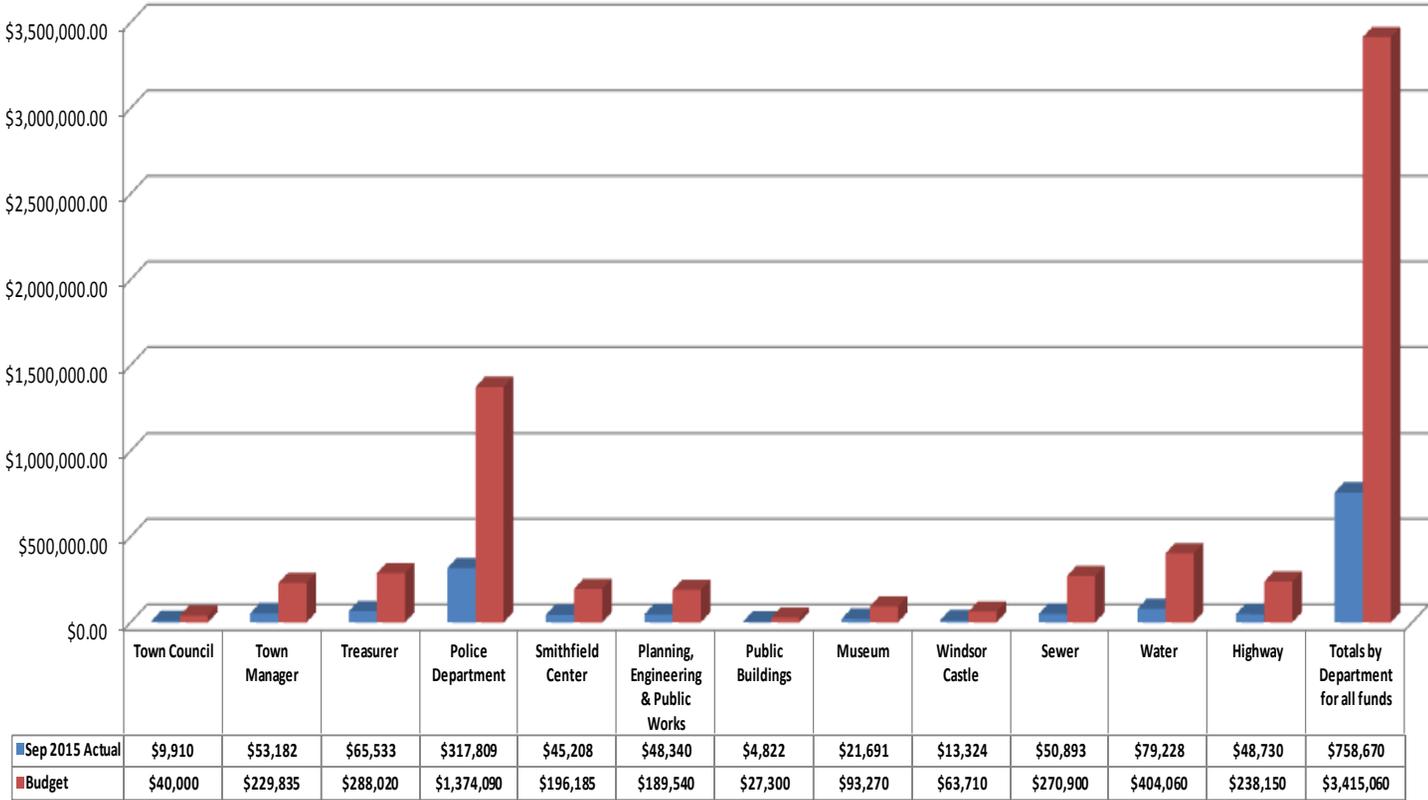


■ Sep 2015 Actual	\$69,557	\$87,960	\$101,995	\$528,532	\$207,601	\$82,647	\$193,243	\$38,670	\$40,878	\$15,680	\$1,366,763
■ Budget	\$247,012	\$369,730	\$489,975	\$2,416,105	\$796,414	\$319,949	\$807,113	\$162,550	\$-	\$589,119	\$6,197,967

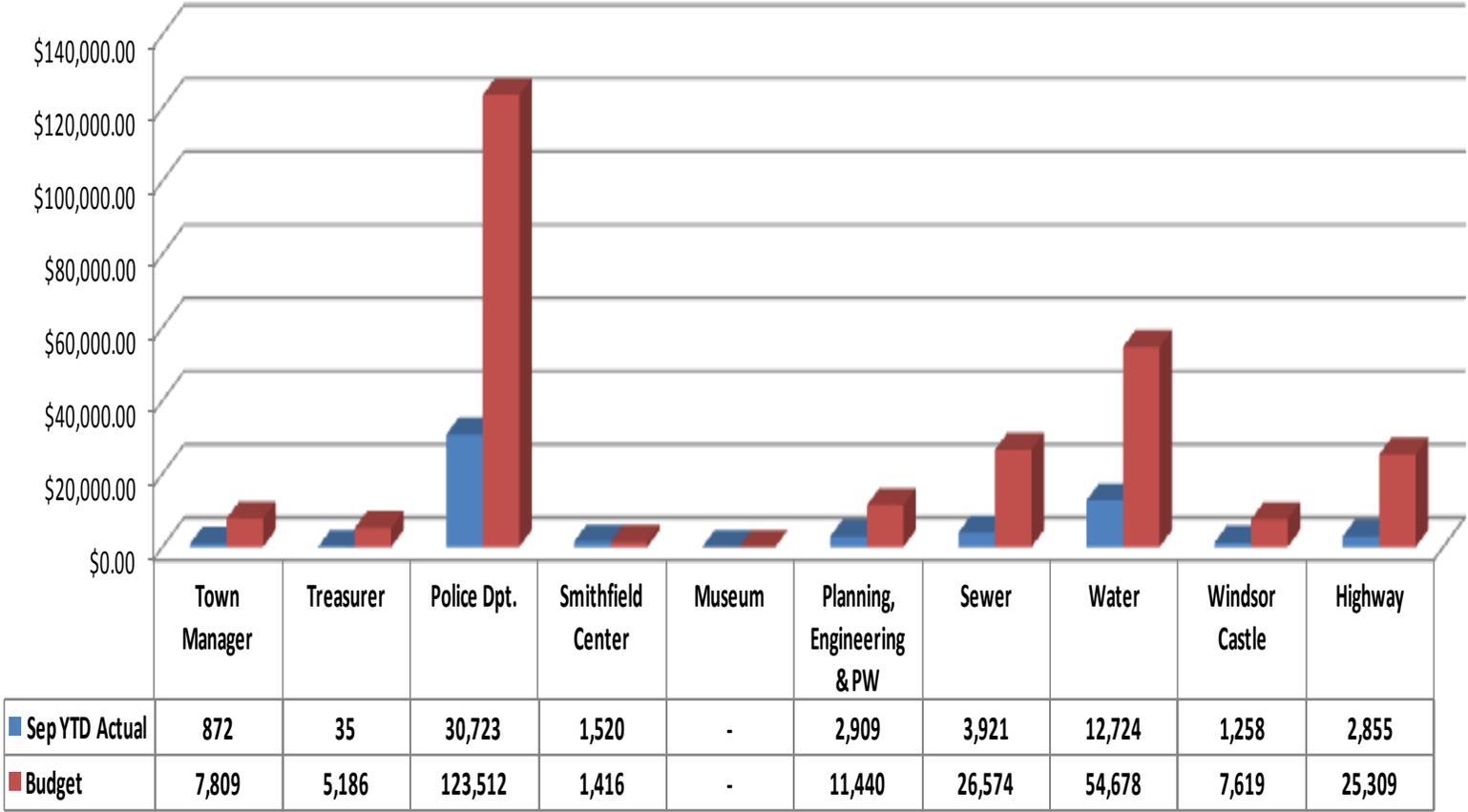
### Sep 2015 YTD General Fund Operating Expenses Compared to Sep 2014



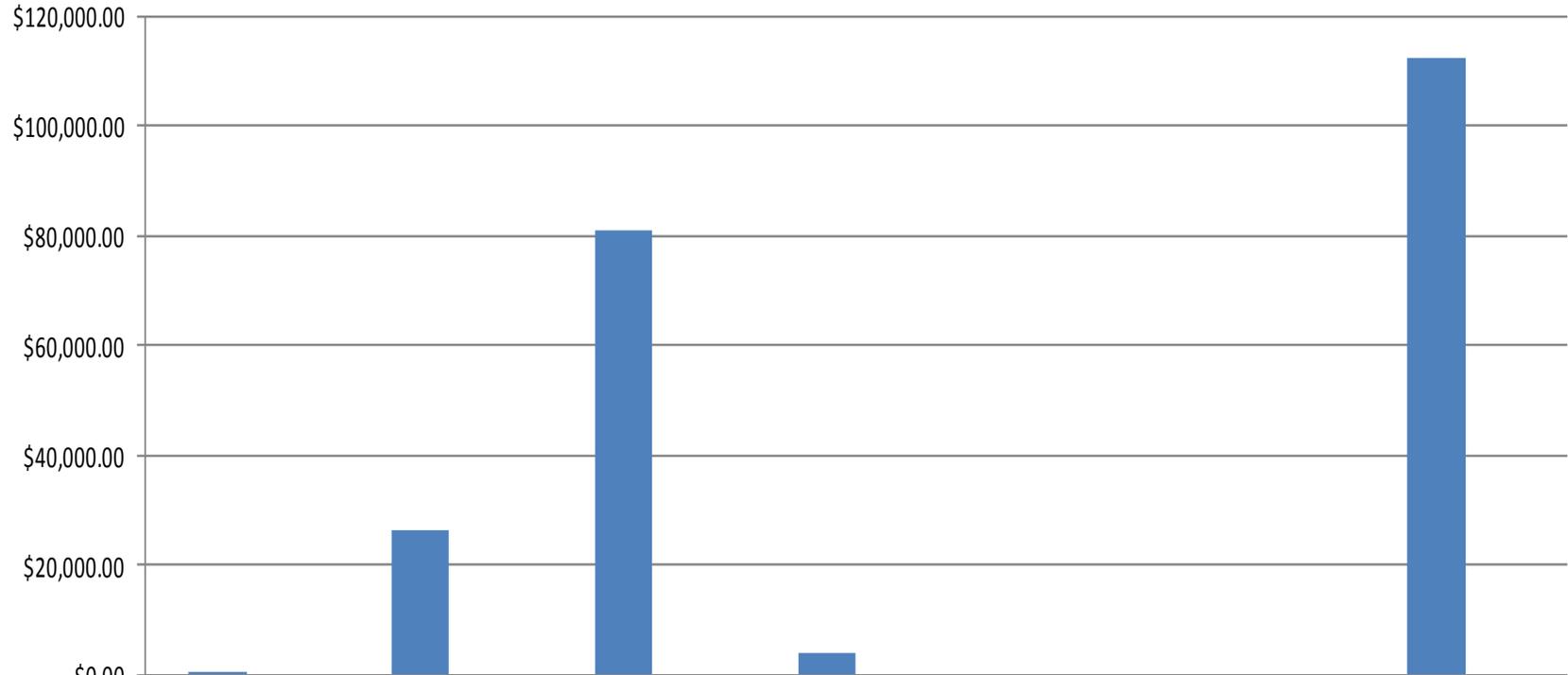
### Sep 2015 YTD Salaries to Budget by Department



## September YTD Overtime Compared to Budget

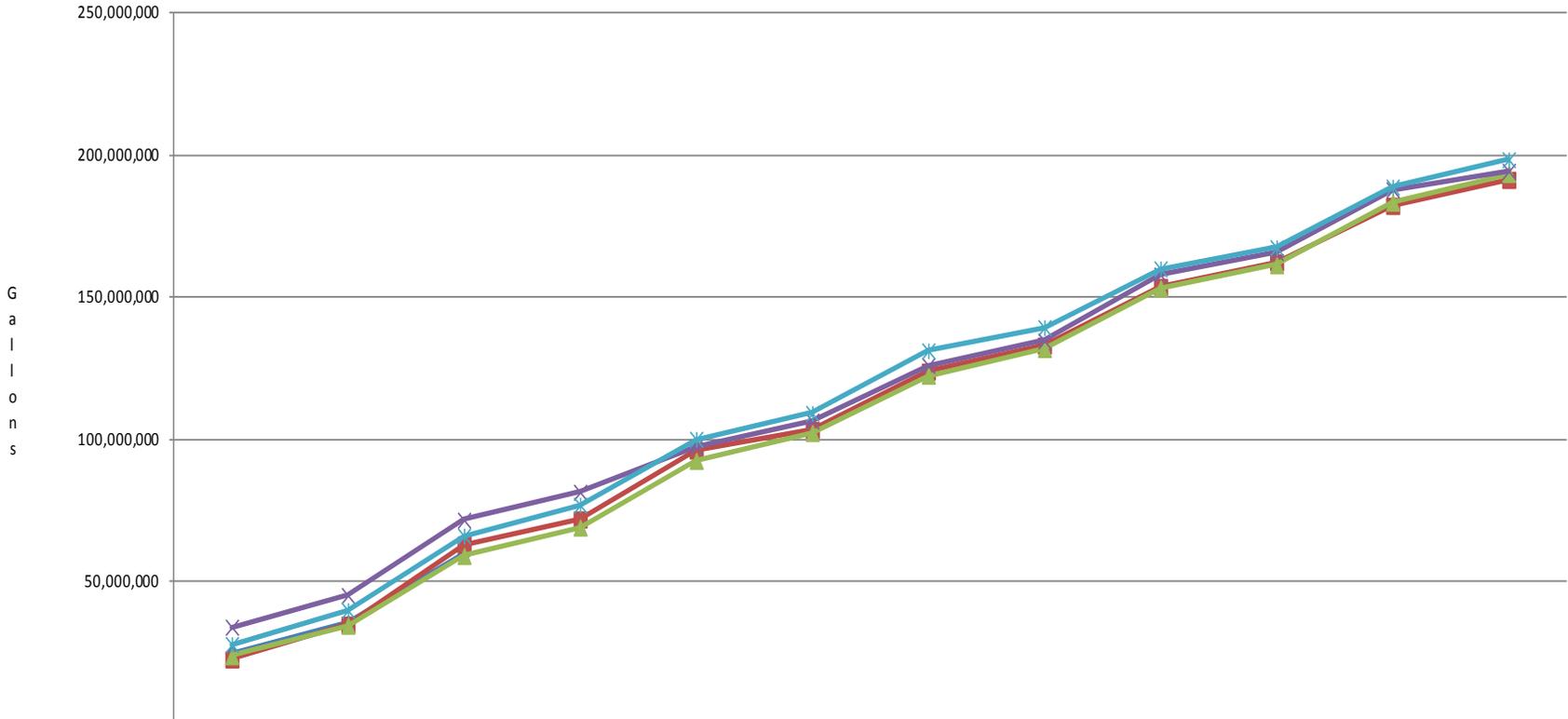


## Sep YTD Pinewood Heights Expenses Phase II



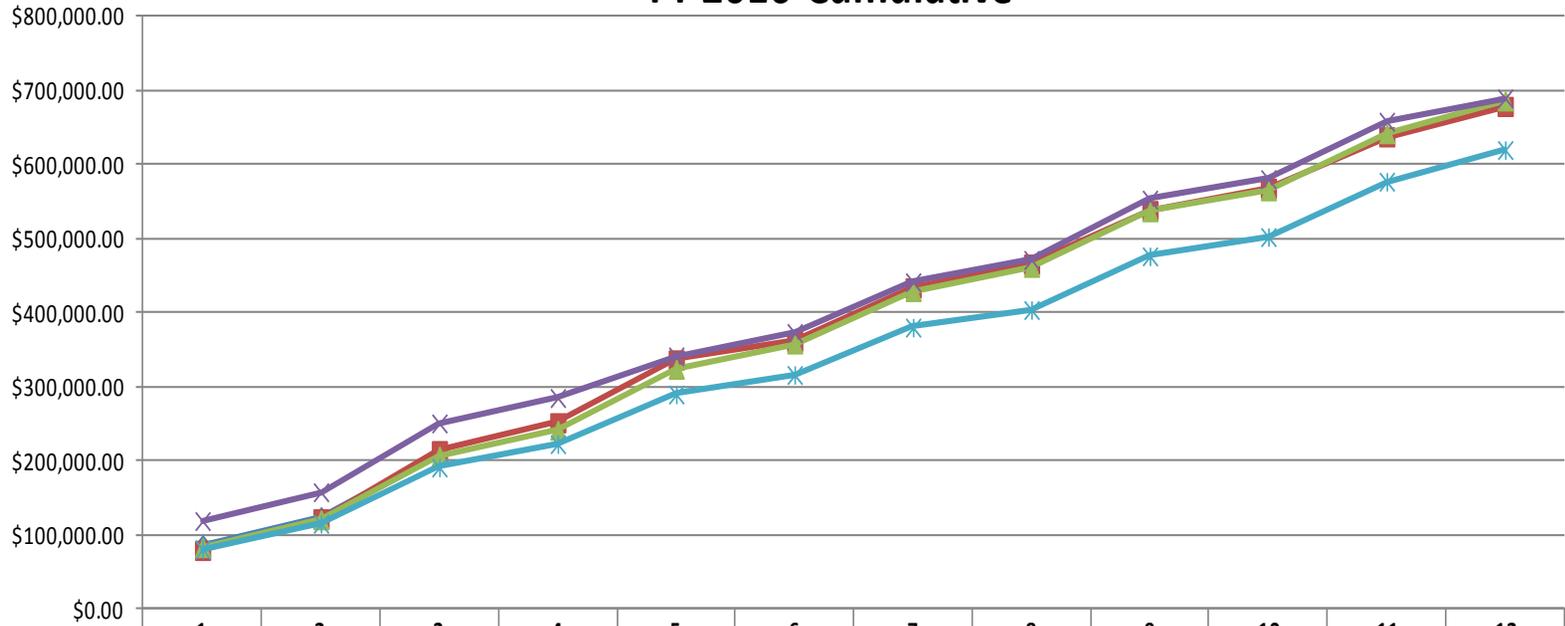
	Administration	Acquisition-Non CDBG	Acquisition-CDBG	Permanent Relocation-Non CDBG	Permanent Relocation-CDBG	Clearance & Demolition	Total YTD MY1 Phase II
<b>Sep YTD Actual</b>	\$758	\$26,445	\$81,000	\$4,258	\$-	\$-	\$112,461
<b>Budget</b>	\$-	\$-	\$-	\$-	\$-	\$-	\$-

## Sep 2015 YTD Sewer Consumption Compared to FY 2012 through FY 2016-Cumulative



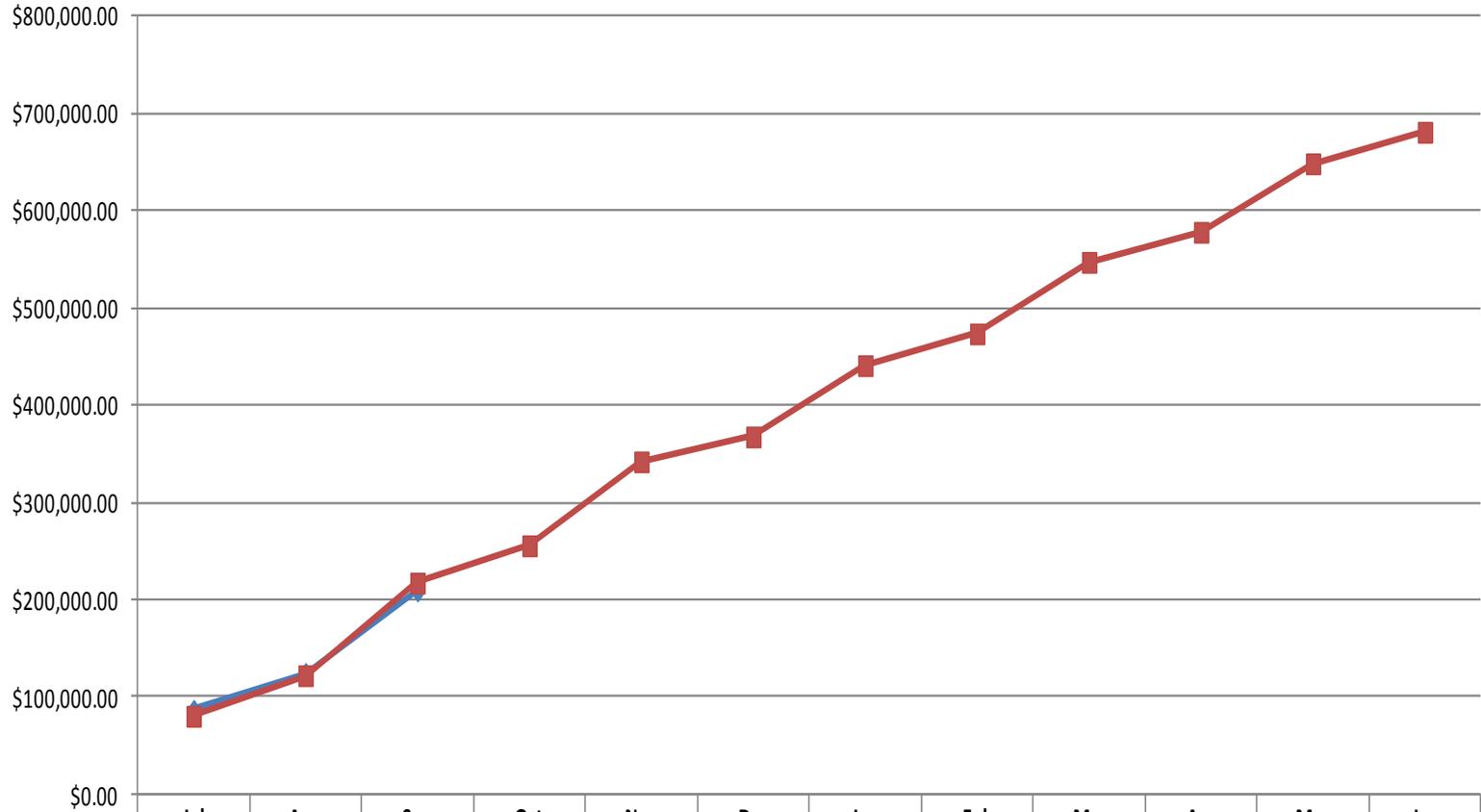
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Actual 2016	24,711,665	35,276,564	59,786,489									
Actual 2015	22,583,960	34,790,190	62,979,178	71,856,635	96,101,586	103,304,073	123,867,964	133,049,654	153,682,428	162,403,071	182,206,163	191,351,529
Actual 2014	23,711,729	34,435,081	58,989,250	69,008,854	92,484,337	102,276,394	122,469,679	131,824,210	153,256,955	161,332,737	183,366,226	193,421,309
Actual 2013	33,911,769	45,062,012	71,593,279	81,409,491	97,395,860	106,483,452	126,026,878	134,663,193	157,879,018	165,808,355	187,913,876	194,386,925
Actual 2012	27,823,246	39,800,726	66,015,985	76,887,610	100,046,367	109,153,641	131,185,269	139,374,388	160,052,488	167,499,468	188,827,259	198,463,933

## Sep 2015 YTD Sewer Charges Compared to FY 2012 through FY 2016-Cumulative



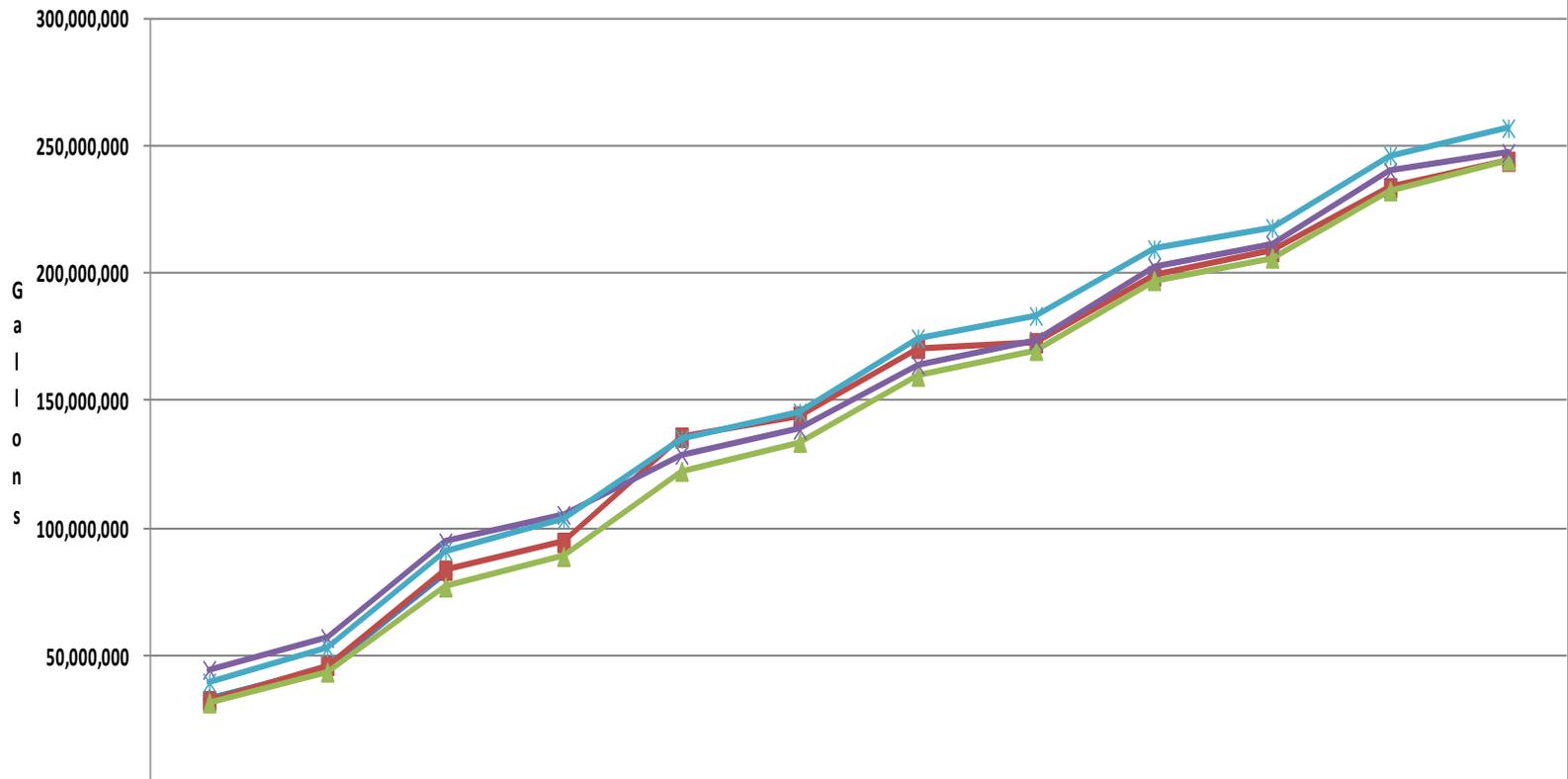
	1	2	3	4	5	6	7	8	9	10	11	12
Actual 2016	\$86,610	\$124,575	\$209,356									
Actual 2015	\$79,173	\$121,776	\$213,936	\$251,556	\$336,461	\$361,634	\$433,773	\$465,867	\$538,259	\$568,628	637,878	\$678,940
Actual 2014	\$83,143	\$120,581	\$206,649	\$241,641	\$323,955	\$358,154	\$428,999	\$461,656	\$536,821	\$565,053	\$642,258	\$686,501
Actual 2013	\$118,797	\$157,727	\$250,727	\$285,025	\$341,149	\$372,882	\$441,445	\$471,585	\$553,055	\$580,733	\$658,298	\$689,925
Actual 2012	\$80,521	\$115,171	\$191,175	\$222,639	\$289,759	\$316,129	\$380,159	\$403,869	\$476,417	\$502,434	\$577,243	\$620,009

## Sep 2015 Sewer Charges Compared to Pro-Rated Budget-Cumulative



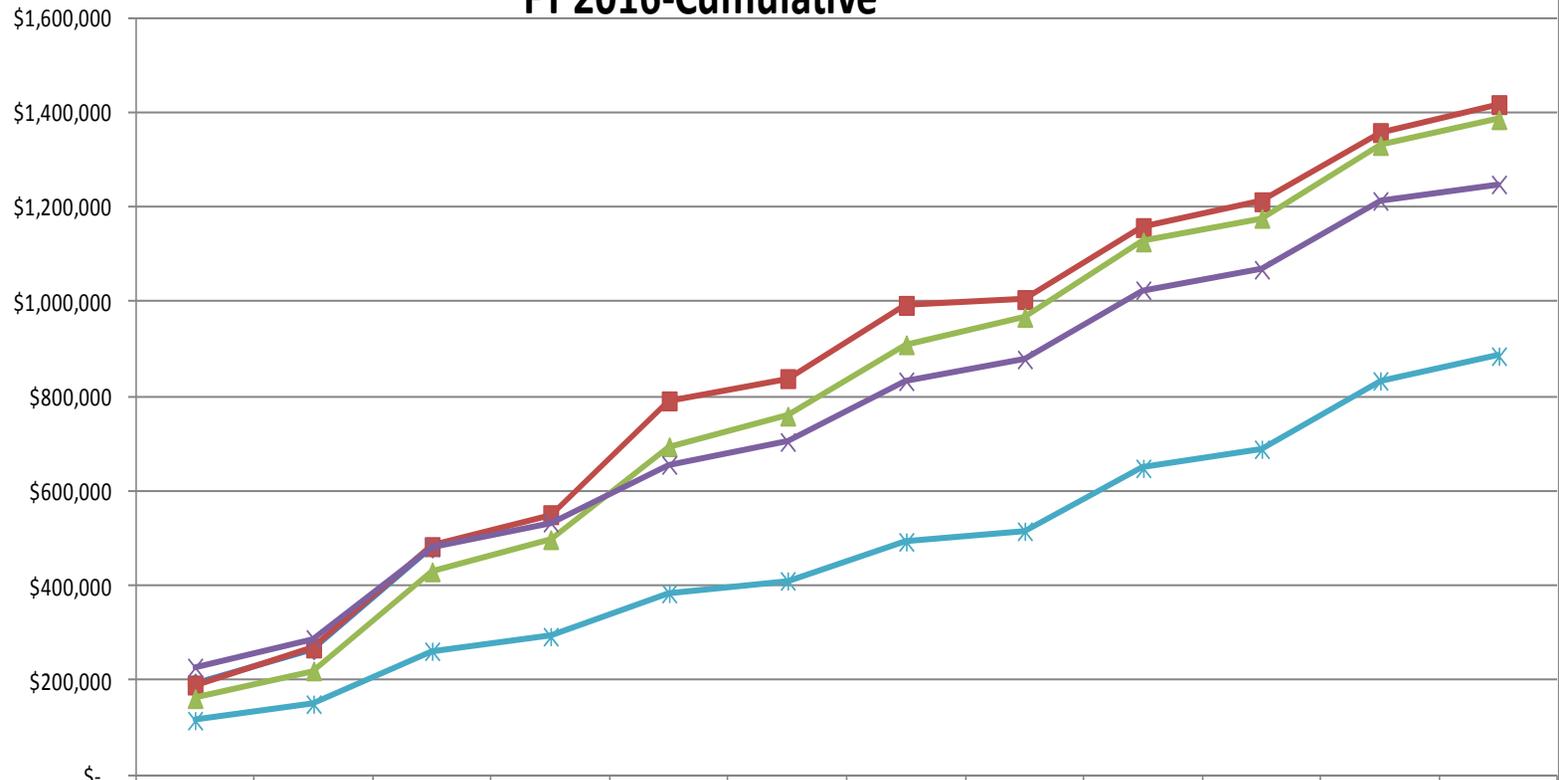
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Actual	\$86,610	\$124,575	\$209,356									
Pro-rated budget	\$80,503	\$122,252	\$217,527	\$255,779	\$342,110	\$367,705	\$441,055	\$473,688	\$547,295	\$578,173	\$648,585	\$681,000

## Sep 2015 YTD Water Consumption Compared to FY 2012 through FY 2016-Cumulative



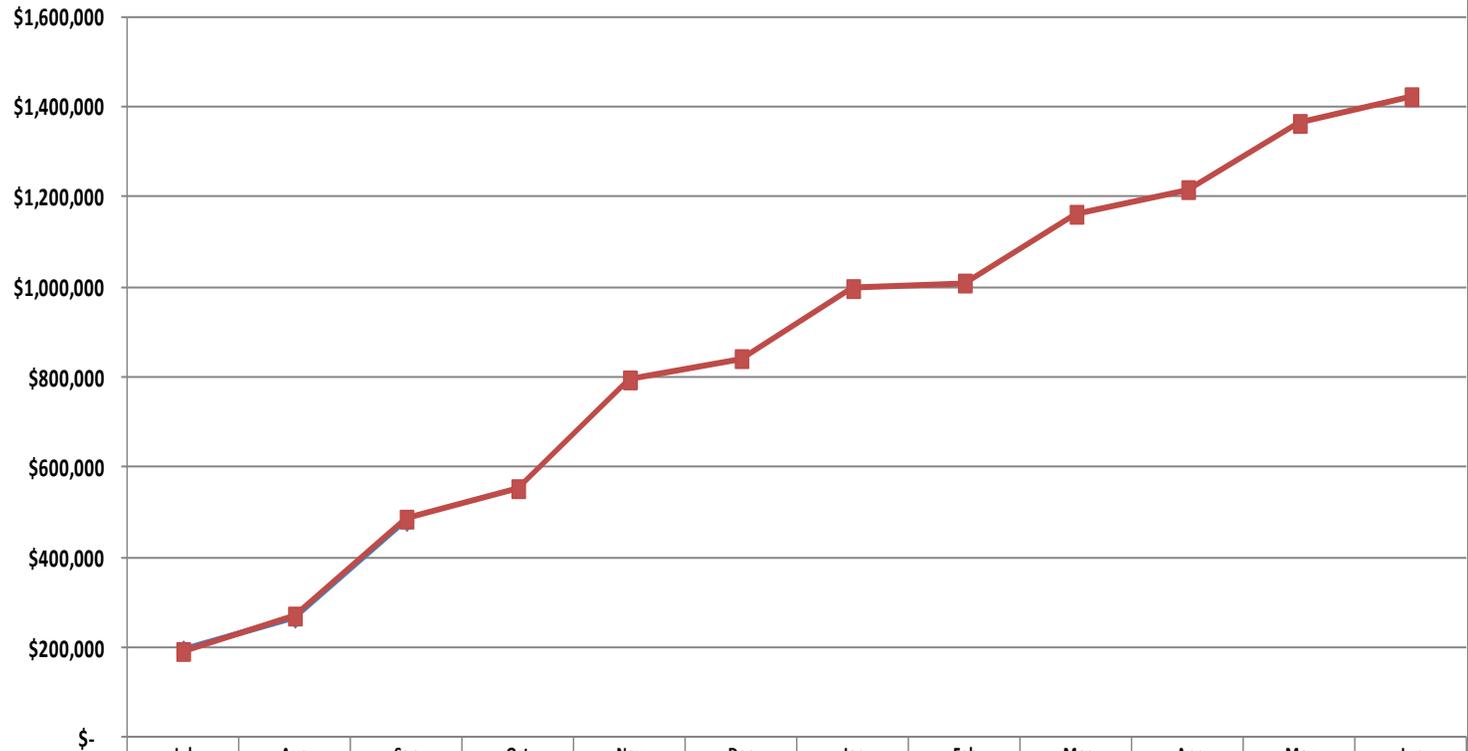
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Actual 2016	33,345,698	45,575,018	82,213,918									
Actual 2015	32,543,946	46,381,849	83,717,381	94,618,596	135,856,212	144,135,476	170,692,715	172,855,828	198,978,064	208,583,793	233,639,239	244,018,141
Actual 2014	31,749,642	43,797,350	77,174,945	89,152,152	122,522,143	133,890,140	159,783,952	169,928,989	197,320,179	206,101,868	232,463,183	244,409,634
Actual 2013	44,653,181	57,074,240	94,602,553	105,404,177	128,910,557	138,750,710	164,151,162	173,654,567	202,512,698	211,359,247	239,897,757	247,266,148
Actual 2012	39,688,782	53,256,900	91,356,629	103,459,078	135,117,221	145,533,600	174,583,031	183,366,490	209,554,614	217,888,180	246,182,751	256,982,334

## Sep 2015 YTD Water Charges Compared to FY 2012 through FY 2016-Cumulative



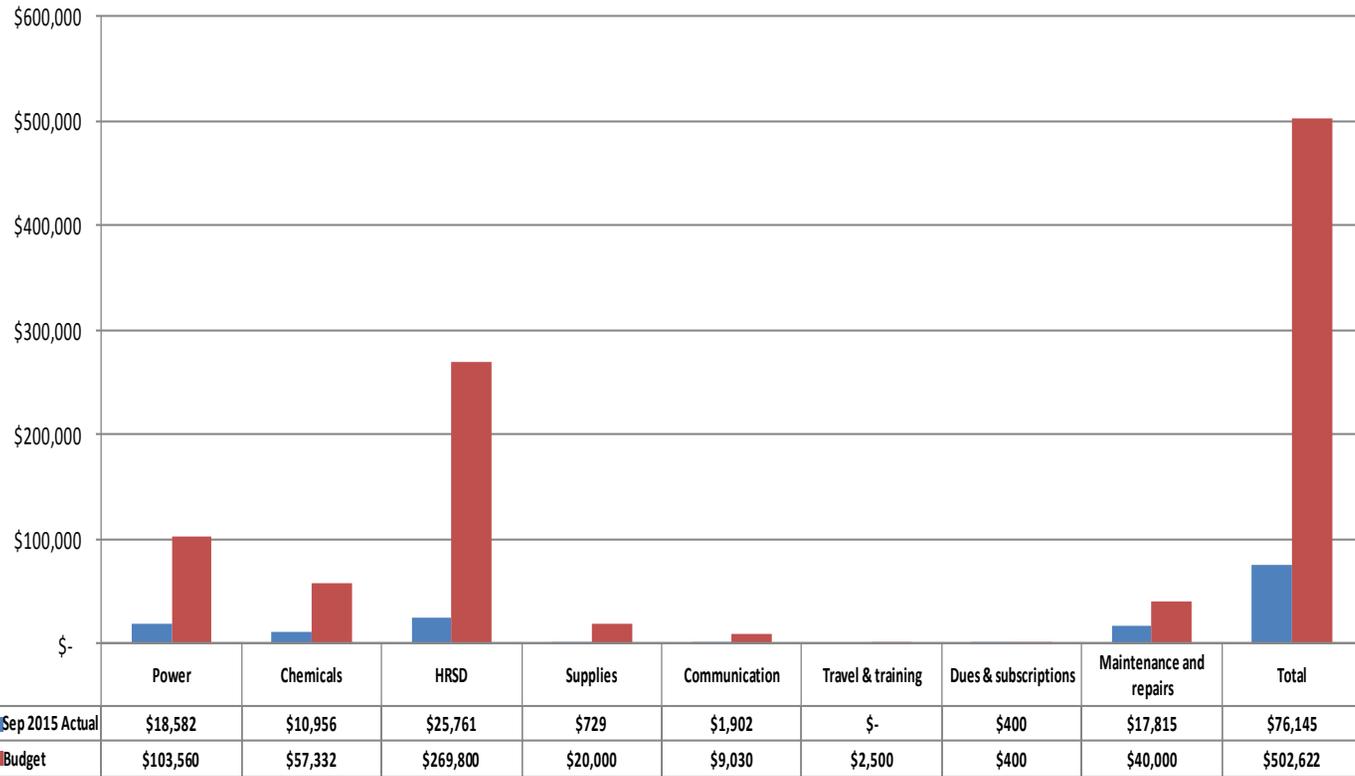
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Actual 2016	\$195,151	\$265,341	\$480,112									
Actual 2015	\$190,721	\$268,975	\$483,155	\$550,543	\$790,909	\$837,952	\$992,662	\$1,004,981	\$1,156,903	\$1,211,481	1,357,721	\$1,416,698
Actual 2014	\$162,142	\$220,610	\$429,895	497,820	\$694,190	\$758,773	\$909,556	\$967,195	\$1,126,674	\$1,176,559	\$1,330,382	\$1,384,968
Actual 2013	\$227,860	\$288,112	\$481,390	533,789	\$655,555	\$704,067	\$832,302	\$878,447	\$1,024,546	\$1,068,017	\$1,213,227	\$1,248,050
Actual 2012	\$115,583	\$150,181	\$261,961	292,821	\$383,979	\$410,562	\$492,964	\$515,361	\$648,258	\$688,672	\$833,080	\$885,260

## Sep 2015 YTD Water Charges Compared to Pro-Rated Budget-Cumulative

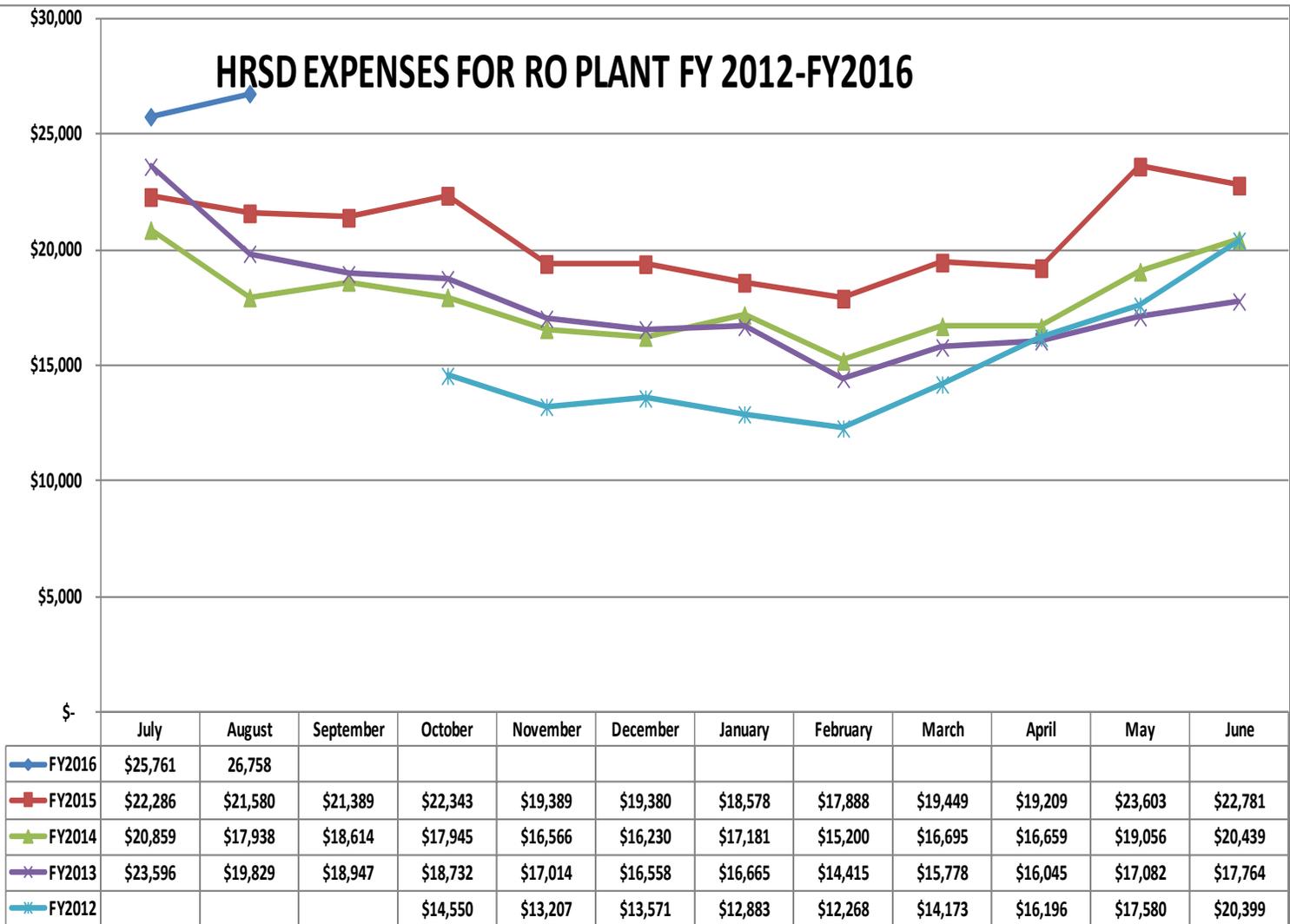


	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Actual	\$195,151	\$265,341	\$480,112									
Pro-rated budget	\$191,544	\$270,135	\$485,238	552,917	\$794,320	\$841,566	\$996,943	\$1,009,315	\$1,161,893	\$1,216,706	\$1,363,578	\$1,422,810

## Sep 2015 YTD RO Expenses by Category



### HRSD EXPENSES FOR RO PLANT FY 2012-FY2016



**HRSD Charges to date per month**

1 CCF=748 gallons

Billing Date	Read Date	Usage per HRSD	Rate	Charge
11/13/2011	10/31/2011	3,568,426	3.05/CCF	14,550.33
12/13/2011	11/30/2011	3,238,929	3.05/CCF	13,206.81
1/13/2012	12/31/2011	3,328,126	3.05/CCF	13,570.67
2/21/2012	1/31/2012	3,159,403	3.05/CCF	12,882.59
3/19/2012	2/29/2012	3,008,612	3.05/CCF	12,267.71
4/12/2012	3/31/2012	3,475,852	3.05/CCF	14,173.05
5/16/2012	4/30/2012	3,972,056	3.05/CCF	16,196.11
6/17/2012	5/31/2012	4,309,462	3.05/CCF	17,580.20
7/13/2012	6/30/2012	5,002,760	3.05/CCF	20,399.01
		<u>33,063,626</u>		<u>\$ 134,826.48</u>
8/20/2012	7/31/2012	5,364,598	3.29/CCF	23,595.55
9/14/2012	8/31/2012	4,508,384	3.29/CCF	19,829.82
10/20/2012	9/30/2012	4,307,656	3.29/CCF	18,946.78
11/19/2012	10/31/2012	4,258,732	3.29/CCF	18,731.62
12/17/2012	11/30/2012	3,868,188	3.29/CCF	17,013.91
1/12/2013	12/31/2012	3,764,536	3.29/CCF	16,557.91
2/15/2013	1/31/2013	3,788,872	3.29/CCF	16,664.84
3/14/2013	2/28/2013	3,277,364	3.29/CCF	14,415.14
4/18/2013	3/31/2013	3,587,116	3.29/CCF	15,777.52
5/16/2013	4/30/2013	3,647,920	3.29/CCF	16,045.00
6/13/2013	5/31/2013	3,883,704	3.29/CCF	17,082.01
7/11/2013	6/30/2013	4,038,800	3.29/CCF	17,764.36
		<u>48,295,870</u>		<u>\$ 212,424.46</u>
8/14/2013	7/31/2013	4,395,136	3.55/CCF	20,859.45
9/16/2013	8/31/2013	3,779,664	3.55/CCF	17,938.15
10/17/2013	9/30/2013	3,922,112	3.55/CCF	18,614.43
11/18/2013	10/31/2013	3,780,992	3.55/CCF	17,944.54
12/13/2013	11/30/2013	3,490,432	3.55/CCF	16,565.72
1/17/2014	12/31/2013	3,419,744	3.55/CCF	16,230.25
2/11/2014	1/31/2014	3,620,040	3.55/CCF	17,180.58
3/14/2014	2/28/2014	3,202,720	3.55/CCF	15,200.04
4/16/2014	3/31/2014	3,517,704	3.55/CCF	16,694.94
5/27/2014	4/30/2014	3,510,032	3.55/CCF	16,658.73
6/14/2014	5/31/2014	4,015,224	3.55/CCF	19,056.40
7/21/2014	6/30/2014	4,306,496	3.55/CCF	20,438.77
		<u>44,960,296</u>		<u>\$ 213,382.00</u>
8/19/2014	7/31/2014	4,352,480	3.83/CCF	22,286.00
10/2/2014	8/31/2014	4,214,710	3.83/CCF	21,580.52
11/20/2014	9/30/2014	4,177,303	3.83/CCF	21,389.02
11/20/2014	10/31/2014	4,363,507	3.83/CCF	22,342.69
12/17/2014	11/30/2014	3,786,703	3.83/CCF	19,388.99
1/14/2015	12/31/2014	3,784,965	3.83/CCF	19,380.18
2/18/2015	1/31/2015	3,628,334	3.83/CCF	18,578.18
3/13/2015	2/28/2015	3,493,560	3.83/CCF	17,888.02
4/28/2015	3/31/2015	3,798,382	3.83/CCF	19,449.12
5/31/2015	4/30/2015	3,751,512	3.83/CCF	19,208.98
6/30/2015	5/31/2015	4,609,730	3.83/CCF	23,603.14
7/22/2015	6/30/2015	4,449,108	3.83/CCF	22,780.84
		<u>48,410,294</u>		<u>\$ 247,875.68</u>
8/18/2015	7/31/2015	4,665,711	4.13/CCF	25,761.29
9/21/2015	8/31/2015	4,846,280	4.13/CCF	26,758.27

CASH BALANCES AS OF SEPTEMBER 2015					
ACCOUNT NAME	BANK NAME	ACCOUNT BALANCE	Current Year	Prior Year	ADJUSTED BALANCES
			Interco. Balances	Interco./Interdep Balances	
<b>Water</b>	Farmers Bank	1,790,337.45	(416,628.83)	(972,621.07)	401,087.55
<b>Water-Debt Service</b>	Farmers Bank	796,472.87	41,399.79	20,110.75	857,983.41
<b>Water Capital Escrow (availability fees)</b>	TowneBank	404,565.90	20,680.00	5,440.00	430,685.90
<b>Water Treatment Plant Escrow</b>	TowneBank	111,903.49	-		111,903.49
<b>Water Deposit Account</b>	TowneBank	114,955.23	-		114,955.23
<b>Water Development Escrow</b>	TowneBank	95,733.72	-	2,400.00	98,133.72
<b>Subtotal Water</b>		<b>3,313,968.66</b>	<b>(354,549.04)</b>	<b>(944,670.32)</b>	<b>2,014,749.30</b>
			-		
<b>Sewer</b>	Farmers Bank	316,639.48	143,920.05	(527,850.04)	(67,290.51)
<b>Sewer Development Escrow</b>	TowneBank	352,929.64	-	2,400.00	355,329.64
<b>Sewer Capital Escrow (availability fees)</b>	TowneBank	826,848.50	31,040.00	8,240.00	866,128.50
<b>Sewer Compliance</b>	Farmers Bank	1,012,992.60	107,757.15	52,135.68	1,172,885.43
<b>Subtotal Sewer</b>		<b>2,509,410.22</b>	<b>282,717.20</b>	<b>(465,074.36)</b>	<b>2,327,053.06</b>
<b>Highway</b>	Farmers Bank	91,507.45	172,604.67	-	264,112.12
<b>General Fund</b>	Farmers Bank	1,745,349.46	(64,622.54)	1,409,744.68	3,090,471.60
<b>Payroll</b>	Farmers Bank	162,275.61			162,275.61
<b>Money Market-General Fund</b>	TowneBank	2,190.81			2,190.81
<b>Business Super Now-General Fund</b>	Farmers Bank	33,166.62			33,166.62
<b>Money Market-General Fund</b>	Farmers Bank	290,211.12			290,211.12
<b>General Fund Capital Escrow Account</b>	TowneBank	215,108.78			215,108.78
<b>Certificate of Deposit</b>	Farmers Bank	526,234.85			526,234.85
<b>Certificate of Deposit-Police Dept</b>	Farmers Bank	36,771.46			36,771.46
<b>Special Project Account (Pinewood)</b>	Farmers Bank	19,994.35			19,994.35
<b>Pinewood Heights Escrow</b>	Farmers Bank	39,085.33			39,085.33
<b>SNAP Account</b>	Farmers Bank	2,287.75			2,287.75
<b>Museum Account</b>	Farmers Bank	111,174.09			111,174.09
<b>Windsor Castle Acct</b>	TowneBank	19,000.00			19,000.00
<b>S. Church Street Account</b>	TowneBank	36,150.29	(36,150.29)	-	-
<b>Subtotal General Fund</b>		<b>3,239,000.52</b>	<b>(100,772.83)</b>	<b>1,409,744.68</b>	<b>4,547,972.37</b>
<b>TOTAL ALL FUNDS</b>		<b>9,153,886.85</b>	<b>0.00</b>	<b>-</b>	<b>9,153,886.85</b>

REGIONS BANK  
1900 5TH AVE N - 25TH FL  
BIRMINGHAM AL 35203

ADMINISTRATOR:	JOY HOLLOWAY 804-343-3112
INVESTMENT OFFICER	
RELATIONSHIP MANAGER	
ACCOUNT NUMBER	9246002035

TOWN OF SMITHFIELD, VA  
ATTN: ELLEN D. MINGA, TREASURER  
310 INSTITUTE STREET  
PO BOX 246  
SMITHFIELD VA 23431

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IF YOU HAVE QUESTIONS CONCERNING THIS STATEMENT, PLEASE CONTACT  
YOUR ACCOUNT ADMINISTRATOR.

REGIONS BANK  
VACO/VML VIRGINIA INVESTMENT  
POOL, TOWN OF SMITHFIELD,  
VIRGINIA PARTICIPANT  
ACCOUNT

# ACCOUNT STATEMENT

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Statement Period 09/01/2015 through 09/30/2015  
Account Number 9246002035

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# ACCOUNT STATEMENT

Statement Period  
Account Number

09/01/2015 through 09/30/2015  
9246002035

## Balance Sheet

	AS OF 09/01/2015		AS OF 09/30/2015	
	COST VALUE	MARKET VALUE	COST VALUE	MARKET VALUE
<b>A S S E T S</b>				
CASH	0.00	0.00	0.00	0.00
<b>TOTAL CASH &amp; RECEIVABLES</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
COMMON TRUST FUNDS - BALANCED				
COMMON TRUST FUNDS - BALANCED	501,435.14	503,855.29	501,737.75	505,585.01
<b>TOTAL COMMON TRUST FUNDS - BALANCED</b>	<b>501,435.14</b>	<b>503,855.29</b>	<b>501,737.75</b>	<b>505,585.01</b>
<b>TOTAL HOLDINGS</b>	<b>501,435.14</b>	<b>503,855.29</b>	<b>501,737.75</b>	<b>505,585.01</b>
<b>TOTAL ASSETS</b>	<b>501,435.14</b>	<b>503,855.29</b>	<b>501,737.75</b>	<b>505,585.01</b>
<b>L I A B I L I T I E S</b>				
<b>TOTAL LIABILITIES</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>TOTAL NET ASSET VALUE</b>	<b>501,435.14</b>	<b>503,855.29</b>	<b>501,737.75</b>	<b>505,585.01</b>
<b>TOTAL LIABILITIES AND EQUITY</b>	<b>501,435.14</b>	<b>503,855.29</b>	<b>501,737.75</b>	<b>505,585.01</b>

REGIONS BANK  
VACO/VML VIRGINIA INVESTMENT  
POOL, TOWN OF SMITHFIELD,  
VIRGINIA PARTICIPANT  
ACCOUNT

## ACCOUNT STATEMENT

Page 2

Statement Period 09/01/2015 through 09/30/2015  
Account Number 9246002035

### Summary Of Fund

---

<b>MARKET VALUE AS OF 09/01/2015</b>		<b>503,855.29</b>
CTF DISTRIBUTIONS	353.97	
REALIZED GAIN OR LOSS	0.00	
UNREALIZED GAIN OR LOSS	1,427.11	
ADMINISTRATIVE EXPENSES	51.36-	
<b>TOTAL MARKET VALUE AS OF 09/30/2015</b>		<b>505,585.01</b>

# ACCOUNT STATEMENT

Statement Period 09/01/2015 through 09/30/2015  
Account Number 9246002035

## Asset Summary As Of 09/30/2015

DESCRIPTION	MARKET VALUE	COST	% OF PORT
COMMON TRUST FUNDS - BALANCED	505,585.01	501,737.75	100
TOTAL INVESTMENTS	505,585.01	501,737.75	
CASH	0.00		
DUE FROM BROKER	0.00		
DUE TO BROKER	0.00		
TOTAL MARKET VALUE	505,585.01		

# ACCOUNT STATEMENT

Statement Period 09/01/2015 through 09/30/2015  
 Account Number 9246002035

## Asset Detail As Of 09/30/2015

UNITS/BOOK VALUE	DESCRIPTION	MARKET VALUE	COST	% OF PORT
<b>COMMON TRUST FUNDS - BALANCED</b>				
50,134.021	CUSIP # CF5400035 VIRGINIA INVESTMENT POOL	505,585.01	501,737.75	100
		<b>505,585.01</b>	<b>501,737.75</b>	<b>100</b>
	<b>TOTAL INVESTMENTS</b>	<b>505,585.01</b>		
	<b>CASH</b>	<b>0.00</b>		
	<b>DUE FROM BROKER</b>	<b>0.00</b>		
	<b>DUE TO BROKER</b>	<b>0.00</b>		
	<b>NET ASSETS</b>	<b>505,585.01</b>		
	<b>TOTAL MARKET VALUE</b>	<b>505,585.01</b>		

# ACCOUNT STATEMENT

Statement Period  
Account Number

09/01/2015 through 09/30/2015  
9246002035

## Summary Of Earnings

---

### INCOME EARNED

CTF DISTRIBUTIONS 353.97

**TOTAL INCOME EARNED 353.97**

UNREALIZED GAIN IN THE PERIOD 1,427.11

**TOTAL INCREASES IN FUND VALUE 1,781.08**

### FEES AND OTHER EXPENSES

ADMINISTRATIVE EXPENSES 51.36

**TOTAL FEES AND OTHER EXPENSES 51.36**

**TOTAL DECREASES IN FUND VALUE 51.36**

NET CHANGE IN NET ASSET VALUE 1,729.72

# ACCOUNT STATEMENT

Statement Period  
Account Number

09/01/2015 through 09/30/2015  
9246002035

## Chronological Schedule Of Transactions

DATE	DESCRIPTION	CASH	COST
09 / 01 / 2015	BEGINNING BALANCE	0 . 00	501 , 435 . 14
09 / 01 / 2015	DISTRIBUTION FROM 50,103.93 UNITS VIRGINIA INVESTMENT POOL EFFECTIVE 08/31/2015 CUSIP # CF5400035	175 . 19	0 . 00
09 / 01 / 2015	PURCHASED 175.19 SHS MORGAN STANLEY PRIME ADVISORY #8341 ON 09/01/2015 AT 1.00 CUSIP # 61747C723	175 . 19 -	175 . 19
09 / 02 / 2015	PURCHASED 17.421 UNITS VIRGINIA INVESTMENT POOL ON 08/31/2015 AT 10.0562 INCOME REINVESTMENT CUSIP # CF5400035	175 . 19 -	175 . 19
09 / 02 / 2015	SOLD 175.19 SHS MORGAN STANLEY PRIME ADVISORY #8341 ON 09/02/2015 AT 1.00 CUSIP # 61747C723	175 . 19	175 . 19 -
09 / 16 / 2015	FEE TO VML/VACO FINANCE PARTICIPANT FEE FOR MONTH ENDING 08/31/2015	51 . 36 -	0 . 00
09 / 16 / 2015	DISTRIBUTION FROM 50,121.35 UNITS VIRGINIA INVESTMENT POOL EFFECTIVE 09/15/2015 CUSIP # CF5400035	178 . 78	0 . 00
09 / 16 / 2015	PURCHASED 127.42 SHS MORGAN STANLEY PRIME ADVISORY #8341 ON 09/16/2015 AT 1.00 CUSIP # 61747C723	127 . 42 -	127 . 42
09 / 17 / 2015	PURCHASED 12.675 UNITS VIRGINIA INVESTMENT POOL ON 09/15/2015 AT 10.0527 INCOME REINVESTMENT CUSIP # CF5400035	127 . 42 -	127 . 42
09 / 17 / 2015	SOLD 127.42 SHS MORGAN STANLEY PRIME ADVISORY #8341 ON 09/17/2015 AT 1.00 CUSIP # 61747C723	127 . 42	127 . 42 -
09 / 30 / 2015	ENDING BALANCE	0 . 00	501 , 737 . 75

REGIONS BANK  
VACO/VML VIRGINIA INVESTMENT  
POOL, TOWN OF SMITHFIELD,  
VIRGINIA PARTICIPANT  
ACCOUNT

## ACCOUNT STATEMENT

---

Statement Period  
Account Number

09/01/2015 through 09/30/2015  
9246002035

**IMPORTANT INFORMATION FOR REGIONS CORPORATE TRUST CUSTOMERS:**

INVESTMENT, INSURANCE AND ANNUITY PRODUCTS: ARE NOT FDIC INSURED, ARE NOT A DEPOSIT, ARE NOT BANK GUARANTEED, ARE NOT INSURED BY ANY FEDERAL GOVERNMENT AGENCY, MAY GO DOWN IN VALUE, AND ARE NOT A CONDITION OF ANY BANKING ACTIVITY.

FOR MORE DETAILED INFORMATION REGARDING FEES, PLEASE CONSULT THE FUND PROSPECTUS OR CONTACT YOUR ADMINISTRATOR.

**IMPORTANT DISCLOSURE INFORMATION FOR ALL FLORIDA ACCOUNTS:**

AN ACTION FOR BREACH OF TRUST BASED ON MATTERS DISCLOSED IN A TRUST ACCOUNTING OR OTHER WRITTEN REPORT OF THE TRUSTEE MAY BE SUBJECT TO A SIX MONTH STATUTE OF LIMITATIONS FROM THE RECEIPT OF THE TRUST ACCOUNTING OR OTHER WRITTEN REPORT. IF YOU HAVE QUESTIONS, PLEASE CONSULT YOUR ATTORNEY.

Town of Smithfield  
Peter Stephenson  
315 Main Street  
PO Box 246  
Smithfield, VA 23431

Invoice number 550322-002  
Date 09/30/2015

Project 550322 Smithfield Police Evidence Storage Building

For A/E Services through September 30, 2015

Description	Contract Amount	Percent Complete	Total Billed	Prior Billed	Current Billed
Construction Documents	32,372.00	60.00	19,423.20	4,855.80	14,567.40
Bidding	2,337.00	0.00	0.00	0.00	0.00
Construction Administration	13,291.00	0.00	0.00	0.00	0.00
Total	48,000.00	40.47	19,423.20	4,855.80	14,567.40

Invoice Total **14,567.40**

Vendor # \_\_\_\_\_

Account # \_\_\_\_\_

Dept. Head \_\_\_\_\_

Town Manager *PLS* \_\_\_\_\_

## Lesley King

---

**From:** Brian Camden <brian.camden@alphacorporation.com>  
**Sent:** Tuesday, October 13, 2015 10:42 AM  
**To:** Lesley King  
**Cc:** Peter Stephenson; Mark Vaughn  
**Subject:** Payment Recommendation to Moseley Architects- Police Evidence Storage Building  
**Attachments:** Invoice Moseley Architects.pdf

Lesley,

We have reviewed the attached invoice No. 550322-002 from Moseley Architects dated 9/30/15 and note that they have completed the 60% Construction Documents that they are invoicing for.

Accordingly, Alpha Corporation recommends payment directly to Moseley Architects in the amount of \$14,567.40. Please let us know if you have any questions or comments.

Thank you,

**Brian Camden**  
Program Manager

Alpha Corporation  
295 Bendix Road, Suite 340  
Virginia Beach, VA. 23452  
757.533.9368 Phone  
757.419.2306 Direct  
[www.alphacorporation.com](http://www.alphacorporation.com)

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**From:** Lesley King [<mailto:lking@smithfieldva.gov>]  
**Sent:** Tuesday, October 13, 2015 9:54 AM  
**To:** Brian Camden  
**Cc:** Peter Stephenson  
**Subject:** Invoice

Please find attached an Invoice from Moseley Architects for the Smithfield Police Evidence Storage Building for review.

Thanks,

*Lesley G. King*  
*Town Clerk*  
*Town Manager's Office*  
[lking@smithfieldva.gov](mailto:lking@smithfieldva.gov)  
365-9506

**Municipality:** Peter Stephenson  
Town of Smithfield  
P.O. Box 246  
Smithfield, VA 23431

<b>Invoice #:</b>	10487
<b>Invoice Date:</b>	10/1/2015
<b>Due Date:</b>	11/1/2015

Project ID	Interest Rate		Outstanding Balance	Principal Due	Interest Due		Payment Due
	Loan Rate	Admin Rate			Loan Interest	Admin Fee Interest	
C-515141-01	5.000%	0.000%	11,844.49	11,844.49	296.10		12,140.59
<b>Subtotals:</b>			11,844.49	11,844.49	296.10		12,140.59
<b>Grand Total Amount Due:</b>							<b>\$12,140.59</b>

**Note: If payment in full is not received within 10 days of the due date, an additional late payment penalty will be assessed in an amount equal to 5% of the payment due.**

\*\*\*PLEASE NOTE OUR NEW PAYMENT INFORMATION BELOW\*\*\*

Payment should be made payable to Virginia Resources Authority on or before the due date as follows:

**WIRE/ACH INSTRUCTIONS:**

Bank: Wells Fargo  
ABA # 121000248  
Acct: 4942977794  
Ref: VRA Water Facilities Account

**MAILING INSTRUCTIONS:**

Virginia Resources Authority  
PO Box 7623  
Merrifield, VA 22116-7623

Please call Michael Cooper at (804) 616-3444 should you have any questions about your payment.

VENDOR # 423  
 ACCOUNT # 0.004 501.2308 11843.52  
0.004 500.1151 12140.59  
3.004 42070.1610 (11843.52)  
 DEPT HEAD adm  
 TOWN MANAGER AMS



**Draper Aden Associates**  
*Engineering • Surveying • Environmental Services*

703 Thimble Shoals Blvd., Suite C-2  
 Newport News, Virginia 23606  
 (757) 599-9800 • Fax (757) 599-3684  
 www.daa.com

Total:  
 \$28,182.50

Town of Smithfield, Virginia  
 Annual Engineering Services Contract  
 Project Billing from March 1, 2015 through March 31, 2015  
 (UNPAID FROM LAST FISCAL YEAR)  
 Invoice #2015030445

GENERAL REVIEW SERVICES DAA#: HR04103-02	BILLING PERIOD 2015	FEE BASIS	RATE	TIME CHARGED IN HOURS	FEE EARNED
<u>HRSD Consent Order</u>					
PROJECT LABOR					
Senior Comm. Resource Specialist	March	Hourly	\$140	1	\$140.00
Senior Program Manager II	March	Hourly	\$200	2	\$400.00
				<b>SUBTOTAL</b>	<b>\$540.00</b>
<u>Well Nest / DEQ GWWP Compliance</u>					
PROJECT LABOR					
Senior Design Engineer	March	Hourly	\$120	23	\$2,760.00
Senior Program Manager II	March	Hourly	\$200	14	\$2,800.00
				<b>SUBTOTAL</b>	<b>\$5,560.00</b>
<u>Windsor Castle</u>					
PROJECT LABOR					
Senior Program Manager II	March	Hourly	\$200	4	\$800.00
				<b>SUBTOTAL</b>	<b>\$800.00</b>

**TOTAL = \$6,900.00**

4.004-42070.3152 540.00  
 4.005-42060.3152 5560.00  
 4.100-44000.3152 800.00

ACCOUNT # \_\_\_\_\_

BY HEAD \_\_\_\_\_

TOWN MANAGER PLS



# Draper Aden Associates

Engineering • Surveying • Environmental Services

703 Thimble Shoals Blvd., Suite C-2  
Newport News, Virginia 23606  
(757) 599-9800 • Fax (757) 599-3684  
www.daa.com

Town of Smithfield, Virginia  
Annual Engineering Services Contract  
Project Billing from April 1, 2015 through April 30, 2015  
**(UNPAID FROM LAST FISCAL YEAR)**  
Invoice #2015040219

GENERAL REVIEW SERVICES DAA#: HR04103-02	BILLING PERIOD 2015	FEE BASIS	RATE	TIME CHARGED IN HOURS	FEE EARNED
<u>Well Nest / DEQ GWWP Compliance</u>					
PROJECT LABOR					
Senior Design Engineer	April	Hourly	\$120	15	\$1,800.00
Senior Program Manager II	April	Hourly	\$200	17	\$3,400.00
				SUBTOTAL	\$5,200.00
<u>Windsor Castle</u>					
PROJECT LABOR					
Staff Engineer	March	Hourly	\$85	6.5	\$552.50
Senior Design Engineer	April	Hourly	\$120	26	\$3,120.00
Senior Program Manager II	April	Hourly	\$200	13	\$2,600.00
				SUBTOTAL	\$6,273.00

6273.50

TOTAL = \$11,472.50

4-005-42060-3152 5200.00  
4-100-44000-3152 6273.50

ACCOUNT # \_\_\_\_\_  
TOWN MANAGER PLS



# Draper Aden Associates

Engineering • Surveying • Environmental Services

703 Thimble Shoals Blvd., Suite C-2  
Newport News, Virginia 23606  
(757) 599-9800 • Fax (757) 599-3684  
www.daa.com

Sonja Eubank, VCA  
Planning, Engineering and Public Works  
Town of Smithfield  
310 Institute Street  
Smithfield, VA 23431

VENDOR # \_\_\_\_\_  
ACCOUNT # \_\_\_\_\_  
DEPT. HEAD \_\_\_\_\_  
TOWN MANAGER PLS

Annual Engineering Services Contract

Invoice #2015080465

Project Billing from August 1, 2015 through August 31, 2015

71300-6007

4-005-42060-3152

4-005-42060-3152

GENERAL REVIEW SERVICES DAA#: HR04103-02	BILLING PERIOD 2015	FEE BASIS	RATE	TIME CHARGED IN HOURS	FEE EARNED
<b>Smithfield Dam</b>					
Engineer	August	Hourly	\$100	17	\$1,700.00
Senior Design Engineer	August	Hourly	\$120	3	\$360.00
Senior Project Engineer	August	Hourly	\$140	5.5	\$770.00
Senior Program Manager II	August	Hourly	\$200	4	\$800.00
				<b>SUBTOTAL</b>	<b>\$3,630.00</b>
<b>Well Nest / DEQ GWWP Compliance</b>					
Engineer	August	Hourly	\$100	15	\$1,500.00
Senior Design Engineer	August	Hourly	\$120	5	\$600.00
Senior Program Manager II	August	Hourly	\$200	10	\$2,000.00
				<b>SUBTOTAL</b>	<b>\$4,100.00</b>
<b>DEQ Consent Order Model Update</b>					
GIS Administrator	August	Hourly	\$100	2	\$200.00
Senior Project Designer	August	Hourly	\$120	2	\$240.00
Senior Design Engineer	August	Hourly	\$120	7	\$840.00
				<b>SUBTOTAL</b>	<b>\$1,280.00</b>
<b>Smithfield Policy Review -- Utilities</b>					
Engineer	August	Hourly	\$100	6.5	\$650.00
Senior Land Planner	August	Hourly	\$150	1	\$150.00
				<b>SUBTOTAL</b>	<b>\$800.00</b>

**TOTAL = \$9,810.00**



# Draper Aden Associates

Engineering • Surveying • Environmental Services

## Progress Report

---

**To:** Ms. Sonja Eubank  
**Company:** Town of Smithfield  
**From:** Jason Garofalo  
**Project Name:** Annual Engineering Services Contract – August 2015 Invoice  
**Project Number:** HR04103-02  
**Date:** September 14, 2015  
**cc:** Andy Snyder

---

### Recent Activities:

1. Smithfield Dam: Field meeting, scheduling, and forecasting of future work to meet regulatory guidelines and requirements (July)
2. Review and analysis of DEQ Well Nest bids
3. Update and re-submittal of Consent Order model data to add St. Andrews Pump Station data
4. Review and updating of Smithfield policies pertinent to underground utilities, irrigation, and related items

### Upcoming Tasks:

1. Attend meetings regarding Consent Order as needed (Capacity Team Meetings, Model User Group Meetings, etc.)
2. Continued coordination of Smithfield Dam, attendance of field meetings as needed, and preparation of cost estimates for initial reports, design, and construction of dam modifications.
3. Continued coordination of DEQ Well Nest with Town, Smithfield Foods, DEQ, and Well Contractor, and construction administration

### Scope Changes:

1. N/A

### Budget Status/Percent Complete

1. HR04103-02 – Time and Material task.

### Schedule Status/Deliverable Status

1. HR04103-02 – Ongoing task.

### Input needed from client "What we are waiting on:"

1. None

### Issues you should be aware of/ any other issues:

1. None

**Lewis  
Construction  
Of WATER SEWER DRAIN  
Virginia Inc.  
986-2273**

7716 Quaker Drive  
Suffolk, VA 23437

Voice: 757-986-2273 Fax: 757-986-3536

LCOVSuffolk@aol.com

# INVOICE

Invoice Number: 1015-1072.154b

Invoice Date: Oct 6, 2015

Page: 1

Bill To:
Town of Smithfield P O Box 246 Smithfield, VA 23431

Ship to:
S Mason Street Water service rehab Smithfield, VA 23431

Customer ID	Customer PO	Payment Terms	
Smithfield	Per Jessie	Net 15 Days	
Sales Rep. ID	Shipping Method	Ship Date	Due Date
			10/21/15

Quantity	Item	Description	Unit Price	Amount
6.00		New 3/4 water service complete	900.00	5,400.00
<p><i>Water</i></p> <p><i>Proposals approved 9-1-15</i></p> <p><i>\$ 25,926.55</i></p> <p><i>Jessie</i></p> <p><i>Smith</i></p> <p><i>PHLS</i></p> <p><b>E-MAILED OCT - 9 2015</b></p>				
Subtotal				5,400.00
Sales Tax				
Total Invoice Amount				5,400.00
Payment/Credit Applied				
<b>TOTAL</b>				<b>5,400.00</b>

Check/Credit Memo No:

A finance charge of 1.5% per month(18% annual) on past due invoices.

**Lewis  
Construction  
Of WATER SUPPLY  
Virginia Inc.  
986-2273**

7716 Quaker Drive  
Suffolk, VA 23437  
Voice: 757-986-2273 Fax: 757-986-3536  
LCOVSuffolk@aol.com

# INVOICE

Invoice Number: 1015-1072.154a  
Invoice Date: Oct 6, 2015  
Page: 1

Bill To:
Town of Smithfield P O B O x 246 Smithfield, VA 23431

Ship to:
S. Mason Street Sewer lateral rehab Smithfield, VA 23431

Customer ID	Customer PO	Payment Terms	
Smithfield	Per Jessie	Net 15 Days	
Sales Rep ID	Shipping Method	Ship Date	Due Date
	Airborne		10/21/15

Quantity	Item	Description	Unit Price	Amount
5.00		New Sewer lateral complete	4,105.31	20,526.55
		<i>Sewer</i>		
		ACCOUNT # _____ DEPT HEAD <i>JS</i> _____ TOWN MANAGER <i>PLS</i> _____		
Subtotal				20,526.55
Sales Tax				
Total Invoice Amount				20,526.55
Payment/Credit Applied				
<b>TOTAL</b>				<b>20,526.55</b>

Check/Credit Memo No:

A finance charge of 1.5% per month (18% annual) on past due invoices.



# The Blair Bros., Inc.

P.O. Box 5413  
Suffolk, VA 23435  
(757) 538-1696 Fax: (757) 538-0714  
www.blairbros.com  
SWaM Cert #: 664748

# Invoice

Terms	P.O. No.	Date	Invoice #
NET 30 DAYS		10/9/2015	11908

Bill To:

Town of Smithfield  
P O Box 246  
Smithfield VA 23431

Project:

Waterford Oaks

Item	Qty	Description	Rate	Amount
Contract		Work completed as per proposal number 100870	89,000.00	89,000.00
<p>Vendor # _____</p> <p>Account # _____</p> <p>Dept. Head <i>W. Q. [Signature]</i></p> <p>Town Manager <i>[Signature]</i></p>				

*THANK YOU FOR YOUR BUSINESS*

**Invoice Total:** \$89,000.00

All charges during the month are due and payable by the 10th of the following month or as per stated terms. A SERVICE CHARGE OF 2% PER MONTH will be added to account from invoice date on past due accounts. This is an annual percentage rate of 24%. The customer agrees to pay service charges and the cost of collection, including attorney's fees.

If prices and terms on invoice are not as agreed, or if any claim or damage or deficiency is to be made, please notify us at once, as no claim made at maturity will be allowed.



**All Virginia Environmental Solutions**

P.O. Box 953  
Smithfield, VA 23431  
(757) 357-9997

**Invoice**

Number: 82903  
Date: 29-Sep-2015  
P.O. Number:

**BILL TO** 215  
Town of Smithfield  
PO Box 246  
Attn: Ellen Minga  
Smithfield, VA 23431

**JOB SITE** 9670  
Pinewood Heights Demolition  
3140  
4748 Carver Avenue  
Smithfield, VA

Last Payment Date:  
25-Sep-2015

Job Number: Accounting ID:

From =>	To	Duration	Unit/Service Type	Quantity	Price/Per	Tax?	Extension
29-Sep-2015 =>	29-Sep-2015	1	Flat Rate Per occurrence	1	\$5,800.00	<input type="checkbox"/>	\$5,800.00

Subtotal NonTaxed: \$5,800.00  
Current Invoice Total: \$5,800.00  
**Please Pay: \$5,800.00**

Payment Terms: Net 14

VENDOR # 2019  
ACCOUNT # 4-100-32310  
DEPT HEAD \_\_\_\_\_  
TOWN MANAGER PLS

Full payment of invoiced amount due within 15 days of invoice date to avoid minimum monthly charge of \$5.00





THG Construction  
 18133 Muddy Cross Dr  
 Smithfield VA 23430

INVOICE NO.

635110

Invoice

SOLD TO Town of Smithfield VA		SHIPPED TO Town of Smithfield		VIA
ADDRESS 911/913 South Church ST		ADDRESS 911/913 South Church ST		
CITY, STATE, ZIP Smithfield VA 23430		CITY, STATE, ZIP Smithfield VA 23430		
CUSTOMER ORDER NO.	SOLD BY	TERMS	F.O.B.	DATE

		Renovations - Repairs Town Storage Building		
		IFB No 01-2015		
		50% of Contract Total		20,750.00
		Project 100% Completed		
		<del>Vendor #</del> _____		
		<del>Account #</del> _____		
		<del>Dept. Head</del> _____		
		TMS	Total	20,750.00
		<del>Town Manager</del> _____		

## Lesley King

---

**From:** Joseph Gilbert <joseph.gilbert@alphacorporation.com>  
**Sent:** Thursday, October 22, 2015 8:25 AM  
**To:** Lesley King  
**Cc:** Peter Stephenson; Brian Camden  
**Subject:** Final Invoice Town Storage  
**Attachments:** Final Invoice.pdf

Ms. King:

Please find attached payment application #2(final invoice along with Roofing Warranties) from THG Construction for the work completed at the Town Storage Building. We have reviewed their work as requested and their pay app and recommend payment directly to the contractor in the amount of \$20,750.00.

Thank you,  
Joe Gilbert  
Construction Manager  
ALPHA CORPORATION



**ATLANTIC COMMUNICATIONS INC.**

4811 MARKET DRIVE  
NEWPORT NEWS, VA 23607

**Service Invoice**

Date	Invoice #
10/13/2015	105753

Bill To
SMITHFIELD POLICE DEPT. ACCOUNTS PAYABLE P.O. BOX 246 SMITHFIELD, VA 23431.

Ship To
SMITHFIELD POLICE DEPT. ACCOUNTS PAYABLE P.O. BOX 246 SMITHFIELD, VA 23431

Terms	P.O. No.	Tech	Account #
Net 30		CMS	11940

Item	Quantity	Description	Rate	Serial Number	Unit Number	Amount
848	1	RAPTOR RP-1 RADAR DUAL KA BAND ANTENNAS, DIRECTIONAL	1,645.00			1,645.00
SHIPPING INSTALL	1	SHIPPING AND HANDLING	129.00			129.00
	1	INSTALLATION	705.00			705.00
COMPLETE 10-2-2015						
<p>VENDOR # _____</p> <p>ACCOUNT # _____</p> <p>DEPT HEAD <i>At</i> _____</p> <p>TOWN MANAGER <i>PLS</i> _____</p>						
<b>Total:</b>						
<b>\$37,263.<sup>82</sup></b>						
<b>Total</b>						\$12,709.24

Phone #	Fax #	E-mail
757-380-8498	757-247-0428	accounting@atlanticcom.net

<b>Payments/Credits</b>	\$0.00
<b>Balance Due</b>	\$12,709.24



# ATLANTIC COMMUNICATIONS INC.

# Service Invoice

4811 MARKET DRIVE  
NEWPORT NEWS, VA 23607

Date	Invoice #
10/13/2015	105753

Bill To
SMITHFIELD POLICE DEPT. ACCOUNTS PAYABLE P.O. BOX 246 SMITHFIELD, VA 23431

Ship To
SMITHFIELD POLICE DEPT. ACCOUNTS PAYABLE P.O. BOX 246 SMITHFIELD, VA 23431

Terms	P.O. No.	Tech	Account #
Net 30		CMS	11940

Item	Quantity	Description	Rate	Serial Number	Unit Number	Amount
		2015 SLICKTOP DODGE CHARGER <i>unmarked unit</i>				0.00
C3100-CH11	1	100WATT SPEAKER, '11+ CHARGER	164.28			164.28
36-2035	1	DODGE CHARGER 11+ WESTIN BUMPER	235.00			235.00
36-6005C4	1	WESTIN DUAL LIGHT CHANNEL FOR PUSH BUMPER	25.00			25.00
TRX6-BB	6	SURFACE MT LED BLUE/BLUE TRX6-BB	65.00			390.00
CC-B-CHDM14	1	POLICE CONSOLE, DODGE CHARGER	292.50			292.50
AC-ARMMN...	1	FLIP UP ARMREST	97.50			97.50
AC-INBHG	1	DUAL INTERNAL CUPHOLDER, TROY	32.50			32.50
371328	1	CIGARETTE LIGHTER OUTLET	24.00			24.00
CM-UMSH-S...	1	CONSOLE COMPUTER MOUNT	221.00			221.00
DS-PAN-2I1	1	DOCKING STATION, PANASONIC CF19	655.00			655.00
G4908	1	MUZZLE DOWN GUN MOUNT	268.60			268.60
3492L6S	1	XCEL, SIREN/LIGHT CONTROLLER	295.00			295.00
XT6-BB	2	EXTERIOR BLUE LED LIGHT	62.35			124.70
XT6LBKT	2	XT6 LIGHT "L" BRACKET	5.23			10.46
SV07MCCH11	1	SUPERVISOR LIGHTBAR, DODGE CHARGER, MULTICOLOR (RED/BLUE/WHITE) OPTICOM E795	871.30			871.30
ENT2B3(E)	2	DUAL COLOR LED BLUE/WHITE	172.20			344.40
WM888CH11...	1	WINGMAN (TORUS), CHARGER 11+ W/ARROWSTICK	600.00			600.00
FM3667	1	TAILLIGHT FLASHER MODULE, SOLID STATE	60.00			60.00
HB915-B	2	LED, HIDE A BLAST	96.00			192.00
97002	2	PANEL, ATC FUSE 6 POSITION	24.00			48.00
10772	1	ANTENNA, 152-162 MHz, 1/4 WAVE	12.00			12.00
78815	1	CABLE, 3/4 BRASS MOUNT NO CONN	16.00			16.00
71969	1	MINI-UHF CONNECTORS, RG58	5.00			5.00
3423	1	CAMERA, G3 VISION, 40GB HDD	4,895.00			4,895.00
1974	1	IGNITION MOD, FOR KUSTOM G3 VISION CAMERA SYSTEM	75.00			75.00
3417	1	G3 VISION WIRELESS PACKAGE	276.00			276.00

Phone #	Fax #	E-mail
757-380-8498	757-247-0428	accounting@atlanticcom.net



**ATLANTIC COMMUNICATIONS INC.**

4811 MARKET DRIVE  
NEWPORT NEWS, VA 23607

# Service Invoice

Date	Invoice #
10/13/2015	105754

<b>Bill To</b>
SMITHFIELD POLICE DEPT. ACCOUNTS PAYABLE P.O. BOX 246 SMITHFIELD, VA 23431

<b>Ship To</b>
SMITHFIELD POLICE DEPT. ACCOUNTS PAYABLE P.O. BOX 246 SMITHFIELD, VA 23431

Terms	P.O. No.	Tech	Account #
Net 30		CMS	11940

Item	Quantity	Description	Rate	Serial Number	Unit Number	Amount
1974	2	IGNITION MOD, FOR KUSTOM G3 VISION CAMERA SYSTEM	75.00			150.00
3417	2	G3 VISION WIRELESS PACKAGE	276.00			552.00
SHIPPING	2	SHIPPING AND HANDLING	129.00			258.00
INSTALL	2	INSTALLATION	705.00			1,410.00
DELIVERED 10-13-2015						
VENDOR # _____						
ACCOUNT # _____						
DEPT HEAD _____						
TOWN MANAGER _____						
<b>Total</b>						\$24,554.58

Phone #	Fax #	E-mail
757-380-8498	757-247-0428	accounting@atlanticcom.net

<b>Payments/Credits</b>	\$0.00
<b>Balance Due</b>	\$24,554.58



# ATLANTIC COMMUNICATIONS INC.

# Service Invoice

4811 MARKET DRIVE  
NEWPORT NEWS, VA 23607

Date	Invoice #
10/13/2015	105754

Bill To
SMITHFIELD POLICE DEPT. ACCOUNTS PAYABLE P.O. BOX 246 SMITHFIELD, VA 23431

Ship To
SMITHFIELD POLICE DEPT. ACCOUNTS PAYABLE P.O. BOX 246 SMITHFIELD, VA 23431

Terms	P.O. No.	Tech	Account #
Net 30		CMS	11940

Item	Quantity	Description	Rate	Serial Number	Unit Number	Amount
		2015 PATROL DODGE CHARGERS (2) <i>Marked Units</i>				0.00
C3100-CH11	2	100WATT SPEAKER, '11+ CHARGER	164.28			328.56
36-2035	2	DODGE CHARGER 11+ WESTIN BUMPER	235.00			470.00
36-6005C4	2	WESTIN DUAL LIGHT CHANNEL FOR PUSH BUMPER	25.00			50.00
TRX6-BB	12	SURFACE MT LED BLUE/BLUE TRX6-BB	65.00			780.00
21TRPL47-TR9	2	21 SERIES LED LIGHTBAR	1,100.00			2,200.00
CC-B-CHDM14	2	POLICE CONSOLE, DODGE CHARGER	292.50			585.00
AC-ARMMN...	2	FLIP UP ARMREST	97.50			195.00
AC-INBHG	2	DUAL INTERNAL CUPHOLDER, TROY	32.50			65.00
371328	2	CIGARETTE LIGHTER OUTLET	24.00			48.00
CM-UMSH-S...	2	CONSOLE COMPUTER MOUNT	221.00			442.00
DS-PAN-211	2	DOCKING STATION, PANASONIC CF19	655.00			1,310.00
475-0802	2	SPACE CREATOR, 11+ CHARGER	500.00			1,000.00
475-0412	2	2PIECE STEEL, LOWER EXTENSION PANEL, DODGE CHARGER 11+	48.75			97.50
475-0232	2	BIOSEAT AND FLOORPAN	351.25			702.50
475-0228	2	WINDOW ARMOR, CHARGER 11+	130.65			261.30
475-0191	2	SINGLE AR15 VERTICAL GUN MOUNT FOR RECESS PARTITION	222.30			444.60
3492L6S	2	XCEL, SIREN/LIGHT CONTROLLER	295.00			590.00
XT6-BB	4	EXTERIOR BLUE LED LIGHT	62.35			249.40
XT6LBKT	4	XT6 LIGHT "L" BRACKET	5.23			20.92
ENT2B3(E)	4	DUAL COLOR LED BLUE/WHITE	172.20			688.80
WM888CH11...	2	WINGMAN (TORUS), CHARGER 11+ W/ARROWSTICK	600.00			1,200.00
FM3667	2	TAILLIGHT FLASHER MODULE, SOLID STATE	60.00			120.00
HB915-B	4	LED, HIDE A BLAST	96.00			384.00
97002	4	PANEL, ATC FUSE 6 POSITION	24.00			96.00
10772	2	ANTENNA, 152-162 MHz, 1/4 WAVE	12.00			24.00
78815	2	CABLE, 3/4 BRASS MOUNT NO CONN	16.00			32.00
71969	2	MINI-UHF CONNECTORS, RG58	5.00			10.00
3423	2	CAMERA, G3 VISION, 40GB HDD	4,895.00			9,790.00

Phone #	Fax #	E-mail
757-380-8498	757-247-0428	accounting@atlanticcom.net

## 2015 REAL ESTATE ANALYSIS

### 2015 REAL ESTATE ANALYSIS

<b>New Assessment per Commissioner (less land use)</b>	\$	1,083,555,700.00
Real estate assessment per 2014 Tax Book (less land use)	\$	<b>1,070,025,252.00</b>
Increase in total assessed value		<b>1.26%</b>

<b>New Assessment per Commissioner/\$100</b>	\$	10,835,557.00
2014 Real Estate Tax per 2014 Tax Book	\$	<b>1,712,040.40</b>
Tax per \$100 of assessed value		<b>0.158002</b>

<b>Current tax rate per \$100</b>	\$	0.1600
Decreased tax rate per \$100		0.1580
\$ difference in current rate per \$100	\$	0.0020
% difference in current rate per \$100		<b>1.26%</b>

<b>New Assessment per Commissioner/\$100</b>	\$	10,835,557.00
Current tax rate		0.16
Revenue at new assessment with current rate of \$0.16		<b>1,733,689.12</b>

<b>New Assessment per Commissioner/\$100</b>	\$	10,835,557.00
Decreased tax rate		0.1580
Revenue at new assessment with roll back rate of \$0.1566		<b>1,712,040.44</b>

Variance between \$0.16 and \$.1580	\$	<b>21,648.68</b>
-------------------------------------	----	------------------

<b>Value per each penny of real estate tax</b>	<b>\$108,355.57</b>
--	---------------------

**FYI:**

Real estate tax per 2014 tax book (after relief & land use & abate)	\$	1,674,078.00
---	----	--------------

Real estate collected 2014	\$	1,661,279.00	
Balance uncollected	\$	12,799.00	0.77%
<hr/>			
Real estate budgeted to date for FY2016	\$	1,675,000.00	
Less: Public Service Real Estate	\$	(29,139.00)	
Real estate budgeted for 2016 without PS RE	\$	1,645,861.00	
Revenue at new assessment with current rate of \$0.16		1,733,689.12	
Balance differential between budget and new assessment at current rate	\$	87,828.12	5.34%
Reduce by estimated tax relief for elderly/veterans based on 2014		(20,984.00)	
Revised balance differential between budget and new assessment at current rate	\$	66,844.12	4.06%
<hr/>			
New Assessment per Commissioner/\$100 less estimated veteran/elderly exerr	\$	10,704,407.00	
Real estate budgeted for FY2016	\$	1,645,861.00	
Tax per \$100 of assessed value to meet current budget		0.1538	

**Parks and Recreation Committee Report**

**October 2015**

**Event Listing (since last committee meetings)**

<b>Day</b>	<b>Date</b>	<b>Event Type</b>	<b>Location</b>
Mon	Sep 28	Committee Meetings	Smithfield Center
Mon	Aug 24	Candidates Forum	Smithfield Center
Tue	Sep 29	Committee Meetings	Smithfield Center
Wed	Oct 1	Senior Health Fair	Smithfield Center
		All weekend events cancelled due to flooding and inclement weather, including Bacon Fest at WC Park	Smithfield Center
Mon	Oct 5	Candidates Forum	Smithfield Center
Tue	Oct 6	Meeting	Smithfield Center
		WCFB Meeting	Smithfield Center
Wed	Oct 7	Town Council	Smithfield Center
Fri	Oct 9	Wedding & Reception	Smithfield Center
Sat	Oct 10	Hog Jog	Town Streets
		Ruritan Car Show	Main Street
		Reception	Smithfield Center
Sun	Oct 11	Wedding & Reception	Smithfield Center
Tue	Oct 13	Business Meeting	Smithfield Center
		Planning Commission	Smithfield Center
Wed	Oct 14	Business Meeting	Smithfield Center
		Town Staff Meeting	Smithfield Center
Thu	Oct 15	Business Meeting	Smithfield Center
		Reception	Smithfield Center
Sat	Oct 17	IOW Foundation Gala	Smithfield Center
		Wedding Ceremony	Windsor Castle
Sun	Oct 18	Wedding & Reception	Smithfield Center
Tue	Oct 20	Schoolhouse Committee	Smithfield Center
		Crimeline Meeting	Smithfield Center
		BHA&R	Smithfield Center
Wed	Oct 21	Cross Country Tri-Meet	Windsor Castle
Thu	Oct 22	Town Training Day	Smithfield Center
Fri	Oct 23	Wedding & Reception	Smithfield Center
		Homecoming Parade	Town Streets
Sat	Oct 24	Wedding Ceremony	Clontz Park
		Smithfield Century Bike Event	Windsor Castle and Town Streets
Sun	Oct 25	Wedding & Reception	Smithfield Center

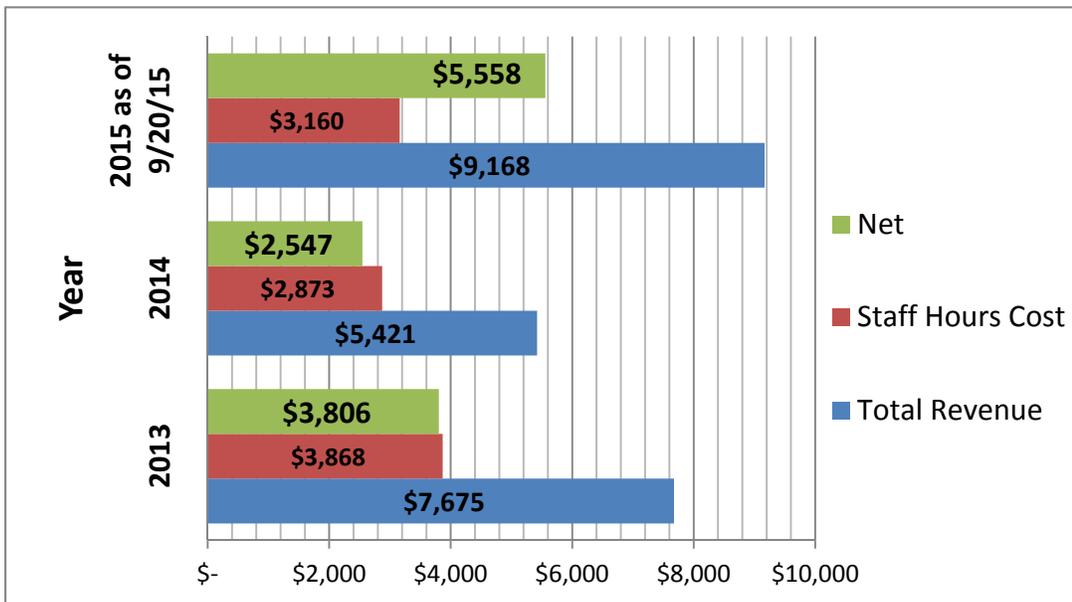
**Parks and Recreation Committee Report**

**October 2015**

<b>Upcoming Events to Note</b>				
<b>OTP</b>	<b>Day</b>	<b>Date</b>	<b>Event Type</b>	<b>Location</b>
OTP	Sat	Oct 31 <sup>st</sup>	Hamoween	Downtown
OTP	Tue	Nov 3	Election Day	Smithfield Center
OTP	Wed	Nov 11	Veterans Service	Memorial Lawn

**Programming**

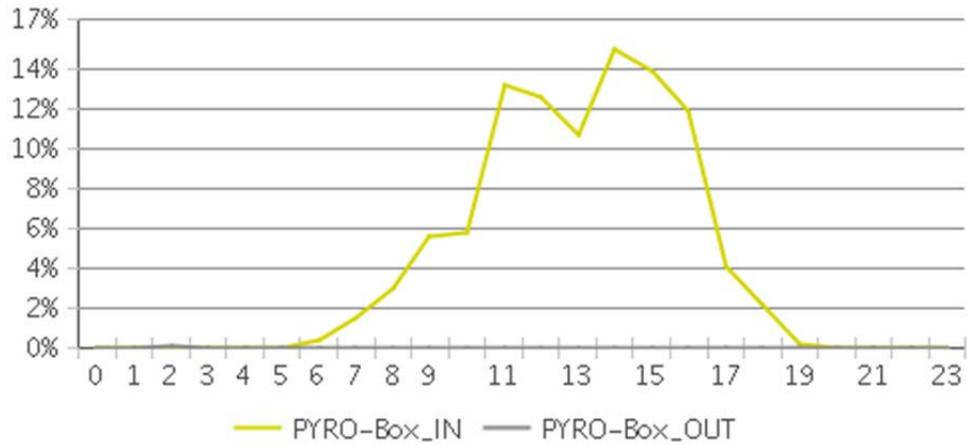
**Kayak Rentals at Windsor Castle Park**



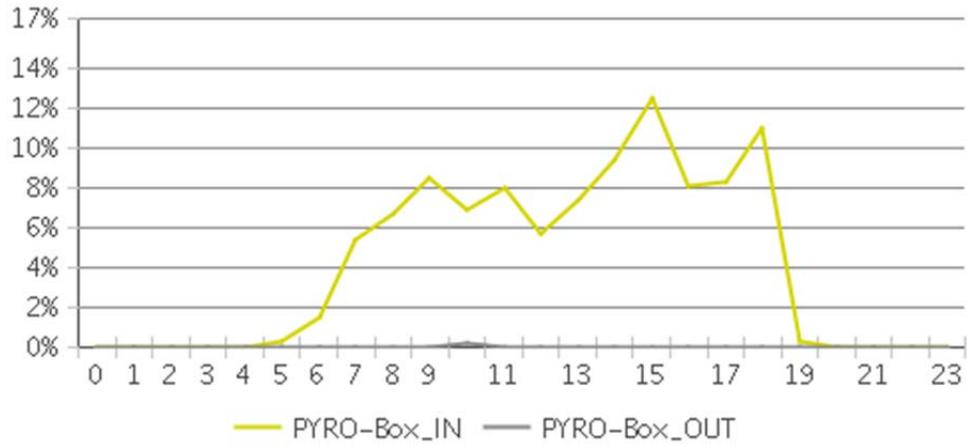
<b>Eco Counter Data for Windsor Castle Park</b>			
Location: Main Parking (Dan Smith Lane)		Daily Average -186	
Busiest Days	Saturday October 17 (379)	Sunday October 11 (352)	Monday October 12 (309)

# Parks and Recreation Committee Report

October 2015



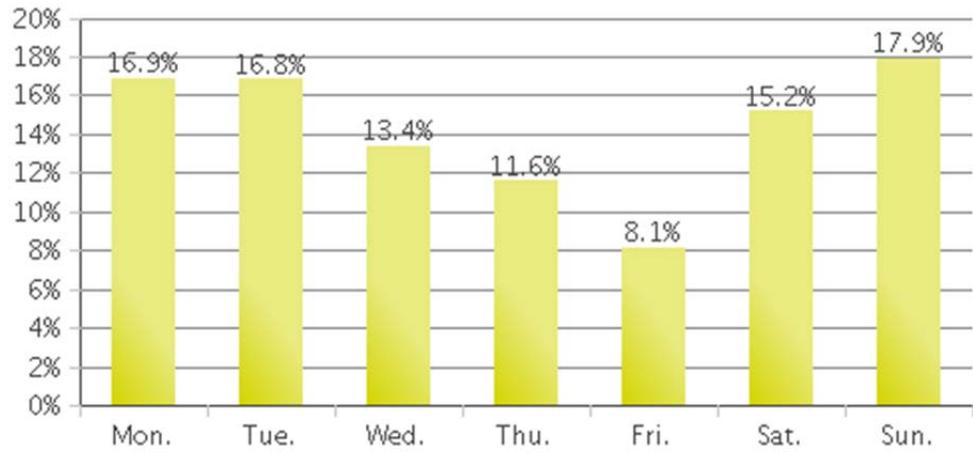
## Hourly Profile During the Weekend



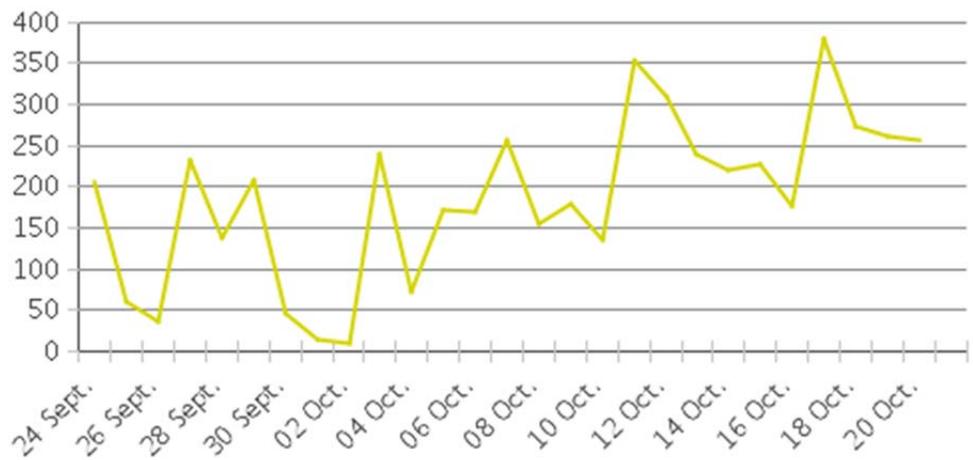
## Hourly Profile During the Week

# Parks and Recreation Committee Report

October 2015



Weekly Profile



Daily Data

**MONTHLY PROGRESS REPORT FOR OCTOBER 2015**

Locality: Town of Smithfield  
Project Name: Pinewood Heights Phase II

Contract #: 13-01 MY2  
Contract Completion Date: 06/20/2016

Prepared by: Michael Paul Dodson, CFM  
Date: 10/15/2015

**FINANCIALS**

CDBG Contract Amount: \$375,280 Leverage Amount: \$589,894  
CDBG Amount Expended: \$81,000 Leverage Amount Expended: \$190,052

**CUMLATIVE CONSTRUCTION PROGRESS**  
{INSERT PROJECT SPECIFIC PRODUCTS HERE}

**ADMINISTRATIVE ACTIVITY**

**Management Plan:** Is project on schedule as shown in PMP?  Yes  No If no, update will be furnished by: \_\_\_\_\_

**When was the last Management Team meeting?** 09/08/2015 Next meeting? 11/10/2015

**Budget:** Is project proceeding within the approved budget?  Yes  No If no, revision will be furnished by: \_\_\_\_/\_\_\_\_/\_\_\_\_

**Technical Assistance Required?**  Yes  No If yes, in what area(s)?

**Status:** All purchase offers have been accepted. The residents at 52, 53, 54, 110 Carver have all been relocated. The tenant at 52 Carver has been relocated and now is an owner in Isle of Wight County. The tenant/heir at 54 Carver has relocated to a new apartment. The Town owns 54 Carver and it has been secured. Title issues are preventing the closings on 52 Carver but condemnation procedures were approved and have been started by the Town Attorney. The resident at 53 Carver has completed the purchase of her new home and is moving item out of the home Pinewood Heights home. The Town will also be working to close on 110 & 111 Carver Street. The tenant at 111 Carver has completed the relocation forms and we are awaiting preparation site work at their new home to be completed before they can relocate. The Town will then secure and demolish 53/54 and 110/111 Carver. The owners of 44 Carver have accepted their offers to sale and we are working on relocation actions now that would place them in a new purchased home.

**Are problems anticipated?** None

**Other comments:** A one-year extension has been sent to the state for grant to ensure time to complete the acquisition and relocation of the two homes that have complex title issues (44 and 52 Carver).

**Project Specific Products:**

**Owner-Occupied Acquisition** (Goal=2)

Owner Occupied Homes  
1) 44 Carver      2) 53 Carver  
Preliminary Acquisition Letters Sent 2  
1) 44 Carver      2) 53 Carver  
Appraisals Completed 2  
1) 44 Carver      2) 53 Carver  
Review Appraisals Completed 2  
1) 44 Carver      2) 53 Carver  
Offer to Purchase Letters Sent 2  
1) 44 Carver      2) 53 Carver  
Offers Accepted 2  
1) 44 Carver      2) 53 Carver  
Properties Closed On 1  
1) 53 Carver

**Tenant-Occupied Acquisition** (Goal=4)

Tenant Occupied Homes  
1) 52 Carver      2) 54 Carver      3) 110 Carver      4) 111 Carver  
Preliminary Acquisition Letters Sent 4  
2) 52 Carver      2) 54 Carver      3) 110 Carver      4) 111 Carver  
Appraisals Completed 4  
1) 52 Carver      2) 54 Carver      3) 110 Carver      4) 111 Carver  
Review Appraisals Completed 4  
1) 52 Carver      2) 54 Carver      3) 110 Carver      4) 111 Carver  
Offer to Purchase Letters Sent 4  
1) 52 Carver      2) 54 Carver      3) 110 Carver      4) 111 Carver  
Offers Accepted 4  
1) 52 Carver      2) 54 Carver      3) 110 Carver      4) 111 Carver  
Properties Closed On 1  
1) 54 Carver

**Owner-Occupied Relocation** (Goal=2)

Owner Occupied Homes  
1) 44 Carver      2) 53 Carver  
Household Surveys Completed 2  
1) 44 Carver      2) 53 Carver  
Income Verifications Completed 2  
1) 44 Carver      2) 53 Carver

Eligibility of Relocation Letters Sent 2  
1) 44 Carver      2) 53 Carver  
Comparable Units Found and Inspected 2  
1) 44 Carver      2) 53 Carver  
Households Relocated 0  
1) 53 Carver

**Market-Rate, Renter-Occupied Relocation** (Goal=3)

Market-Rate Occupied Homes  
1) 52 Carver      2) 54 Carver      3) 111 Carver  
Household Surveys Completed 3  
1) 52 Carver      2) 54 Carver      3) 111 Carver  
Income Verifications Completed 3  
1) 52 Carver      2) 54 Carver      3) 111 Carver  
Eligibility of Relocation Letters Sent 3  
1) 52 Carver      2) 54 Carver      3) 111 Carver  
Comparable Units Found and Inspected 2  
1) 52 Carver      2) 54 Carver      3) 111 Carver  
Households Relocated 2  
1) 52 Carver      2) 54 Carver

**Section 8, Renter-Occupied Relocation** (Goal=1)

Section 8 Occupied Homes  
1) 110 Carver  
Household Surveys Completed 1  
1) 110 Carver  
Income Verifications Completed 1  
1) 110 Carver  
Eligibility of Relocation Letters Sent 1  
1) 110 Carver  
Comparable Units Found and Inspected 1  
1) 110 Carver  
Households Relocated 1  
1) 110 Carver

**Demolition** (Goal=6)

Units to be Demolished  
1) 44 Carver      2) 52 Carver      3) 53 Carver      4) 54 Carver      5) 110 Carver      6) 111 Carver  
Units that have been Demolished 0

# PROJECT STATUS MAP

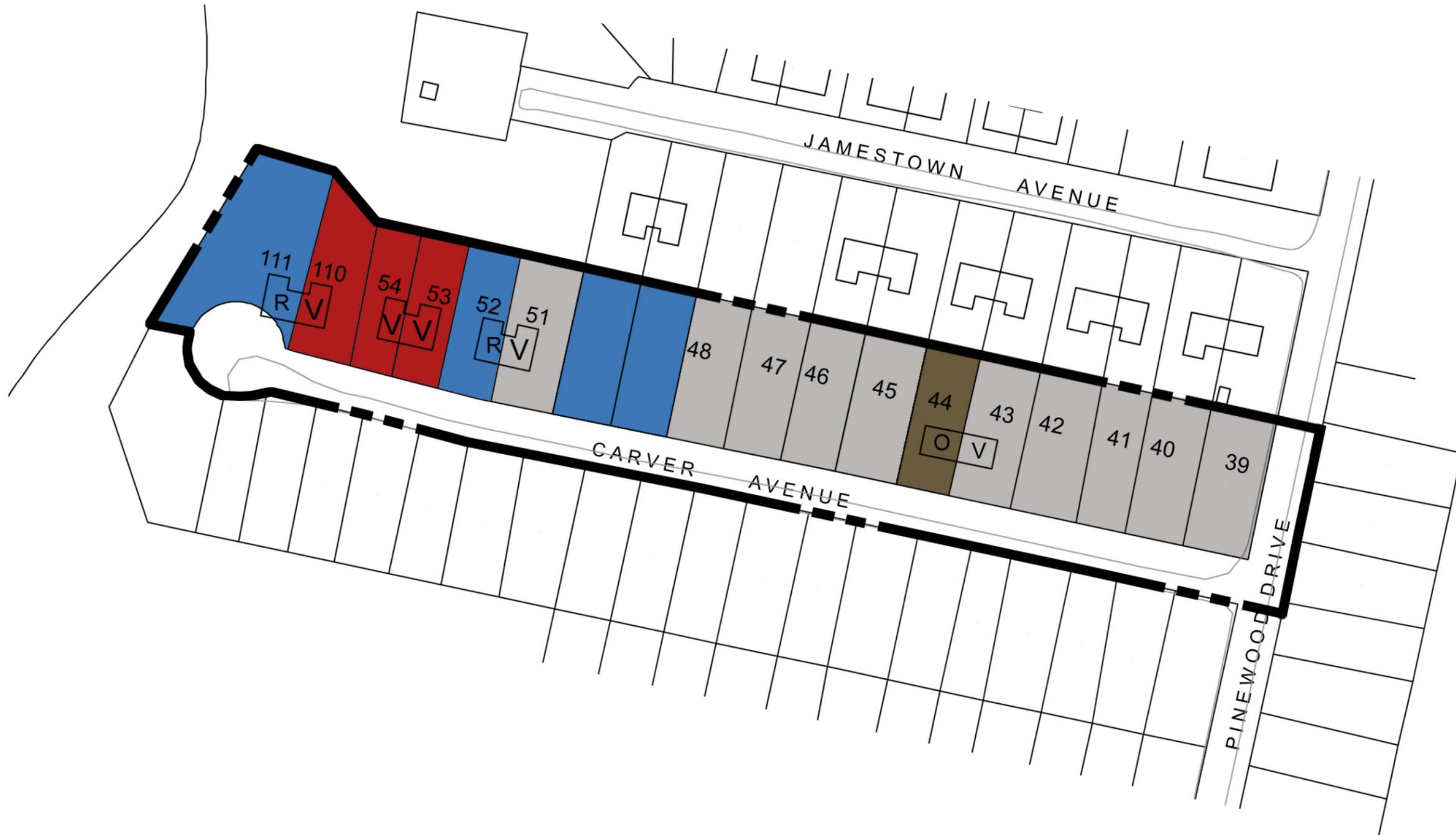
Pinewood Heights Phase II Redevelopment Project  
Multi-Year 2  
Town of Smithfield, Virginia

## LEGEND

--- PHASE II BOUNDARY

### STATUS:

-  PRELIM ACQ LETTER RECEIVED BY OWNER
-  OFFER TO PURCHASE ACCEPTED
-  RELOCATION IN PROCESS
-  RELOCATION COMPLETE
-  READY FOR DEMOLITION/DEMO PREP
-  PROPERTIES ACQUIRED IN MY1
-  OWNER OCCUPIED
-  RENTER OCCUPIED
-  SECTION 8 TENANT



October 2015

COMMUNITY PLANNING PARTNERS, INC.

NOTICE OF PUBLIC HEARING  
TOWN COUNCIL OF THE TOWN OF SMITHFIELD  
AMENDMENT TO COMPREHENSIVE PLAN

Notice is hereby given pursuant to Sections 15.2-2204 of the Code of Virginia, (1950), as amended, that the Town Council of the Town of Smithfield, Virginia will hold a public hearing at the regular meeting of the Town Council in the council chambers in The Smithfield Center, 220 N. Church Street, meeting room A, Smithfield, Virginia, on Tuesday, November 3, 2015 at 7:30 p.m. to consider an amendment of the Smithfield Comprehensive Plan adopted November 2, 1999. The applicants, Mary D. Crocker, owner and Hearndon MC Builders, LLC, prospective owner have requested a change to the Future Land Use Map for the property identified as Tax Map Parcel Nos. 21A-04-030, 21A-04-037, 21A-04-038, 21A-04-039, 21A-04-049, 21A-04-050, 21A-04-051, 21A-04-000E, 21A-04-000F, 21A-04-000G, 21A-04-000H, 21A-04-000H2, 21A-04-000I and, 21A-04-000I12, containing 58 +/- acres. The current designation on the Future Land Use Map for Tax Map Parcel nos. 21A-04-000I (Split), 21A-04-037, 21A-04-038, 21A-04-039, 21A-04-049, 21A-04-050 and 21A-04-051 is Downtown Commercial. The current designation on the Future Land Use Map for Tax Map Parcel nos. 21A-04-000E, 21A-04-000F, 21A-04-000G, 21A-04-000H, 21A-04-000H2, 21A-04-000I (Split-zoned), 21A-04-000I12 and 21A-04-030 is Parks and Recreation. The applicants have requested a change in the designation to Suburban Residential.

Copies of the current Comprehensive Plan for Smithfield, Virginia, and all amendments thereto, along with copies of the proposed amendment of the Comprehensive Plan for Smithfield, Virginia, are on file and may be examined in the offices of the Department of Planning, Engineering, & Public Works, 310 Institute Street, Smithfield, Virginia.

Any person desiring to be heard in favor of, in opposition to, or to express his or her views with respect to the aforesaid amendment may appear and be heard.

TOWN OF SMITHFIELD

By: Lesley G. King, Clerk

Publish: October 21 and 28, 2015

**STAFF REPORT TO THE  
TOWN COUNCIL**

**COMPREHENSIVE PLAN -  
FUTURE LAND USE MAP CHANGE REVIEW**

**\*\*\*PUBLIC HEARING\*\*\***

**November 3, 2015**

<b>Project Name</b>	Cary & Main
<b>Applicant Name &amp; Address</b>	William G. Darden Hearndon MC Builders, LLC 1001 Scenic Parkway, Suite 104 Chesapeake, VA 23323
<b>Owner Name &amp; Address</b>	Mary Delk Crocker 502 Grace Street Smithfield, VA 23430
<b>Project Location</b>	That portion of land north of Little's Market, the Old Schoolhouse, Main St. and IOW Christian Outreach, south of the homes on Cary St. and Cary St., thence east of the Rt. 10 Bypass. (Tax ID #s 21A-04-000E, 000F, 000G, 000H, 000H2, 000I, 000I12, 30, 37, 38, 39, 49, 50, 51)
<b>Statistical Data (See Future Land Use Exhibit)</b>	
Proposed FLU Designation	S-R, Suburban Residential.
Current FLU Designation	D, Downtown Commercial and P & R, Parks & Recreation.
Surrounding FLU Designations	D, Downtown Commercial, I-1, Light Industry, N-R, Low Density Residential, P & R, Parks & Recreation, Public and Semi-Public.
Total Development Acreage	±58 acres
Acreage for rezoning	±58 acres
Proposed Additional Dwelling Units	151 single family homes
<b>Site Access</b>	Main Street and Cary Street
<b>Comprehensive Plan Designation</b>	The proposal is not consistent with the current FLU Map, as these areas are currently designated as D, Downtown Commercial and P & R, Parks & Recreation.

**Project Overview**

The applicant is proposing the amendment of the Comprehensive Plan's Future Land Use Map, in order to facilitate the rezoning of the majority of the ±58 acre portion of the Pierceville farm that is northeast of the Rt. 10 Bypass. This proposed action is to accommodate the development of a residential subdivision consisting of 151 new single-family, detached homes.

Currently, the Comprehensive Plan Future Land Use Map shows the area in question (±58 acres) as: ±1 acre designated as Downtown Commercial, with the balance designated as Parks & Recreation, as a baseball complex was envisioned there at the time of the last Comprehensive Plan update. If the Future Land Use designation of this property is not amended at the developer's request for this project, it will be a subject for review under the ongoing update of the Comprehensive Plan.

The applicant proposes amending the future land use designation to S-R, Suburban Residential (Which would accommodate up to 5 dwelling units per net developable acre and the proposed DN-R zoning). The proposed development would be comprised of 151 single-family, detached homes on lots with a minimum of 6,000 sq. ft. of area and 50 ft. of width. It would include several ponds for storm water retention and treatment, several small parks and walking trails / sidewalks that would connect to the town's existing sidewalk network.

This area includes the historically significant Pierceville manor house and other relevant historic structures, which have fallen into disrepair and have been the subject of previous actions by local government in order to stop the demolition by neglect. The integrity of these structures is of great significance to the historic district, and by extension the Town of Smithfield.

### **Agency Comments**

This proposal was sent to various organizations for comments regarding the project's impact to the community, including the Smithfield Police Department, the Smithfield Fire Department, Isle of Wight County Schools, the Virginia Department of Transportation and Smithfield 2020 (Which includes members from the IOW-Smithfield-Windsor Chamber of Commerce, Historic Smithfield, IOW-Smithfield Tourism and downtown business owners). Also, unsolicited comments were provided by the Isle of Wight Planning Department.

### **Staff Comments**

A change in the Future Land Use designation, such as that requested by the applicant, constitutes an amendment to the Comprehensive Plan. This requires a public hearing before the Planning Commission, followed by the commission's recommendation to the Town Council. The Planning Commission held their public hearing on this item at their August 11, 2015 meeting and recommended denial of the applicant's requested change of Future Lane Use designation.

As the greater portion of the subject property is within the Historic Preservation Overlay District, a recommendation from the BHAR regarding the proposal's appropriateness within the Historic District was also requested for the consideration of the Town Council. At their October 20, 2015 meeting, the BHAR, while short of a recommendation, found that the proffered homes for the proposed development were appropriate in regard to the Historic District guidelines.

A change in the Future Land Use designation also requires a public hearing before the Town Council prior to council action.

### Project Strengths:

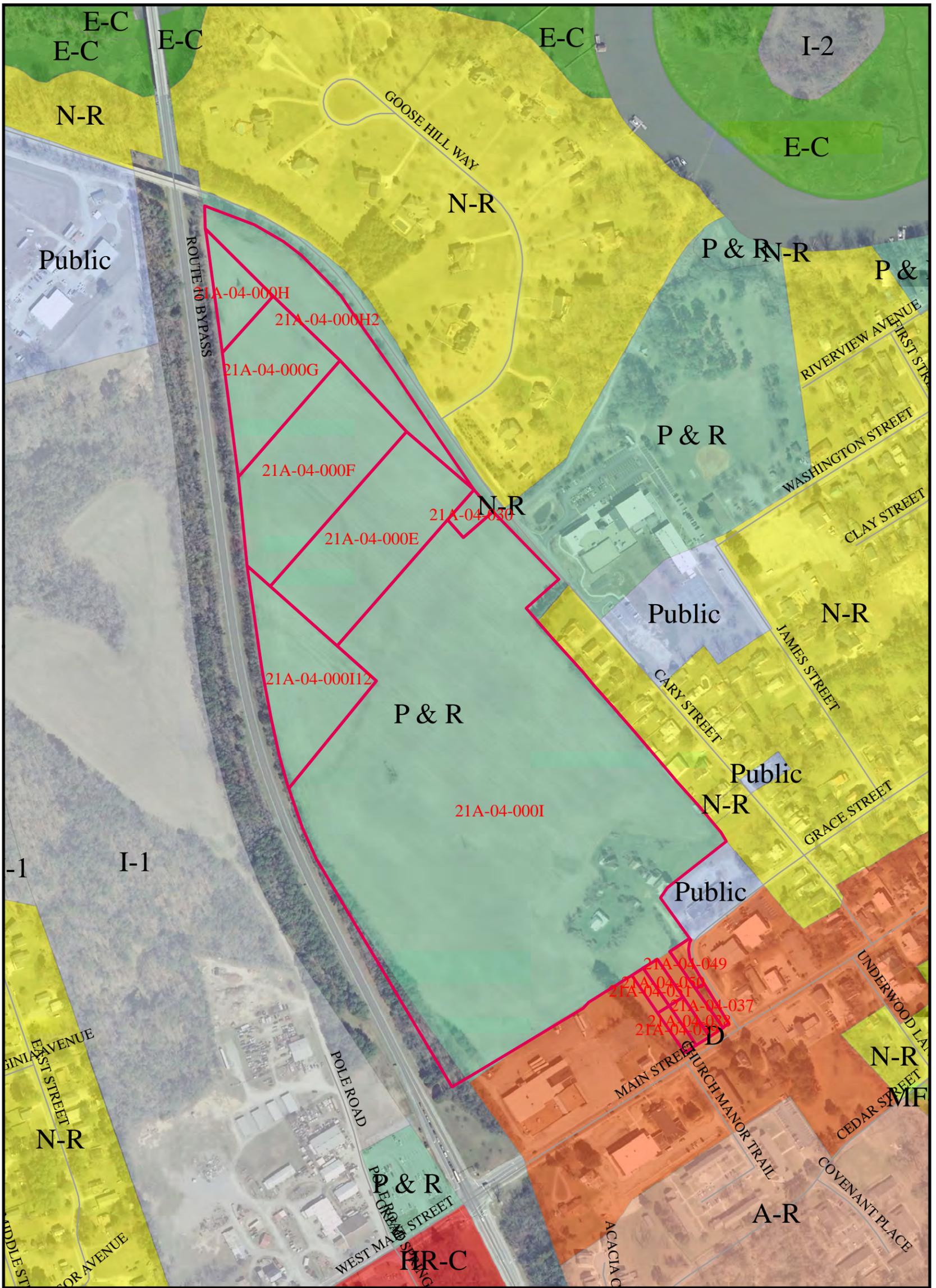
1. The proposed project would create construction jobs within the town, as well as provide new residents; with associated benefits to local businesses and town tax revenues.
2. The proposed project would provide additional water customers to offset the impact of the potential loss of Gatling Pointe water customers.
3. The proposed project would halt the demolition by neglect of the Pierceville Manor House and most relevant outbuildings.

### Project Weaknesses:

1. A substantial number of petitioners from the adjacent neighborhood and historic district are concerned about potential negative impacts of the project.
2. The project's proposed housing designs and sizes are limited in number, which does not reflect the diversity currently found in the historic district.
3. Offsite utility and transportation improvements may be required to offset the impact of the proposed project and the impact to public schools has yet to be determined.

If you have any questions, contact William Saunders at 365-4266 or [wsaunders@smithfieldva.gov](mailto:wsaunders@smithfieldva.gov).

# Cary & Main (Pierceville) Future Land Use Exhibit



**Legend**

Cary & Main - Proposed Future Land Use Change Area



Map Created by  
William Saunders  
July 31, 2015

NOTICE OF PUBLIC HEARING  
TOWN COUNCIL OF THE TOWN OF SMITHFIELD  
CHANGE IN ZONING CLASSIFICATION

Notice is hereby given pursuant to Sections 15.2-2204 of the Code of Virginia, (1950), as amended, that the Town Council of the Town of Smithfield, Virginia will hold a public hearing at the regular meeting of the Town Council in the council chambers in The Smithfield Center, 220 N. Church Street, meeting room A, Smithfield, Virginia, on Tuesday, November 3, 2015 at 7:30 p.m. to consider the application of Mary D. Crocker, owner and Hearndon MC Builders, LLC, prospective owner, for an amendment to the current zoning ordinance to change the zoning classification of certain property from Community Conservation District (C-C) and Downtown District (D) to Conditional Downtown Neighborhood Residential District (DN-R).

The proposed change in zoning classification to Conditional Downtown Neighborhood Residential District (DN-R) would permit the construction of 151 single family detached residential dwellings on 58 +/- acres. The property which is the subject of this application is identified on the current Land Book and Tax Maps for Isle of Wight County as Tax Map Parcels. Said parcels are 21A-04-030, 21A-04-037, 21A-04-038, 21A-04-039, 21A-04-049, 21A-04-050, 21A-04-051, 21A-04-000E, 21A-04-000F, 21A-04-000G, 21A-04-000H, 21A-04-000H2, 21A-04-000I and, 21A-04-000I12 bounded by Grace Street, Cary Street, Main Street and the Route 10 Bypass.

The current zoning designation for parcels 21A-04-000E, 21A-04-000F, 21A-04-000G, 21A-04-000H, 21A-04-000H2, 21A-04-000I (Split-zoned), 21A-04-000I12 and 21A-04-030 is Community Conservation District (C-C). The current zoning designation for parcels 21A-04-000I (Split-zoned), 21A-04-037, 21A-04-038, 21A-04-039, 21A-04-049, 21A-04-050 and 21A-04-051 is Downtown District (D).

The proposed general usage of the property is for Medium Density Residential development with a proposed maximum density range of 5 dwelling units per net developable acre. The propose Future Land Use designation for the subject property as set forth in the Town's Comprehensive Plan is Suburban Residential development with a density range of 3-5 dwelling units per acre. The applicant has made a concurrent

application for a change in the Future Land Use designation which must be approved prior to approval of this application for a change in zoning classification.

Copies of the current Zoning Ordinance for the Town of Smithfield, Virginia, and all amendments thereto, along with copies of the proposed application for a change in zoning classification and the applicants proffered conditions are on file and may be examined in the offices of the Department of Planning, Engineering, & Public Works, 310 Institute Street, Smithfield, Virginia.

Any person desiring to be heard in favor of, in opposition to, or to express his or her views with respect to the aforesaid application for a change in zoning classification may appear and be heard.

TOWN OF SMITHFIELD

By: Lesley G. King, Clerk

Publish: October 21 and 28, 2015

**STAFF REPORT TO THE  
TOWN COUNCIL**

**REZONING REVIEW**

**\*\*\*PUBLIC HEARING\*\*\***

**November 3, 2015**

<b>Project Name</b>	Cary & Main
<b>Applicant Name &amp; Address</b>	William G. Darden Hearndon MC Builders, LLC 1001 Scenic Parkway, Suite 104 Chesapeake, VA 23323
<b>Owner Name &amp; Address</b>	Mary Delk Crocker 502 Grace Street Smithfield, VA 23430
<b>Project Location</b>	That portion of land north of Little's Market, the Old Schoolhouse, Main St. and IOW Christian Outreach, south of the homes on Cary St. and Cary St., thence east of the Rt. 10 Bypass. (Tax ID #s 21A-04-000E, 000F, 000G, 000H, 000H2, 000I, 000I12, 30, 37, 38, 39, 49, 50, 51)
<b>Statistical Data (See Conceptual Plan)</b>	
Proposed Zoning	DN-R, Downtown Neighborhood Residential
Current Zoning	C-C, Community Conservation, D, Downtown
Surrounding Zoning	C-C, Community Conservation, D, Downtown, DN-R, Downtown Neighborhood Residential, I-1, Light Industrial, N-R, Neighborhood Residential,
Total Development Acreage	±58 acres
Acreage for rezoning	±58 acres
Proposed Additional Dwelling Units	151 single family homes
<b>Site Access</b>	Main Street and Cary Street
<b>Comprehensive Plan Designation</b>	The proposal is not consistent with the current FLU Map, as these areas are currently designated as D, Downtown Commercial and P & R, Parks & Recreation.

**Project Overview**

The applicant is proposing the rezoning of the majority of the ±58 acre portion of the Pierceville farm that is northeast of the Rt. 10 Bypass, to accommodate the development of a residential subdivision consisting of 151 new single-family, detached homes.

The current Zoning Designations of the area in question (±58 acres) is: ±1 acre zoned D, Downtown, with the balance zoned C-C, Community Conservation. The applicant proposes rezoning the area to DN-R, Downtown Neighborhood Residential (Which would accommodate up to 5 dwelling units per net developable acre).

The proposed development would be comprised of 151 single family detached homes on lots with a minimum of 6,000 sq. ft. of area and 50 ft. of width. It would include several ponds for storm water retention and treatment, several small parks and walking trails / sidewalks that would connect to the town's existing sidewalk network.

This area includes the historically significant Pierceville manor house and other relevant historic structures, which have fallen into disrepair and have been the subject of previous actions by local government in order to stop the demolition by neglect. The integrity of these structures and their historical surroundings are of great significance to the historic district, and by extension the Town of Smithfield.

Please refer to the multiple enclosures provided for the June 9, 2015 Planning Commission meeting, as well as additional enclosures herein.

### **Agency Comments**

This proposal was sent to various organizations for comments regarding the project's impact to the community, including the Smithfield Police Department, the Smithfield Fire Department, Isle of Wight County Schools, the Virginia Department of Transportation and Smithfield 2020 (Which includes members from the IOW-Smithfield-Windsor Chamber of Commerce, Historic Smithfield, IOW-Smithfield Tourism and downtown business owners). Also, unsolicited comments were provided by the Isle of Wight Planning Department.

### **Staff Comments**

This proposed rezoning; being a conditional one, is accompanied by proffers that are voluntarily proposed by the applicant in order to give the governing body an expectation of the type of development that would result if the rezoning is approved. If the rezoning is granted, the subsequently submitted Subdivision Plan and Subdivision Plat should be in substantial conformity with the proffered conditions and General Development Plan, in addition to meeting other ordinance, code and design standard requirements.

A change in the zoning classification requires a public hearing before the Planning Commission, followed by the commission's recommendation to the Town Council. The Planning Commission held their public hearing on this item at their August 11, 2015 meeting and recommended denial of the applicant's requested change of zoning classification.

As the greater portion of the subject property is within the Historic Preservation Overlay District, a recommendation from the BHAR regarding the proposal's appropriateness within the Historic District was also requested for the consideration of the Town Council. At their October 20, 2015 meeting, the BHAR, while short of a recommendation, found that the proffered homes for the proposed development were appropriate in regard to the Historic District guidelines.

A change in the zoning classification also requires a public hearing before the Town Council prior to council action. Regarding council action, there are several options available at the Nov. 3<sup>rd</sup> public hearing:

1. Council can grant the rezoning with the proffered conditions that were reviewed by the Planning Commission at their Aug. 11, 2015 public hearing.
2. Council can deny the rezoning with the proffered conditions that were reviewed by the Planning Commission at their Aug. 11, 2015 public hearing.
3. Council can table the application to another date.
4. Council can continue the public hearing to consider a revised set of proffered conditions; thereby giving the public an appropriate review period prior to the continued hearing date.
5. Council can refer a revised set of proffered conditions back to the Planning Commission.

There is nothing in the ordinance to limit the Council's discretion to continue the application to subsequent dates for further modification, as long as a proper review period is accorded.

For reference, find below links to the governing articles of the Zoning Ordinance:

Please find Article 4 - Zoning Amendments here: [www.smithfieldva.gov/pdf/zoart4.pdf](http://www.smithfieldva.gov/pdf/zoart4.pdf)

And Article 5 - Conditional Zoning and Proffers here: [www.smithfieldva.gov/pdf/zoart5.pdf](http://www.smithfieldva.gov/pdf/zoart5.pdf)

Project Strengths:

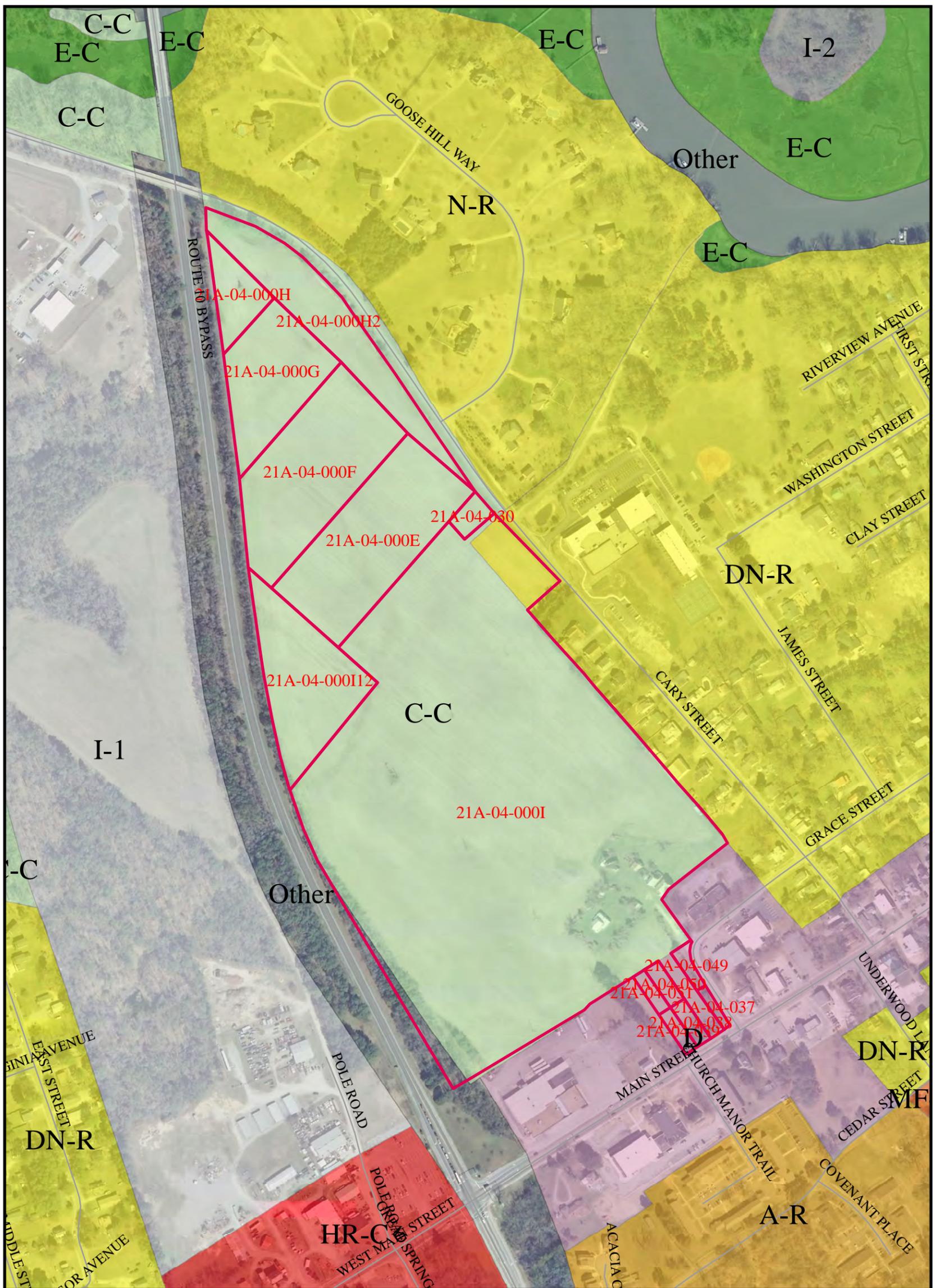
1. The proposed project would create construction jobs within the town, as well as provide new residents; these would provide associated benefits to local businesses and town tax revenues.
2. The proposed project would provide additional water customers to offset the impact of the potential loss of Gatling Pointe water customers.
3. The proposed project would halt the demolition by neglect of the Pierceville Manor House and most relevant outbuildings.

Project Weaknesses:

1. A substantial number of petitioners from the adjacent neighborhood and historic district are concerned about the potential negative impacts of the project.
2. The project's proposed housing designs and sizes are limited in number, which does not reflect the diversity currently found in the historic district.
3. Offsite utility and transportation improvements may be required to offset the impact of the proposed project and the impact to public schools has yet to be determined.

If you have any questions, contact William Saunders at 365-4266 or [wsaunders@smithfieldva.gov](mailto:wsaunders@smithfieldva.gov).

# Cary & Main (Pierceville) Rezoning Exhibit



**Legend**

Cary & Main - Proposed Rezoning Area



Map Created by  
William Saunders  
July 31, 2015

PROPOSED PROFFERS BY OWNER AND DEVELOPERS IN CONNECTION WITH THE PROPOSED REZONING FOR THE DEVELOPMENT KNOWN AS CARY AND MAIN

JUL 23 2015

DATED July 22, 2015

TOWN OF SMITHFIELD

The undersigned applicant, Hearndon MC Builders, LLC, a Virginia limited liability company (hereinafter called "Developer"), states that the following conditions are voluntarily proffered for the reclassification of property identified as Cary and Main. The current titled owner of the subject property is Mary Crocker (hereinafter called "Owner"). The Developer and the Owner hereby voluntarily proffer that the development of the property proposed for reclassification under this application shall be in accordance with the conditions set forth below. The Owner grants consent to the following proffers as evidenced by their signatures hereto. Where exhibits are referenced in this proffer they are on file with the Town of Smithfield.

1. Cary and Main shall be constructed in general conformance to the conceptual plan entitled "Cary and Main Conceptual Master Plan", drafted by Land Planning Solutions, dated April 8, 2015 which is occasionally referred to hereafter as "the Conceptual Plan". Substantial deviation, as determined by the Zoning Administrator of the Town of Smithfield, from general design and layout as submitted or amended herein shall require resubmission and approval by Planning Commission in accordance with all applicable provisions as established by Town of Smithfield Zoning Ordinance.
2. The maximum number of lots to be developed shall not exceed 151 consisting of a minimum of 6,000 square feet each.
3. Developer shall form a homeowners association in accordance with Virginia law which will own (or control through easements granted to homeowners association) and be responsible for the maintenance of the following:
  - a. Storm water management areas (BMP's).
  - b. 100 foot Resource Protection Areas (RPA's)
  - c. All common areas and all improvements thereon
4. The homeowners association shall create an Architectural Review Committee (ARC) to oversee, review and enforce the Architectural Standards. All construction and development within Cary & Main, shall be governed by strict Architectural Standards to insure consistency and compatibility of materials, elevations, architectural style, yard improvements and overall appearance. All construction documents will be reviewed by the Architectural Review Committee of the Property Owners Association for consistency with these Architectural Standards and detailed architectural regulations. Architectural review shall be performed to assure compliance with the Architectural Standards and detailed architectural regulations of Cary & Main, generally as follows:
  - a. The ARC shall consist of up to three (3) persons who need not be members of the Property Owners Association, from time to time appointed by the Developer until 100% of the developable lots and 100% within Cary & Main have been developed and conveyed to owners other than builders or by the Board of Directors of the Property Owners Association from and after the date on which the Developer delegates this responsibility to the Property Owners Association by written instrument

in recordable form executed by the Developer. Anything falling under the authority of the ARC herein or in the Declaration of Protective Covenants, Conditions, Restrictions and Easements, and the Cary & Main property owner's association (the "Association"), as the same may be amended, shall be deemed to fall under the authority of the Developer until such time as the Developer assigns such functions to the Association. At such time as the Board of Directors is empowered to appoint the members of the ARC, the ARC shall be composed of at least three (3) but no more than seven (7) members. The Developer or the Board of Directors, as the case may be, may appoint one (1) alternative member to the ARC, which alternative member may vote only in the absence of a regular member. The members of the ARC shall serve for such terms as may be determined by the Developer or the Board of Directors, as the case may be. The Declaration of Protective Covenants and Restrictions (the "Declaration") shall address but not be limited to the following: (1) establish the authority of the ARC; (2) contain provisions generally consistent with these Criteria; and (3) be recorded in the Clerk's Office of the Circuit Court of Isle of Wight County.

- b. Before commencing the construction, erection, or installation of any building, walk, fence, swimming pool, deck, animal pen, or shelter, exterior lighting, sign, mailbox or mailbox support or other structure, land disturbance, landscaping or paving ("Improvement") on any Lot, including site work in preparation therefore, and before commencing any alteration, enlargement, demolition or removal of an Improvement or any portion thereof in a manner that alters the exterior appearance of the Improvement or the Lot on which it is situated, each Owner shall submit to the ARC a completed application on the form provided by the ARC.
  - c. The ARC shall review such plans for consistency with the Architectural Standards and the Declaration. The ARC shall promulgate additional regulations ("Detailed Architectural Regulations") for application by the ARC as reasonably necessary to ensure conformance with the Declaration and the standards which appear following this paragraph. Prior to the recordation of any subdivision plat, these Detailed Architectural Regulations shall be reviewed and approved by the Planning Director or the Board of Historic & Architectural Review (BHAR), or their designee, as the Town of Smithfield may require, to ensure consistency with the Development Criteria. The ARC regulations shall be in addition to the Board of Historic & Architectural Review but shall not supersede the BHAR.
5. The predominate arch. theme for Cary and Main will be traditional and encourage architecture that embodies the themes of Georgian, Colonial, Craftsman, Bungalow, and Victorian style architecture.
- a. **SIZE.** Single family residences shall have a minimum square footage of heated area of 2000 square feet. This footage is exclusive of garages, sheds, pool houses, terraces, screened porches, decks and overhangs.
  - b. **DESIGN.** A minimum of 70% of the primary dwellings built shall have a front porch with a depth of at least six feet and no porch shall have a depth of less than five feet, all front loading garages shall have two separate garage doors with windows or a single carriage door with

decorative features, all corner boards (excluding brick siding), windows and doors trim shall have a minimum four inch exposure.

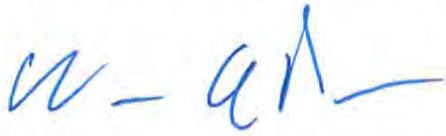
- c. FOUNDATIONS. All foundations for the primary structure shall be a raised slab with a minimum sixteen inch exposure above final grade or a crawl space, both of which shall be skirted in brick or stone.
- d. EXTERIOR FINISH. All primary visible exterior surfaces shall have either fiber-cement siding, brick, stone, wood, or treated engineered wood lap siding with a minimum twenty-five year warranty or any combination thereof. Care will be given to exterior selections made for appropriate home styles. For example; partial brick exteriors shall be encouraged for Colonial Style Homes.
- e. ROOF. Roof appearance is critical to the overall appearance of a home. The pitch of the main structure's roof shall be no less than six (6) feet in twelve (12) feet. Pitches for porches, breezeways and other secondary structures could be less. Roof materials must be at a minimum an architectural grade asphalt shingle with a 35 year warranty.
- f. DUPLICATION. Not less than five residential dwelling models shall be used and each model shall have at least two different façades, roof lines, and multiple color combinations. No two dwellings shall be of the identical model and elevation on the same side of the street within three building lots of each other within a single block. Facade reversal and color and material change shall be treated as a different elevation.
- g. ANTENNAS. Only Antennas designed to receive direct broadcast satellite services or video programming that are one meter or less in diameter will be allowed and shall be installed to minimize visibility to surrounding property and public ROW. Antennas should be placed where least likely to detract from the character of the site. All subject Antennas must be submitted to the ARC for approval.
- h. LIGHTING. All exterior lighting should be installed so as not to shine on adjacent property or public space, and should be aesthetically planned for each location. ARC approval is required for all landscaping lights and security lighting. Temporary lighting for the holiday season does not require approval; however, holiday lighting shall not be operative and installed more than thirty-five (35) days prior to the holiday and shall be inoperative and removed no later than twenty (20) days after the holiday.
- i. EXTERIOR COLORS. All exterior colors must be approved by the ARC, including siding, roof, trim, doors, shutters, outbuildings, fences, and any other structures or exterior surfaces.
- j. WINDOWS. All windows must be wood or vinyl. Aluminum or metal windows are not allowed as the primary use. The ARC would consider an exception should no other alternative be available for a specific architectural feature or detail. Consideration shall be given to the recommendation for window types in particular home styles as referenced in the Town of Smithfield Historic District Design Guidelines.
- k. LANDSCAPING. All newly constructed dwellings must install Sod in the front yard and rough grade and seed where it does not have sod. At a minimum each lot will have eight 3 gallon plants with mulch beds and one Tree in the front yard. The remaining landscaping will be based on the Site Plan. All Town required tree and buffer landscaping located on an individual lot must be maintained by the homeowner. All decorative landscaping such as water or rock gardens must be approved by the ARC before installation.

- l. UTILITY AREAS. Exposure of all areas where utilities meet the main housing structure or where HVAC or trash receptacles will be placed must be minimized to adjacent Street Right of Way.
  - m. RECREATIONAL EQUIPMENT. No recreational equipment, such as basketball goals, swings and other playground equipment will be permitted to be placed forward of the two rear corners of the main structure, or within five feet of the back lot line of the property and must be submitted to the ARC for approval.
  - n. OUTBUILDINGS. Any and all outbuildings, including proposed location of same, must be approved by the ARC and must be designed and constructed consistently with the styling, materials and colors of the main dwelling. Size and location must be compatible with the main dwelling and surrounding properties.
  - o. SWIMMING POOLS, HOT TUBS AND SPAS. All pools, whether above or in-ground require approval of the ARC. All pools require fencing and screening with permanent decking and underground utility connections. All pool equipment must be enclosed or screened from view. Hot tubs and spas require approval by the ARC and are considered a major addition with special consideration given to location and screening.
  - p. VEHICLE STORAGE. Except as necessary for ongoing construction activity, no commercial vehicles (including tractors, trailers and step vans) rated over one ton (as classified by the Department of Motor Vehicles) or recreational vehicles are to be stored on any part of the property at any time.
  - q. FENCING. All fencing must be approved by the ARC prior to installation. If front yard fencing is proposed it must be less than 3 ½ feet in height. Side and Rear yard fencing shall not exceed six feet in height. All fences shall have a visible surface of vinyl, anodized aluminum, or painted wood picket. Chain link fencing shall not be permitted.
  - r.
6. Developer shall contract a professional management company to administer the homeowners association.
  7. If any BMP is designed to be "wet" it shall be aerated. Each BMP shall have a dedicated 20' ingress/egress/maintenance easement.
  8. Restrictive covenants and restrictions, which shall contain all items referred to in these proffers, will be recorded, prior to any outsales, to protect the integrity of these proffers.
  9. Regardless of the desires of the property owners of Cary and Main, the homeowners association's bylaws, architectural standards, rules and the restrictive covenants and restrictions shall not be modified without the consent of the Town Council, as they pertain to items number 3, 4, 5, 6, 7 and 8 listed above.
  10. Developer proffers a cash contribution to the Town of Smithfield to offset the following fiscal impacts incurred, on a per lot basis, by the Town as a result of the rezoning and development of Cary and Main, namely, \$511.94 for Recreational Facilities, \$299.00 for the Rescue Squad, \$1,087.27 for the Fire Department and \$597.92 for the Smithfield Police Department. Said contributions would be paid at the rate of \$2496.13 per lot based on the number of lots approved on the final plat. Said contribution would be secured by a note and deed of trust, held by the Town, which would be subordinated to any construction, development or permanent financing

placed upon the property by developer. The sum of \$2496.13 shall be paid at the time the certificate of occupancy is issued for a lot and the Town of Smithfield will release that lot from its deed of trust.

11. Subsequent to the successful rezoning and acquisition of the subject property by Developer, Developer shall take immediate steps to seal the exterior envelope of the Pierce house against moisture penetration and other necessary steps to preserve the remaining structural integrity of the primary dwelling and outbuildings as agreed to by the Smithfield Board of Historic and Architectural Review. The intent of which, would be to prevent demolition by neglect. Developer shall post a \$100,000.00 Letter of Credit with the Town of Smithfield within 75 days of the date of the successful rezoning or the date Developer acquires the subject property, whichever shall occurs first, to ensure the property is adequately preserved from further decay. Developer shall complete the preservation measures within 120 days from that time. Said letter of credit shall be released once the preservation measures have been completed. In addition, the Developer will have the Pierce house and outbuildings preserved in accordance with guidelines of the Board of Historic and Architectural and returned to use as a primary residence. If the Developer is unable to find a suitable entity or individual to take over and complete the restoration within one year of Developer's acquisition of the property, then Developer will undertake the renovation and upon completion, offer the Pierce home and outbuildings for sell as a Single Family residence.

Hearndon MC Builders, LLC, DEVELOPER

By:   
Managing member

STATE OF VIRGINIA  
COUNTY OF ISLE OF WIGHT, to wit:

The foregoing instrument was acknowledged before me this 22<sup>nd</sup> day of July, 2015, by  
William G Darden, Managing Member, of behalf of Hearndon MC Builders, LLC.

  
Notary Public

My commission expires: 6-30-17  
My commission ID No.: 312859



MARY DELK CROCKER, OWNER

Nancy Lynn Delk  
By: Nancy Lynn Delk, Attorney in fact

STATE OF VIRGINIA  
COUNTY OF ISLE OF WIGHT, to wit:

The foregoing instrument was acknowledged before me this 22<sup>nd</sup> day of July, 2015, by Nancy Lynn Delk, Attorney in fact for Mary Delk Crocker.

Laura Jo Sullivan  
Notary Public

My commission expires: 6-30-17

My commission ID No.: 312859



# *Cary & Main*

SMITHFIELD, VIRGINIA

MARCH 2015



PREPARED FOR:  
HEARNDON MC BUILDERS, LLC

PREPARED BY:



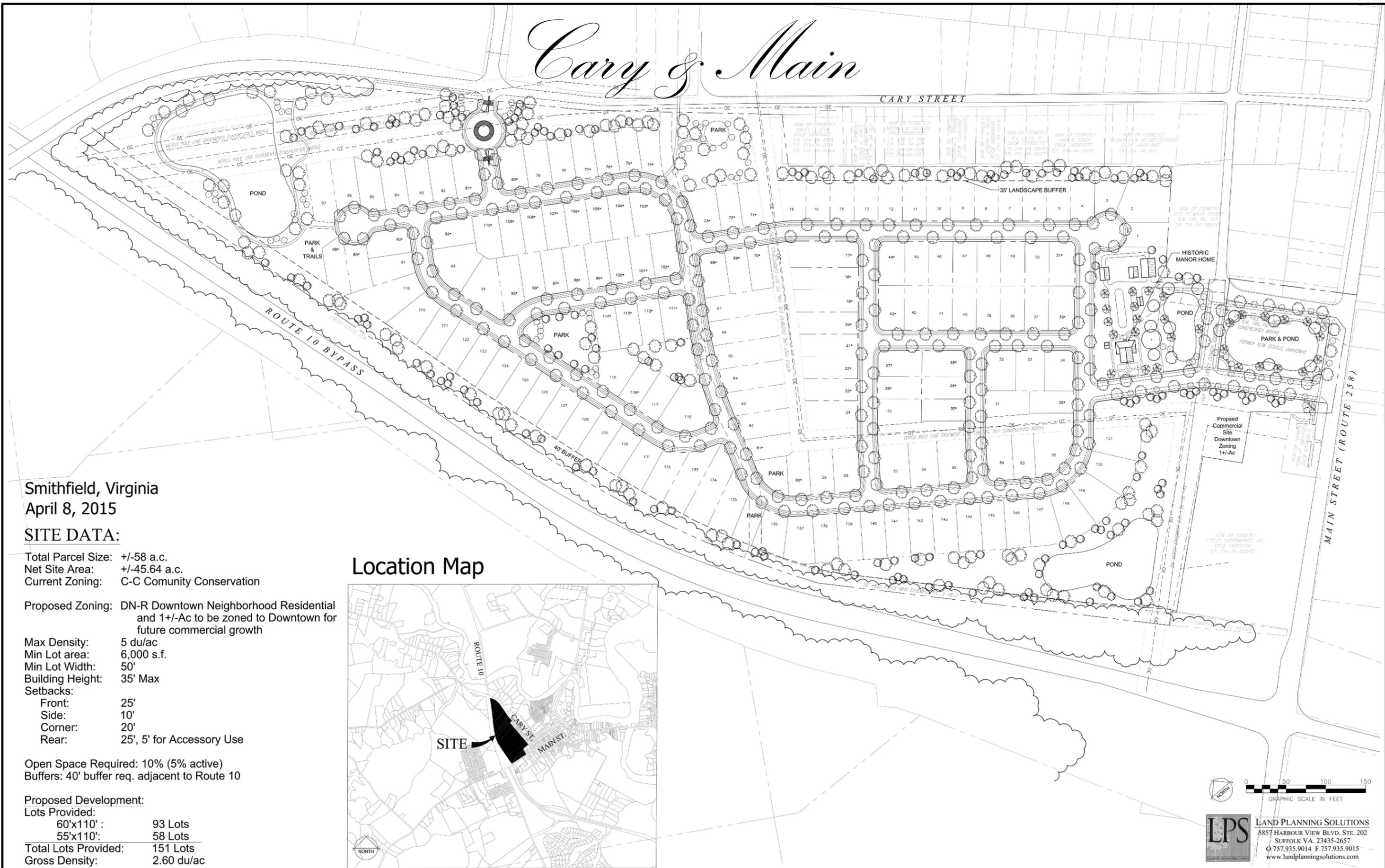
LAND PLANNING SOLUTIONS

5857 HARBOUR VIEW BLVD, STE. 202  
SUFFOLK VA. 23435-2657

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[www.landplanningsolutions.com](http://www.landplanningsolutions.com)

# Cary & Main



Smithfield, Virginia  
April 8, 2015

**SITE DATA:**

Total Parcel Size: +/- 58 a.c.  
Net Site Area: +/- 45.64 a.c.  
Current Zoning: C-C Community Conservation

Proposed Zoning: DN-R Downtown Neighborhood Residential and 1+/-Ac to be zoned to Downtown for future commercial growth

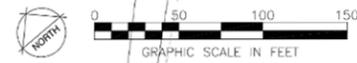
Max Density: 5 du/ac  
Min Lot area: 6,000 s.f.  
Min Lot Width: 50'  
Building Height: 35' Max  
Setbacks:  
Front: 25'  
Side: 10'  
Corner: 20'  
Rear: 25', 5' for Accessory Use

Open Space Required: 10% (5% active)  
Buffers: 40' buffer req. adjacent to Route 10

**Proposed Development:**

Lots Provided:	
60'x110' :	93 Lots
55'x110' :	58 Lots
<b>Total Lots Provided:</b>	<b>151 Lots</b>
<b>Gross Density:</b>	<b>2.60 du/ac</b>

**Location Map**



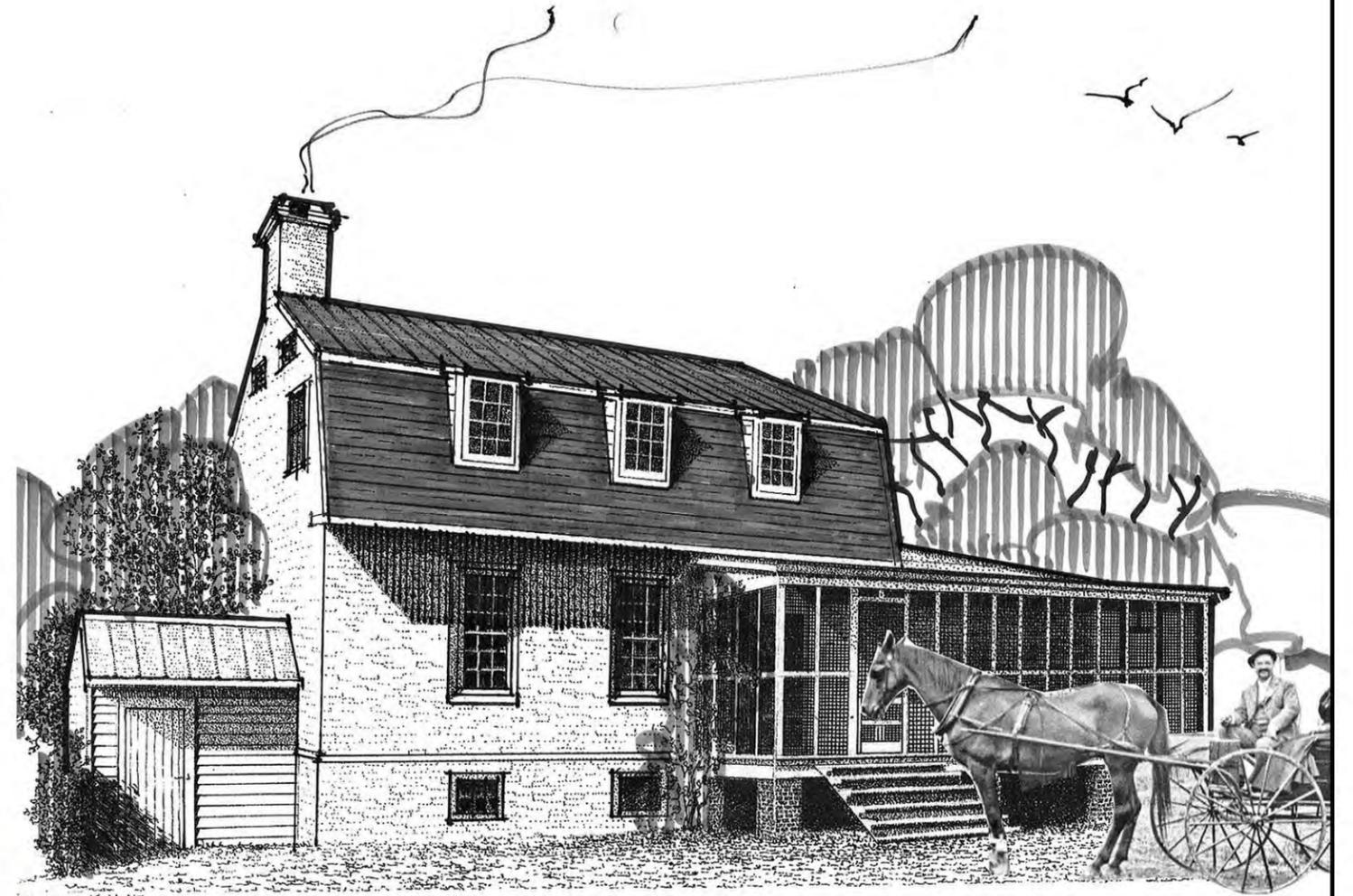
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SUFFOLK VA. 23435-2657  
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# Cary & Main

PIERCE MANOR & PLANTATION

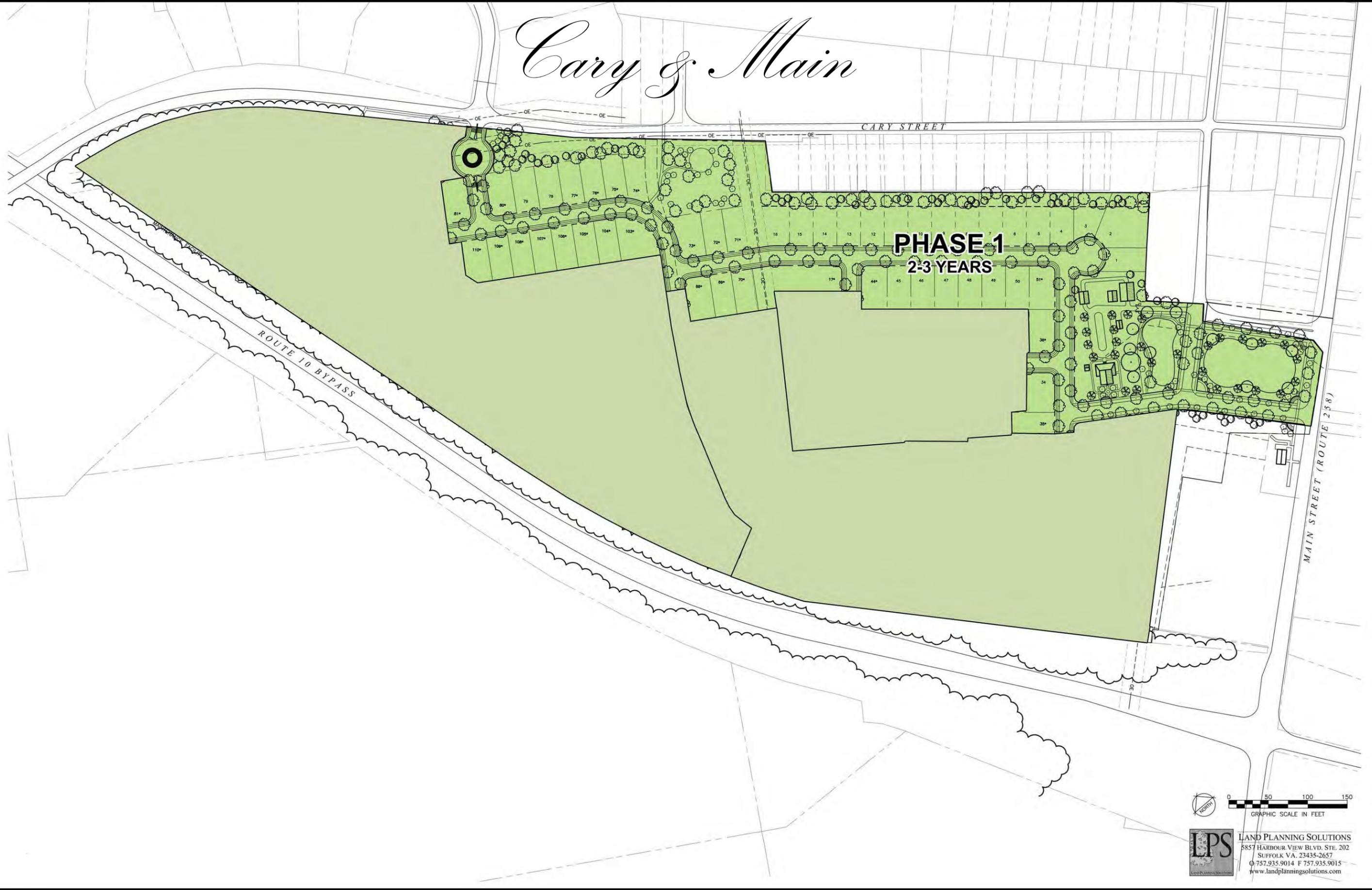


CONCEPTUAL PLANTATION PLAN

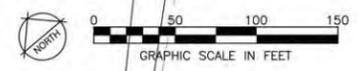


*Sandra Killett*  
CONCEPTUAL ELEVATION  
BY STUART MACARTHUR RESOR ARCHITECT, CA., VA.

# Cary & Main

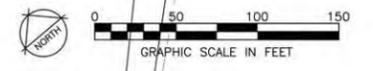
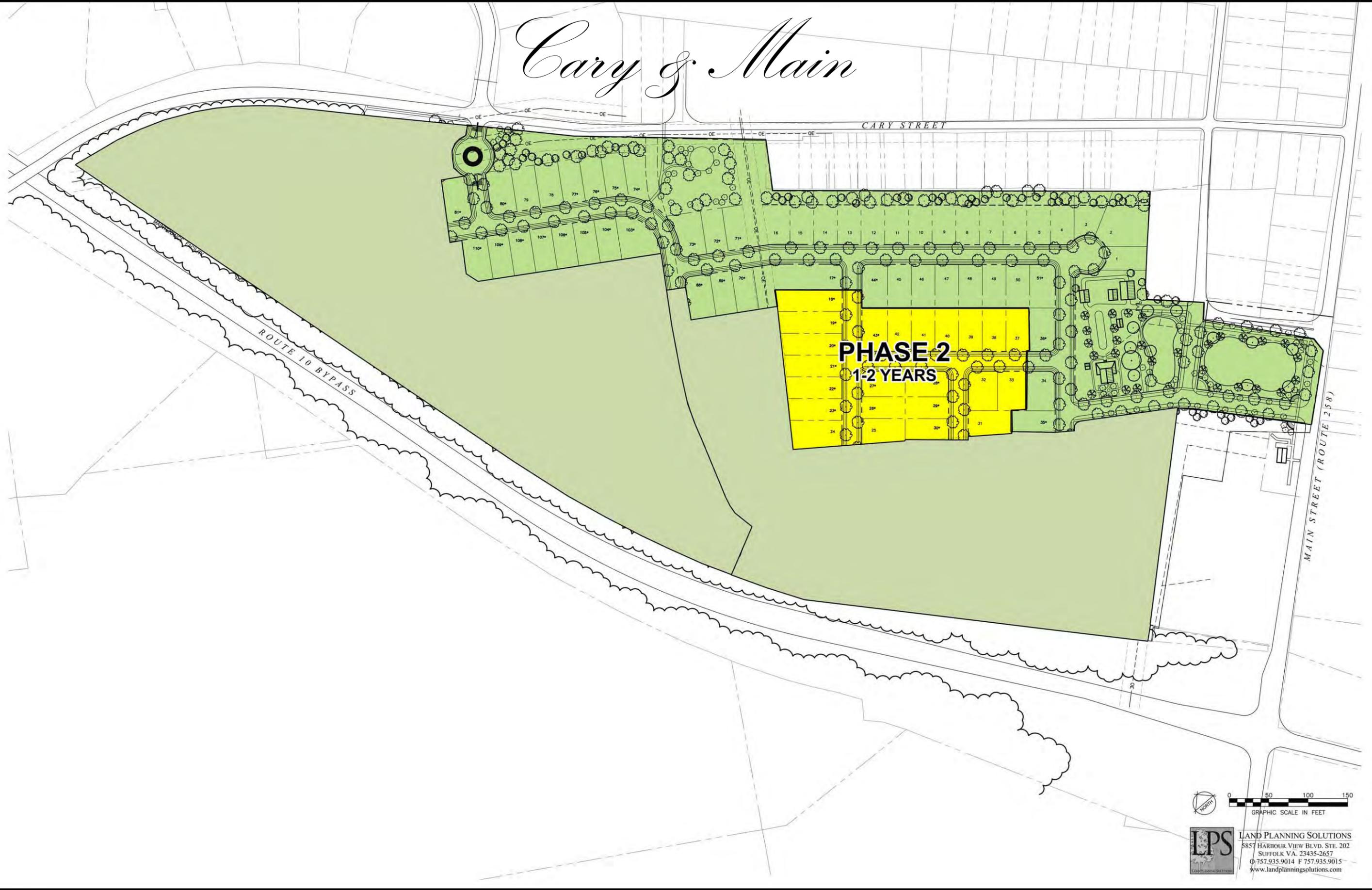


**PHASE 1**  
**2-3 YEARS**



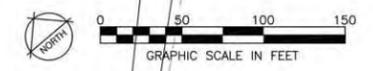
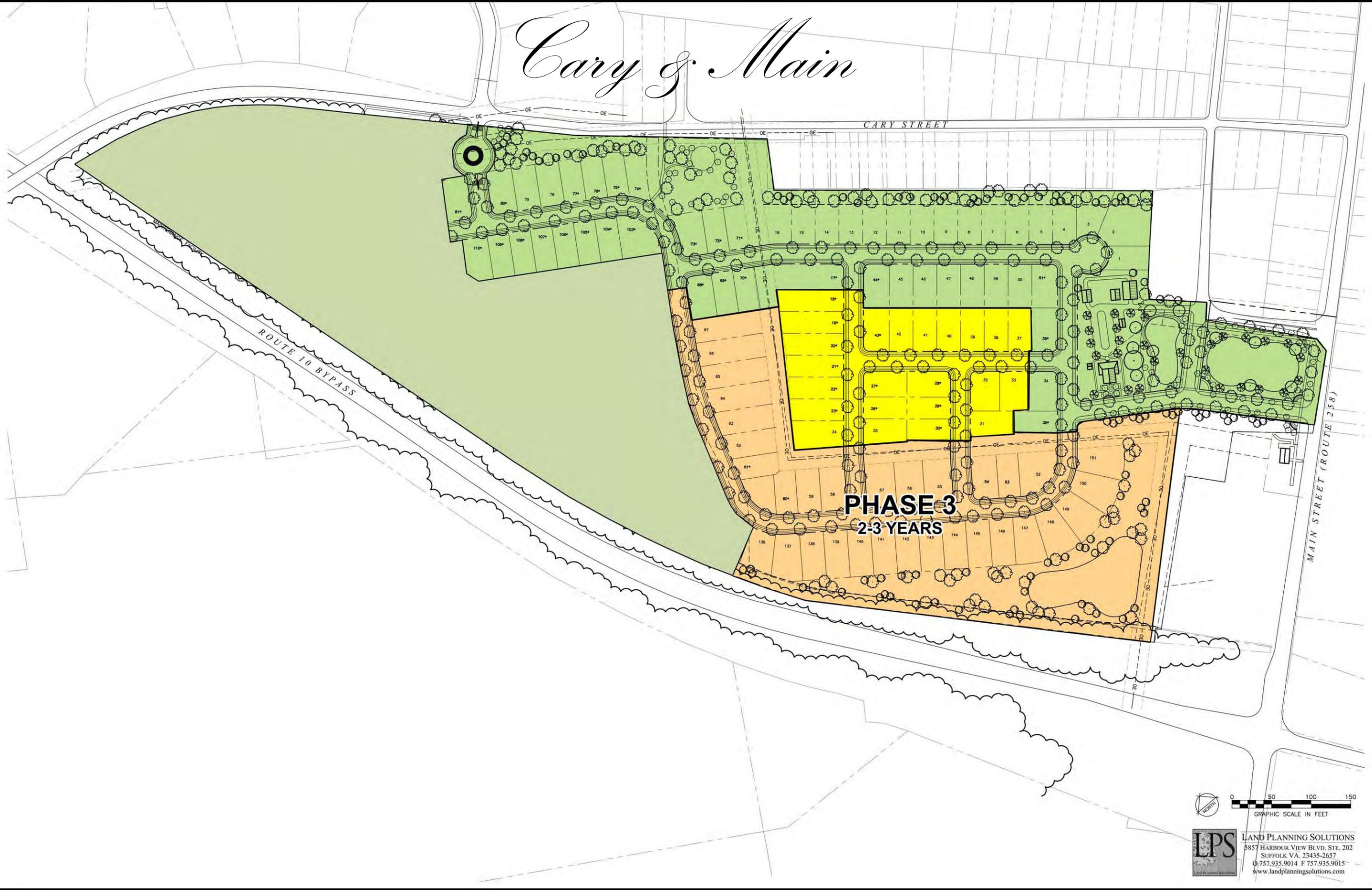
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# Cary & Main



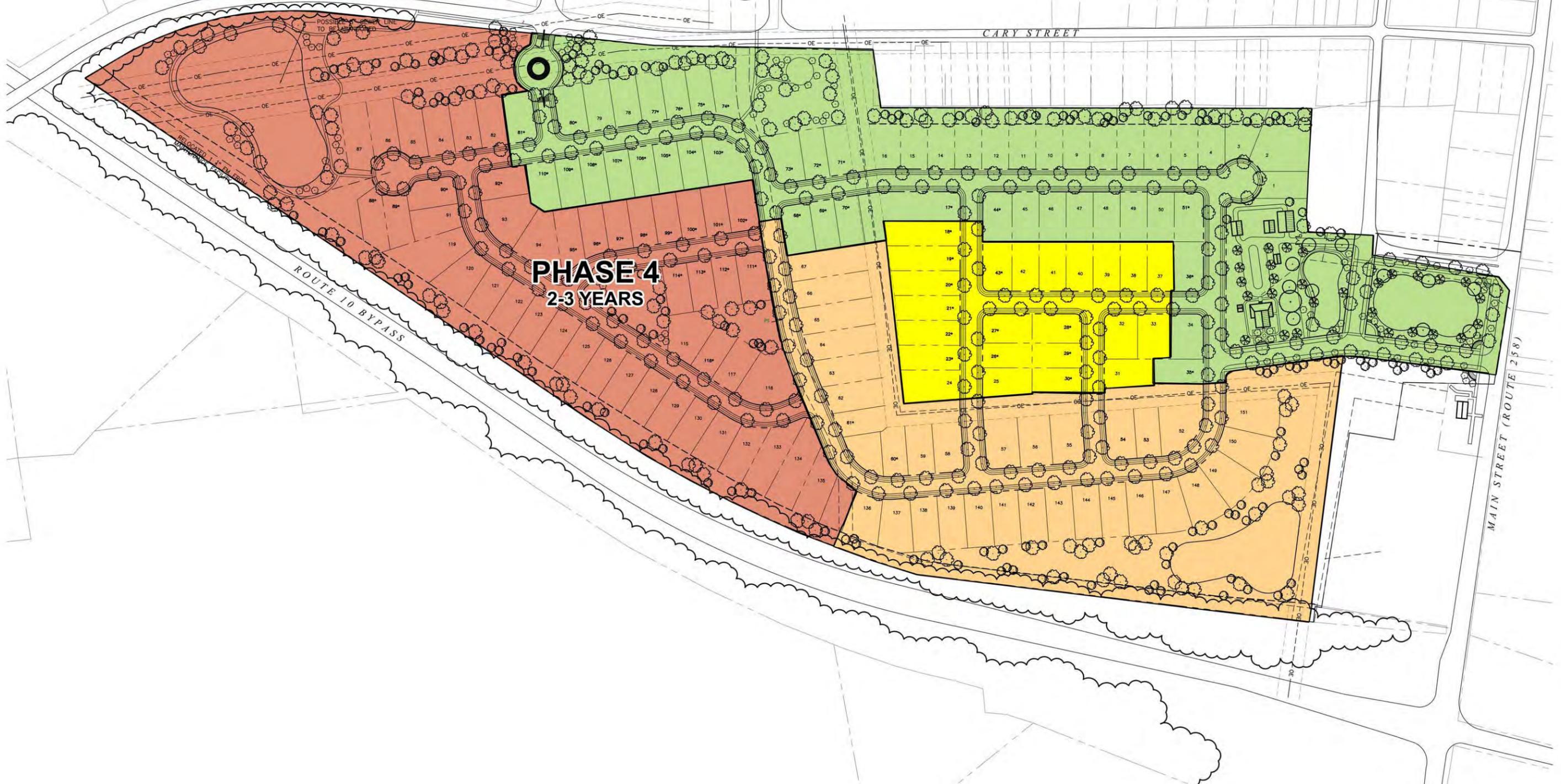
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☎ 757.935.9014 ☎ 757.935.9015  
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# Cary & Main

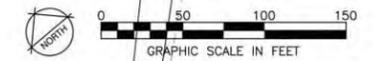


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# Cary & Main



**PHASE 4**  
2-3 YEARS



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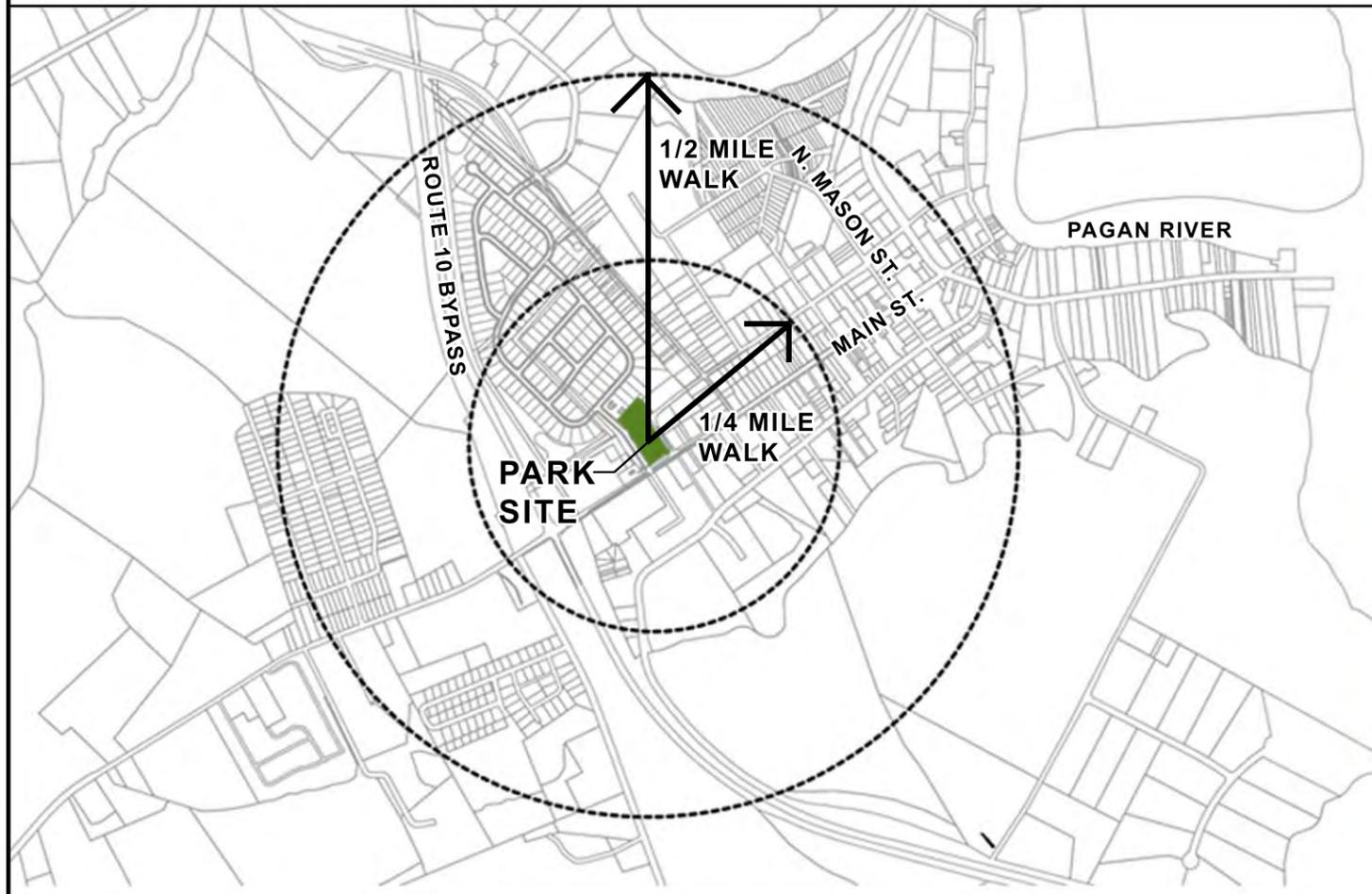


*Cary & Main*

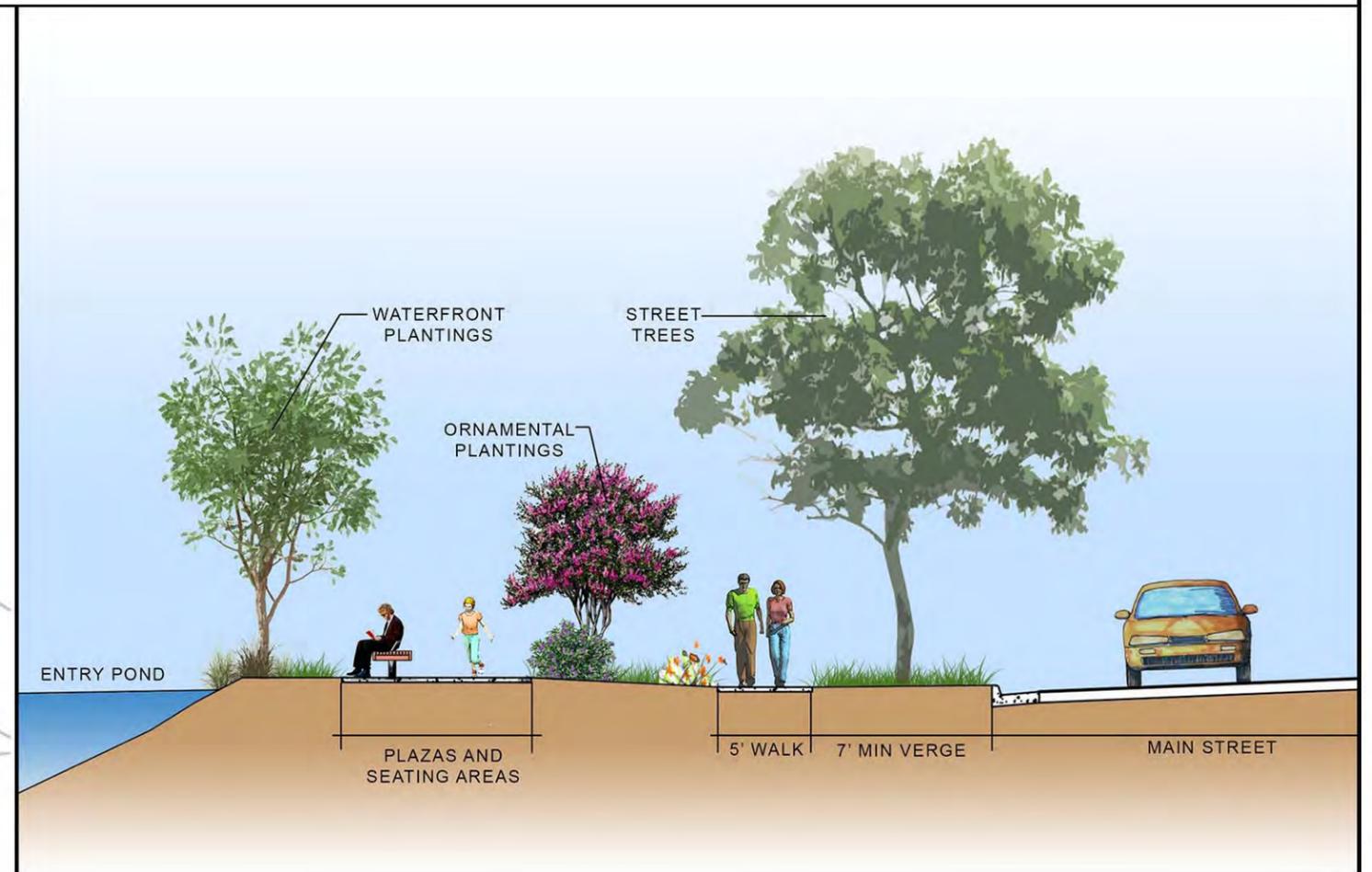
CONCEPTUAL PARK DESIGN

# Cary & Main

CONCEPTUAL PARK DESIGN



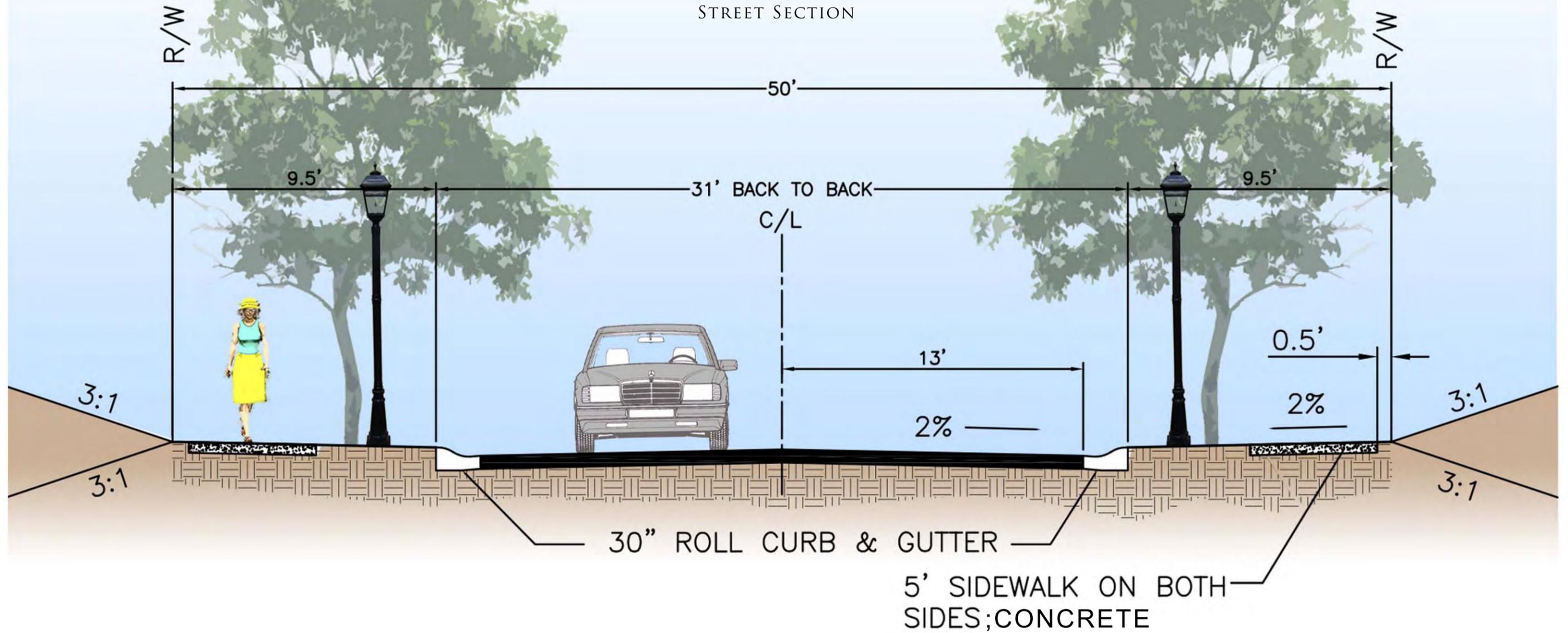
WALKING DISTANCE FROM MAIN ST, PARK



PARK SECTION AT MAIN ST.

# Cary & Main

STREET SECTION



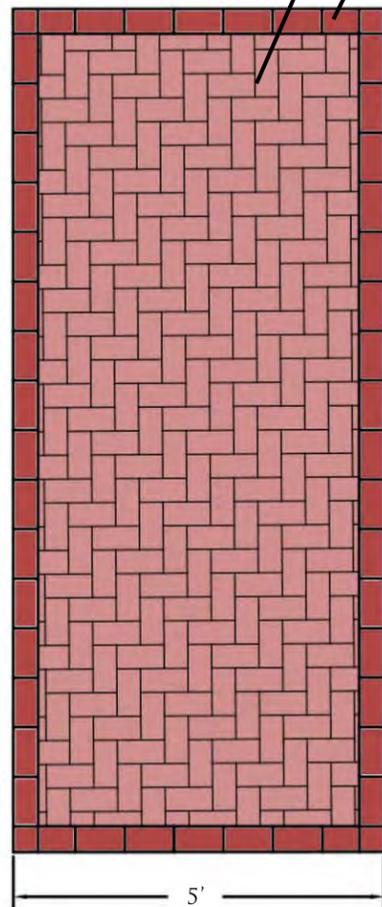
## TYPICAL 50' R/W SECTION

NOT TO SCALE

# Cary & Main

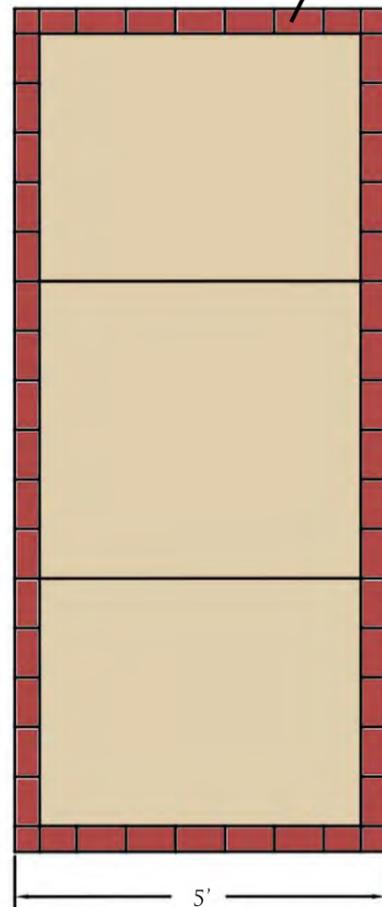
## SITE AMENITIES

BRICK STRETCHER COURSE  
AT EDGES  
90 DEGREE BRICK  
HERRINGBONE PATTERN

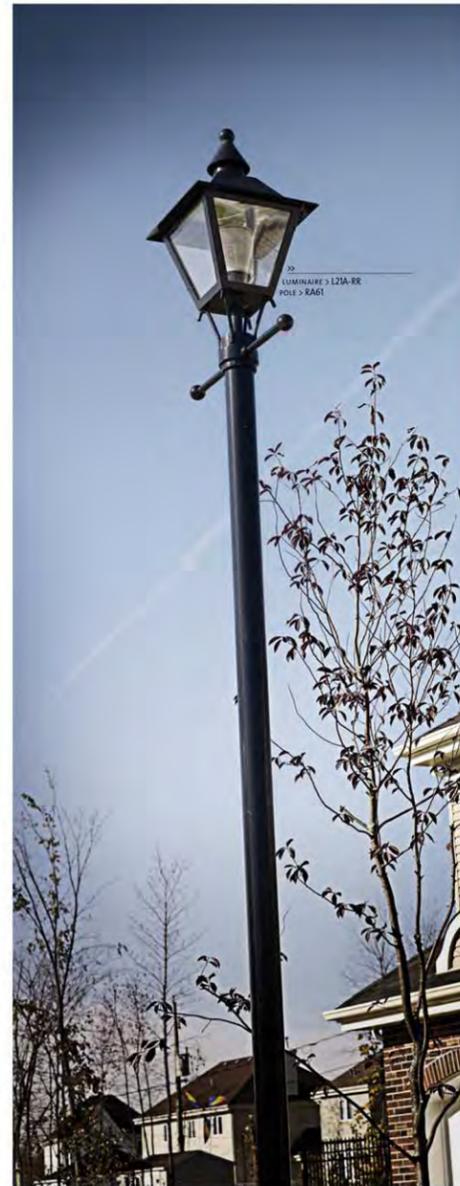


MAIN STREET BRICK WALK

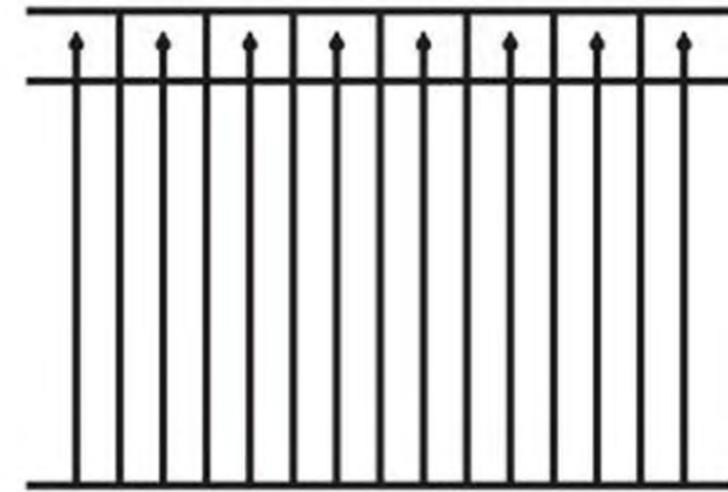
BRICK STRETCHER COURSE  
AT EDGES



BRCK & CONCRETE WALKS  
AT MAIN ST. & CARY ST.  
ENTRANCES



LIGHTING



FENCING



WASTE RECEPTACLES



BENCHES

# *Cary & Main*







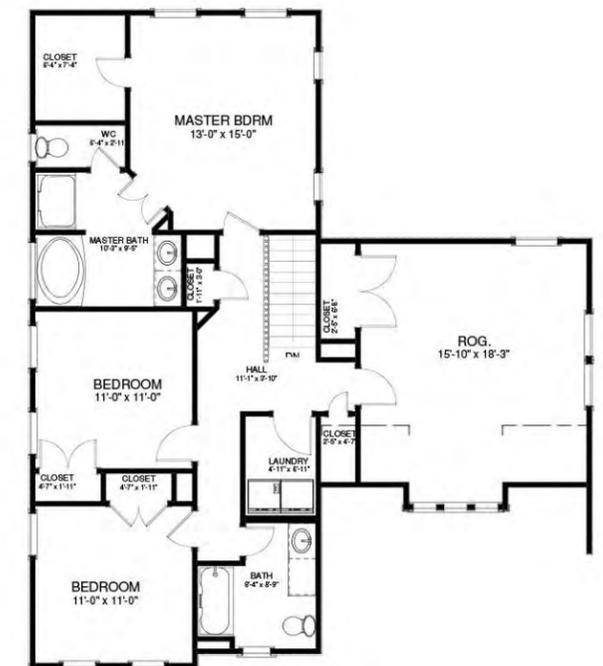
# Cary & Main

ELEVATIONS FOR HEARNDON MODEL 465

First Floor



Second Floor



Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.

First Floor: 918 sqft  
 Second Floor: 1237 sqft  
 TOTAL Heated: 2155 sqft



# Cary & Main

ELEVATIONS FOR HEARNDON MODEL 475



Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.

First Floor: 1120 sqft  
 Second Floor: 1282 sqft  
 TOTAL Heated: 2402 sqft



# Cary & Main

ELEVATIONS FOR HEARNDON MODEL 36'X36'

First Floor



Second Floor



**First Floor: 1296 sqft**  
**Second Floor: 1219 sqft**  
**TOTAL Heated: 2515 sqft**

Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.



# Cary & Main

ELEVATIONS FOR HEARNDON MODEL 480



First Floor: 1182 sqft  
 Second Floor: 1390 sqft  
 TOTAL Heated: 2572 sqft

Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.



SEE ELEVATION FOR HEARNDON MODEL 36'X36' FOR CONCEPTUAL FLOOR PLAN

# Cary & Main

ELEVATIONS FOR HEARNDON MODEL 36'X36' & 32'X32'

First Floor



Second Floor



First Floor: 1024 sqft  
 Second Floor: 989 sqft  
 TOTAL Heated: 2013 sqft

Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.



# Cary & Main

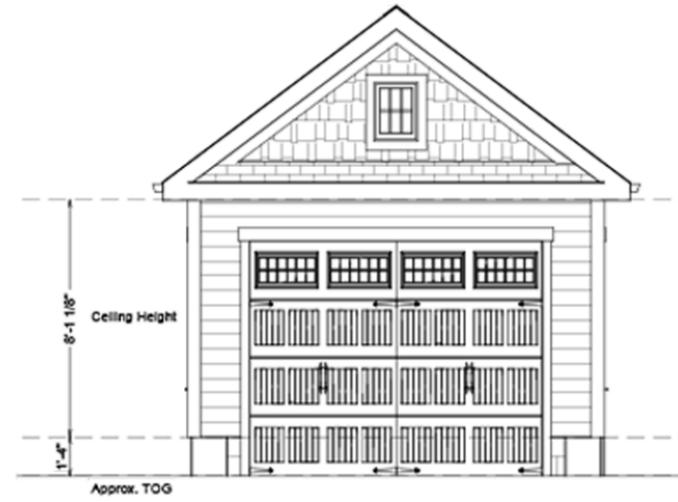
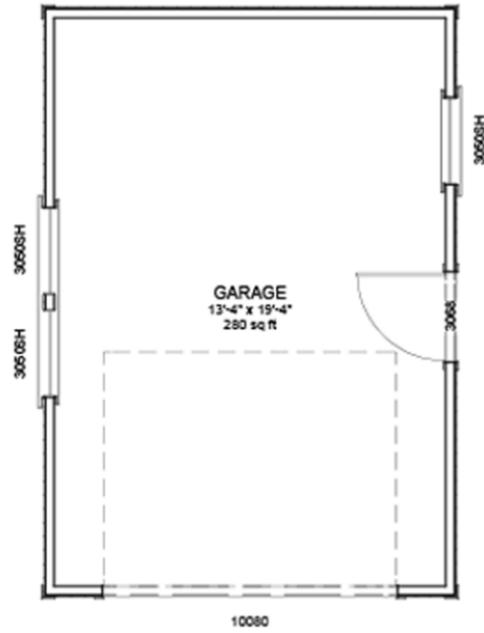
ELEVATIONS FOR HEARNDON MODEL 470



First Floor: 1511 sqft  
 Second Floor: 737 sqft  
 TOTAL Heated: 2248 sqft

Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.

First Floor



Front Elevation



Left Elevation



Rear Elevation



Right Elevation

*Cary & Main*

ELEVATIONS FOR HEARNDON DETACHED GARAGES

*Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.*

*Cary & Main*

SMITHFIELD, VIRGINIA

APRIL 2015

**CARY & MAIN  
PIERCE MANOR & PLANTATION  
DEVELOPMENT PLAN  
APRIL 2015**

Hearndon Construction (Hearndon MC Builders, LLC) has a Contract to Purchase property from Mary Delk Crocker that is subject to obtaining a change in zoning classification of DN-R for the development and construction sale of Single Family Detached Homes for use as primary residences.

It is Hearndon's desire to develop and build all of the Single Family Detached for sale housing to meet the current and anticipated market demand for high value moderately priced housing in the \$240,000 to \$320,000 price range. The community would contain approximately 150 residential housing units, and would be phased to accommodate market conditions.

Hearndon is keenly aware of the Historic significance of the Pierceville Property and the Town of Smithfield. We are committed to seeing the old Manor Home preserved and restored and have taken the very first steps to keep the property from further deterioration. Hearndon will work with the Town and Historic Smithfield Foundation to find a suitable entity who wishes to restore the Manor House and Plantation to its former glory. Hearndon will donate the property to that approved entity at no cost. Hearndon will set aside enough of the surrounding property to ensure the preservation of the relevant outbuildings and to retain the character of the setting.

Hearndon is also aware that most of the proposed development lies within the Smithfield Historic District. We have studied the homes in the surrounding area and have developed our new home plans with regards to the recommendations for New Home Construction in the Historic District Building Guidelines. We submit our plans, materials, and color selections with this application with the understanding that any approvals received will include the approval of said plans, materials, and colors so that we can precede with construction of them without further Historic/Town approval other than as it relates to Building Code guidelines and other such permits and approvals. Should Hearndon introduce any New Plans or desire to make any significant changes to the Approved product, it understands that new approvals will be required by the Town and Board of Historic and Architectural Review.

Upon the development of the first phase, Hearndon would construct a fully merchandised Model Home to use as an on-site sales office that would be staffed by Professional Real Estate Sales people seven days weeks. Three speculative homes would be started to show some of the other products available and to have some homes for quick occupancy. However, most homes would be built on a contract basis with the Buyer's selecting the base plan, elevation, exterior colors and options along with all interior options and personalized selections. Future phases will begin in the same fashion stated above.

It is our plan to initially offer six different house plans ranging in size from 2,000 finished square feet to over 3,000 finished square feet with options. All houses will be built on a raised slab

foundation with brick veneer on all sides with a minimum 16" of exposure on the front elevation. The standard exterior finish would be an engineered wood lap siding with a minimum 7" reveal. Windows would be vinyl and exterior doors metal or fiberglass. All window and door trim is of like material as siding. Fascia and cornice would be wood wrapped in metal. Soffit, shutters and front porch rails would be vinyl and front porch columns would be of composite material. Standard roofing would be a minimum of 25 year Dimensional Asphalt shingles and some decorative metal roofing, primarily on porches, would be offered as optional.

All house plans are traditional in style, using the Smithfield's Historic District Design Guidelines as a guide to the architectural style. Neo-Traditional, Federal, Georgian, Victoria, and Colonial vernacular architecture can be found in our Two Story plans and elevations. Our one story master down is a bungalow style. Two of the plans feature a detached garage, although buyers can option to build the detached garage at a later date. There is also an option for this style home to integrate the garage into the rear of the home. The other 4 plans have front loading two car garages that are offset behind the front plain or front door of the house. The houses that have front loading garages will utilize two separate garage doors or a single door that will give the appearance of a carriage door.

Each Plan features at least two different exterior facades and other optional dormer and gable features on the front elevation. These options as well as many color and material choices will add to the variety of elevations and the appearance of an eclectic and interesting neighborhood. Our traditional style, pedestrian friendly design, and park amenities throughout the plan coupled with our location at Cary & Main in Historic Smithfield will create a highly sought after neighborhood

TOWN OF SMITHFIELD

RECEIVED

310 Institute Street, P. O. Box 246, Smithfield, VA 23431
(757) 365-4200 - Fax (757) 357-9933

FILE COPY

JUL 24 2015

REZONING APPLICATION

TOWN OF SMITHFIELD
Date of Application

I (We), the undersigned, do hereby respectfully make applications and petition the Governing Body to amend the Zoning Ordinance and to change the Zoning Map of the Town of Smithfield, VA as hereinafter requested and in support of this application, the following facts are shown:

- 1. The property sought to be rezoned is located at Downtown Smithfield between Main Street, Cary Street and Route 10 Bypass on the N/A side of the street and known as lot(s) Number 21A-04-012, 21A-04-030, 21A-04-037, 21A-04-038, 21A-04-039, 21A-04-040, 21A-04-049, 21A-04-050, 21A-04-051, 21A-04-052, 21A-04-053, 21A-04-054, 21A-04-000I, 21A-04-000I12, 21A-04-000E, 21A-04-000F, 21A-04-000G, 21A-04-000H, 21A-04-000H2. It has a frontage of +/-3,000 feet, and a depth of +/-1,000 feet and is +/-58 acres.
2. The property sought to be rezoned is owned by: Mary D. Crocker as evidenced by deed from recorded in Book 246, Page 32, Registry of Town of Smithfield
3. It is desired and requested that the foregoing property be rezoned +/-58 acres:
4. From: C-C, & D To: DN-R
5. It is proposed that the property will be put to the following use(s): The property will be developed as a single family community with 152 lots. The lots will have a min lot area of 6,000 s.f. and an overall density of 2.6 d.u./a.c. Multiple parks sites are provided throughout the development including a public park along main street that will contribute to the downtown streetscape. There are other small pocket parks within the site and a large park with trails around the proposed pond to the north. A trail to Cary Street connects the community with Luter Family YMCA
6. It is proposed that the following buildings will be constructed: 152 Single family homes
7. It is proposed that the following setbacks and off-street parking provisions will be made: Setbacks and off-street parking will follow the standards set forth within the DN-R ordinance
8. Attached is a copy of the Vicinity Map.

ADDITIONAL INFORMATION

I (We) Hearndon MC Builders LLC have familiarized myself (ourselves) with the rules and regulations, which are required with respect to preparing and filling this application.

Applicants Signature: [Signature] Telephone #
Printed Name: William G. Darden, Manager Address:
Address:

Owners Signature: [Signature] Telephone #
Printed Name: Mary D. Crocker, Address:
Address:

**TRAFFIC IMPACT STUDY**

**FOR**

**CARY & MAIN**

**IN**

**TOWN OF SMITHFIELD, VA**



**INTERMODAL ENGINEERING, P.C.**  
**FEBRUARY, 2015**

Cary & Main subdivision is a proposed residential development off of Main Street, north of Route 10 Bypass, in Isle of Wight, VA. Intermodal Engineering, P.C. was retained by Hearndon Construction to perform a traffic impact analysis for this development to determine its impact on the existing road system. The analysis considers existing conditions and post development impacts on the adjacent roadways, as well as, identifies any needed modifications to minimize these impacts and provide adequate access to the development.

This memorandum summarizes the traffic impact analysis, identifies the procedures and assumptions used in its development and also identifies the road system requirements.

### **PROJECT DESCRIPTION**

The proposed Cary & Main subdivision development will construct 152 single houses. The proposed site is approximately 58 acres on the west side of Main Street in the Town of Smithfield, VA. The site is currently zoned C-C, Community Conservation, and the proposed zoning is DN-R, Downtown Neighborhood Residential. The main access to Cary &

Main will be at an entrance off Main Street approximately 800 feet north of Route 10 Bypass. There will also be two secondary accesses: one to Cary Street across from Goose Hill Way and the other providing a connection from the main access to Grace Street.

### **EXISTING ROADWAY NETWORK**

The existing major roadways adjacent to the site are as follows:

- 1) Main Street (Bus. Rt. 258) is a two-lane north-south roadway with a 25 mile per hour speed limit in the vicinity of the site. Main Street runs north into downtown Smithfield and south, becoming Courthouse Highway, toward Windsor, VA.
- 2) Route 10 Bypass is a two-lane east-west roadway with a speed limit of 45 miles per hour. In the vicinity of the site, Route 10 Bypass runs east past Benns Church and west to Surry. Its intersection with Main Street is signalized.
- 3) Cary Street is a two-lane east-west roadway with a 30 mile per hour speed limit in the vicinity of the site. Cary Street runs west overpassing Route 10 becoming Mill Swamp Road and east to Main Street with the block between Grace Street and Main Street being one-way westbound.

- 4) Grace Street is a two-lane roadway with a 25 mile per hour speed limit. Grace Street curves to connect Main Street and Cary Street.

**TRAFFIC COUNT DATA**

Present traffic demand in the study area was determined from a review of traffic count data. Manual intersection turning movement count was conducted by Intermodal Engineering, P.C. at Main Street and Route 10 Bypass and at Main Street and Grace Street from 7am to 9am and from 4pm to 6pm during the typical week of February 2, 2015.

Automatic 24-hour traffic counts were also conducted by Intermodal Engineering, P.C. during the week of February 2, 2015 and indicate the following existing two-way through volume in the vicinity of the site:

Main Street (b/t Rt 10 Bypass & Grace)	8,470 vpd
Cary Street (b/t Grace & Overpass)	2,961 vpd
Grace Street (b/t Main & Cary)	3,458 vpd

The traffic volumes are indicated on Figures 1 and 2.

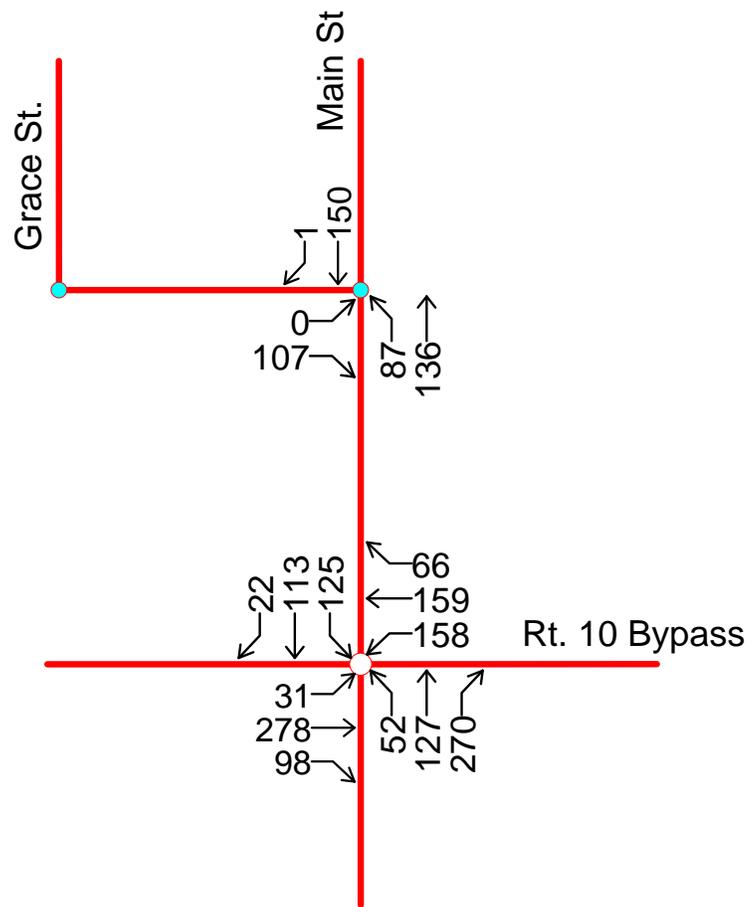


Figure 1

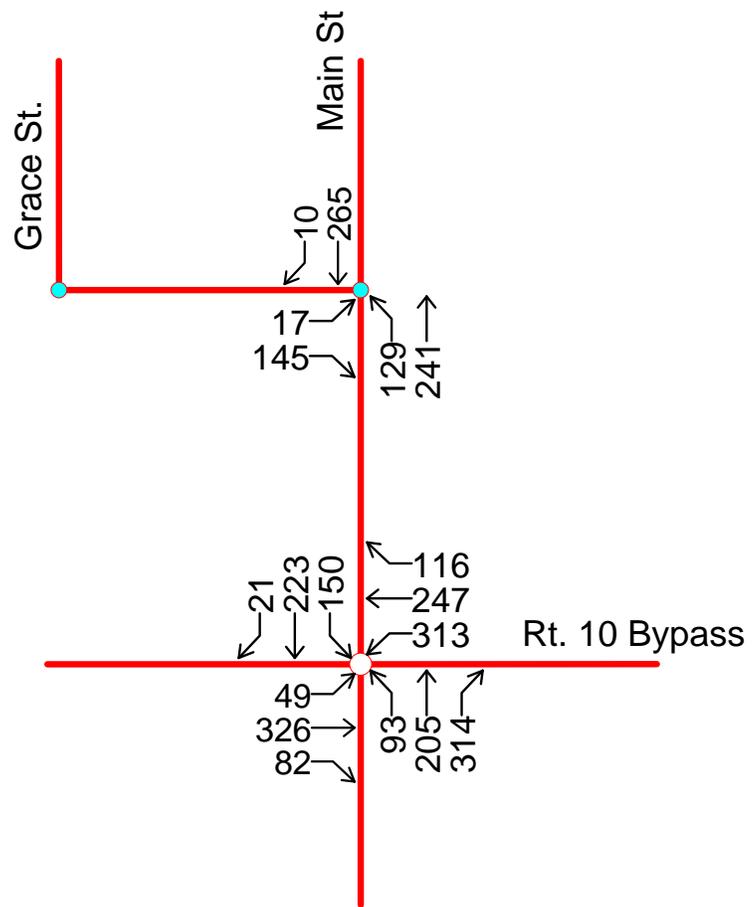


Figure 2

**EXISTING**

While these volumes provide a measure of activity on the area road system, it is also important to evaluate how well that system can accommodate these volumes. A comparison of the amount of delay experienced by vehicles is commonly used to determine the levels of service. The delay was analyzed for morning and afternoon peak hours at Main Street and Route 10 Bypass and at Main Street and Grace Street under existing conditions utilizing SYNCHRO, an overlay program for the Highway Capacity Manual (FHWA) software. The results of this analysis indicate the following levels of service and corresponding approach delay in seconds:

**EXISTING CONDITIONS**

<u>Signalized</u> -	<u>AM</u>	<u>PM</u>
Main/Rt. 10 Bypass	<b>B</b> (19.6s)	<b>C</b> (28.6s)
NB	C (22.2s)	C (34.6s)
SB	C (21.1s)	C (29.3s)
EB	C (20.4s)	C (31.4s)
WB	B (14.7s)	C (20.8s)
 <u>Unsignalized</u> -		
Main/Grace		
NB left	A ( 7.7s)	A ( 8.2s)
EB	A ( 9.7s)	B (12.6s)

As can be seen, the intersections operate acceptably. Consequently, no traffic control improvements are needed under existing conditions.

**FUTURE (No Build)**

The studied intersections were further analyzed with consideration for growth of traffic volumes on the existing road system at the build-out of the development. Build-out is anticipated to occur within two years, by 2017. To determine the background growth, the Virginia Department of Transportation (VDOT) traffic count data was reviewed for Route 10 Bypass and for Main Street. The historical traffic volumes are as follows:

	<b><u>Rt. 10 Bypass</u></b>	<b><u>Main Street</u></b>
2015	n/a	8,470 vpd
2014	n/a	n/a
2013	19,000 vpd	8,800 vpd
2012	19,000 vpd	8,700 vpd
2011	19,000 vpd	8,900 vpd
2011-2015	0%	-4.8%
Per Annum	0%	-1.2%
growth	0%	0%

As can be seen there has been no growth on Route 10 Bypass and negative growth on Main Street. Consequently, no growth factor will be applied to the existing traffic volumes.

**FUTURE (With Cary & Main)**

The development plan for Cary & Main subdivision is to construct 152 single family houses. In order to forecast

future traffic conditions upon the completion of Cary & Main, it is necessary to determine the amount of new traffic which will be generated by its development. To accomplish this, trip rates were based upon the Trip Generation: An ITE Informational Report (Institute of Transportation Engineers, 9<sup>th</sup> Edition, 2012) for Land Use 210 - Single Family Detached Housing. The trip generation is as follows:

Land Use	Size	Daily	AM		PM	
			Enter	Exit	Enter	Exit
Homes	152 sfus	1,544 vpd	29 vph	87 vph	96 vph	57 vph

The following is the distribution that was used for the site based on existing traffic patterns:

From the N on Main:	30%
From the W on Cary:	20%
From the E on Rt. 10 Bypass:	15%
From the W on Rt. 10 Bypass:	5%
From the S on Main (S of Rt 10):	30%
To the N on Main:	30%
To the W on Cary:	15%
To the E on Rt. 10 Bypass:	20%
To the W on Rt. 10 Bypass:	5%
To the S on Main (S of Rt 10):	30%

In addition, the following was assumed:

- 20% of the vehicles to and from the north on Main Street will use the Cary Street access.
- 10% of the vehicles to and from the north on Main Street will use the Grace Street access.

The generated trips were then distributed to and from the site based on these percentages and are shown on Figures 3 and 4. The generated trips from Cary & Main were then combined with the existing traffic to produce the future traffic volumes upon completion of the development.

Since the Main Street access will align with Church Manor Trail, trips were generated for the 50 apartments and the church day care for 75 students that are accessed off of Church Manor Trail to complete the intersection:

Land Use	Size	Daily	AM		PM	
			Enter	Exit	Enter	Exit
Apartments	50 units	426 vpd	6 vph	23 vph	29 vph	16 vph
Day Care	75 children	206 vpd	22 vph	19 vph	19 vph	22 vph

A based on the distributions that were previously used, a 50/50 directional split to/from Main Street was utilized. In addition, it was assumed that 75% of the vehicles to the day care that are to/from the south would utilize the southern driveway to the church.

Also, since Cary Street access will align with Goose Hill Way, trips were generated for the 16 houses that are on this street to complete the intersection:

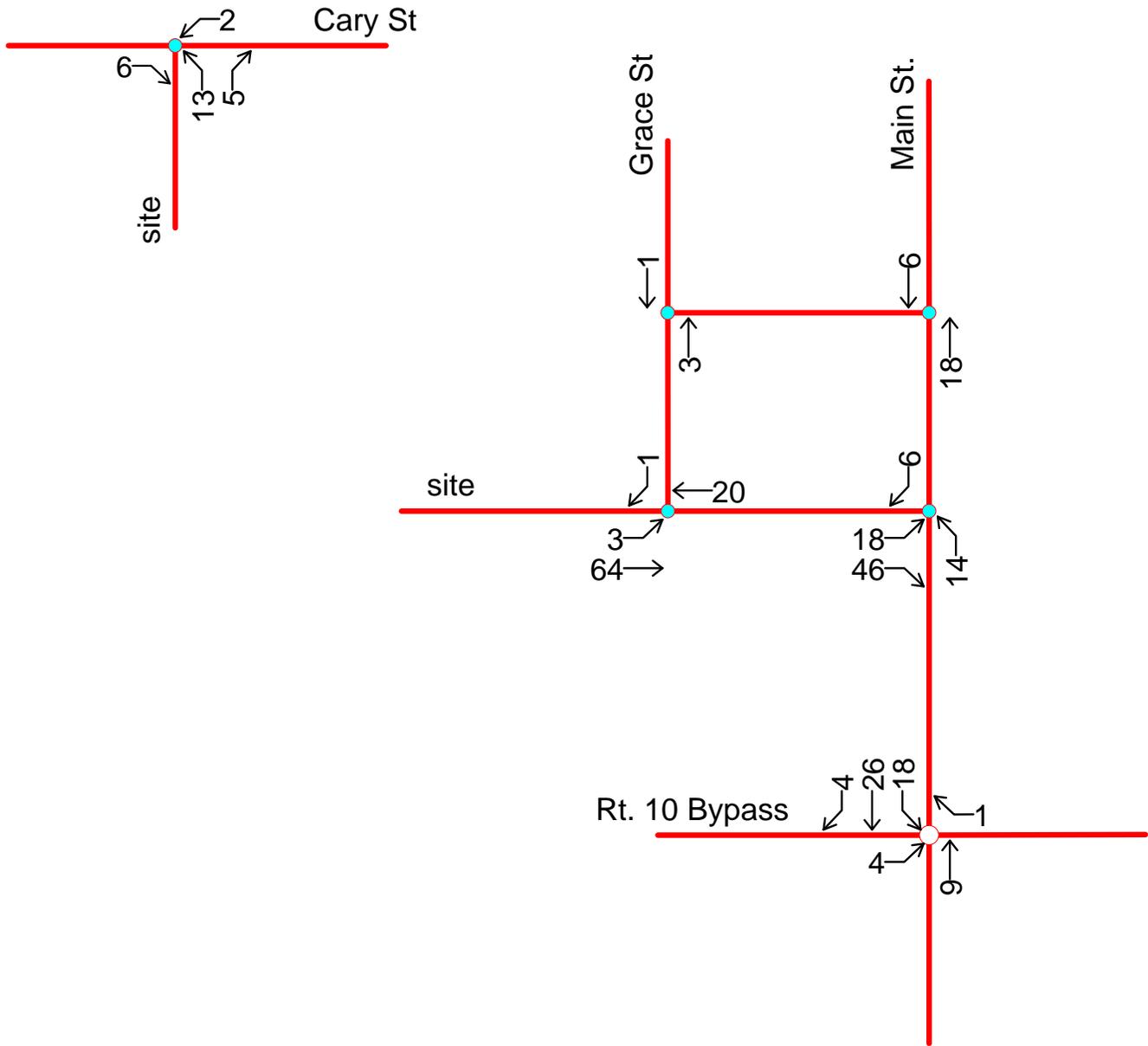


Figure 3

AM DISTRIBUTION

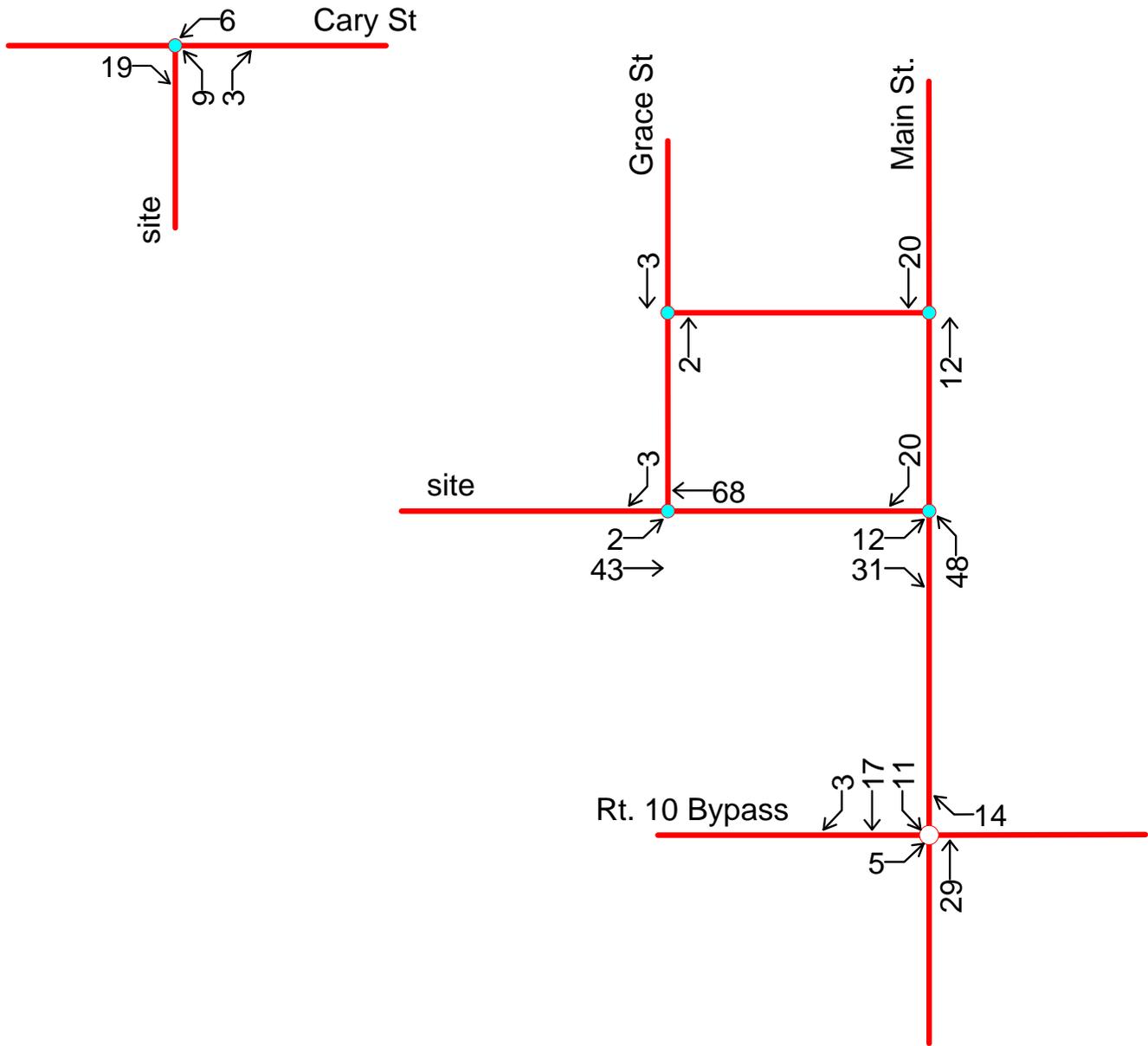


Figure 4

Land Use	Size	Daily	AM		PM	
			Enter	Exit	Enter	Exit
Homes	16 sfus	195 vpd	5 vph	16 vph	13 vph	7 vph

These generated volumes were combined with the Cary & Main traffic as well as the existing traffic volumes and are shown on Figures 5 and 6.

Using the combined volumes, the delay for the studied intersections along Main Street as well as for the newly created unsignalized intersections at Main Street access and the Cary Street access were analyzed for future conditions. The results of this analysis indicate the following levels of service and corresponding approach delay in seconds:

**FUTURE (w/Cary & Main)**

<u>Signalized</u> -	<u>AM</u>	<u>PM</u>
Main/Rt. 10 Bypass	<b>B</b> (17.8s)	<b>C</b> (29.4s)
NB	C (21.4s)	C (34.5s)
SB	C (19.8s)	C (30.3s)
EB	B (17.9s)	C (32.4s)
WB	B (12.9s)	C (22.1s)
<u>Unsignalized</u> -		
Main/Grace		
NB left	A ( 7.7s)	A ( 8.3s)
EB	A ( 9.8s)	B (13.0s)

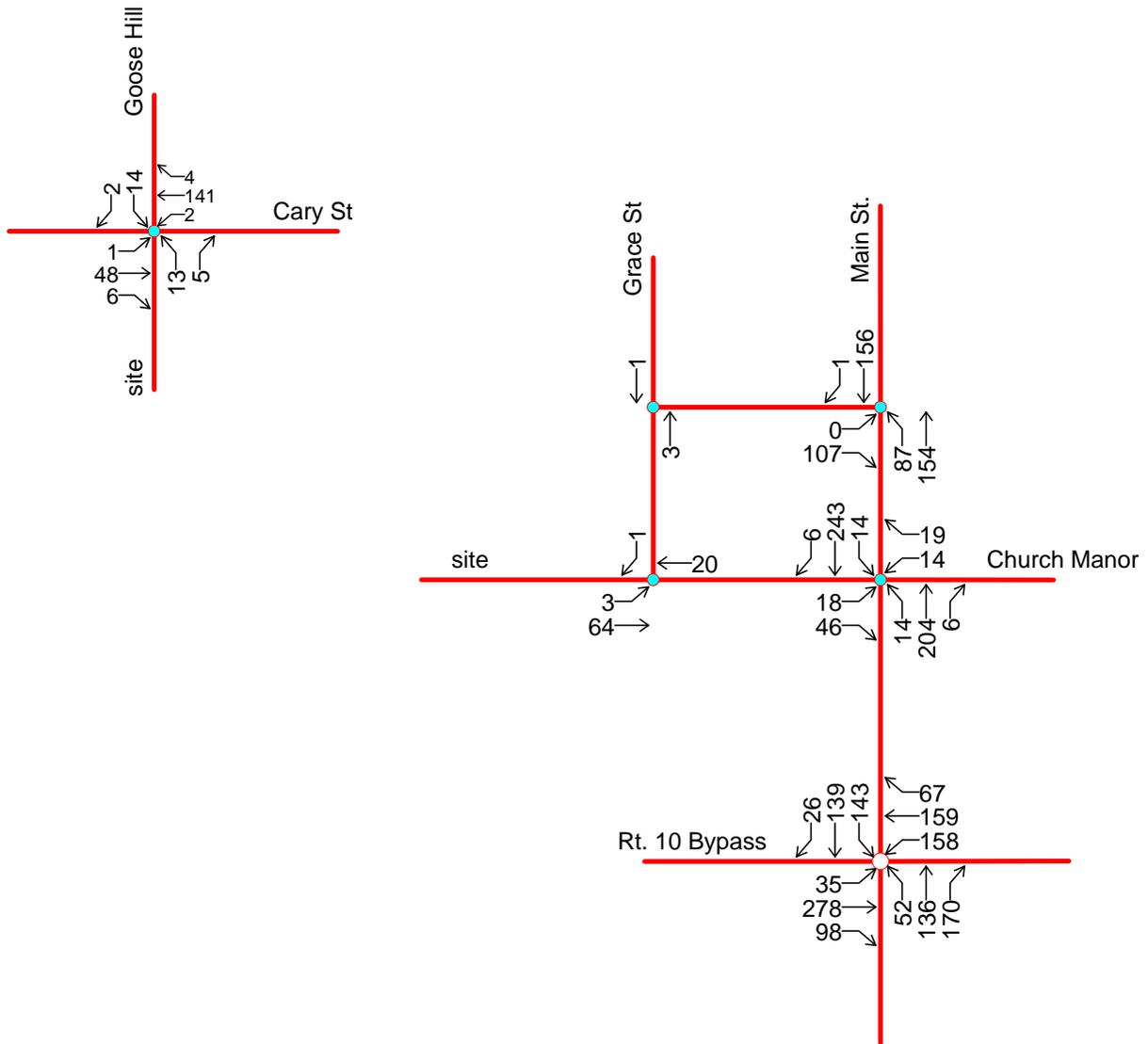


Figure 5

AM FUTURE (w/Cary & Main Subdivision)

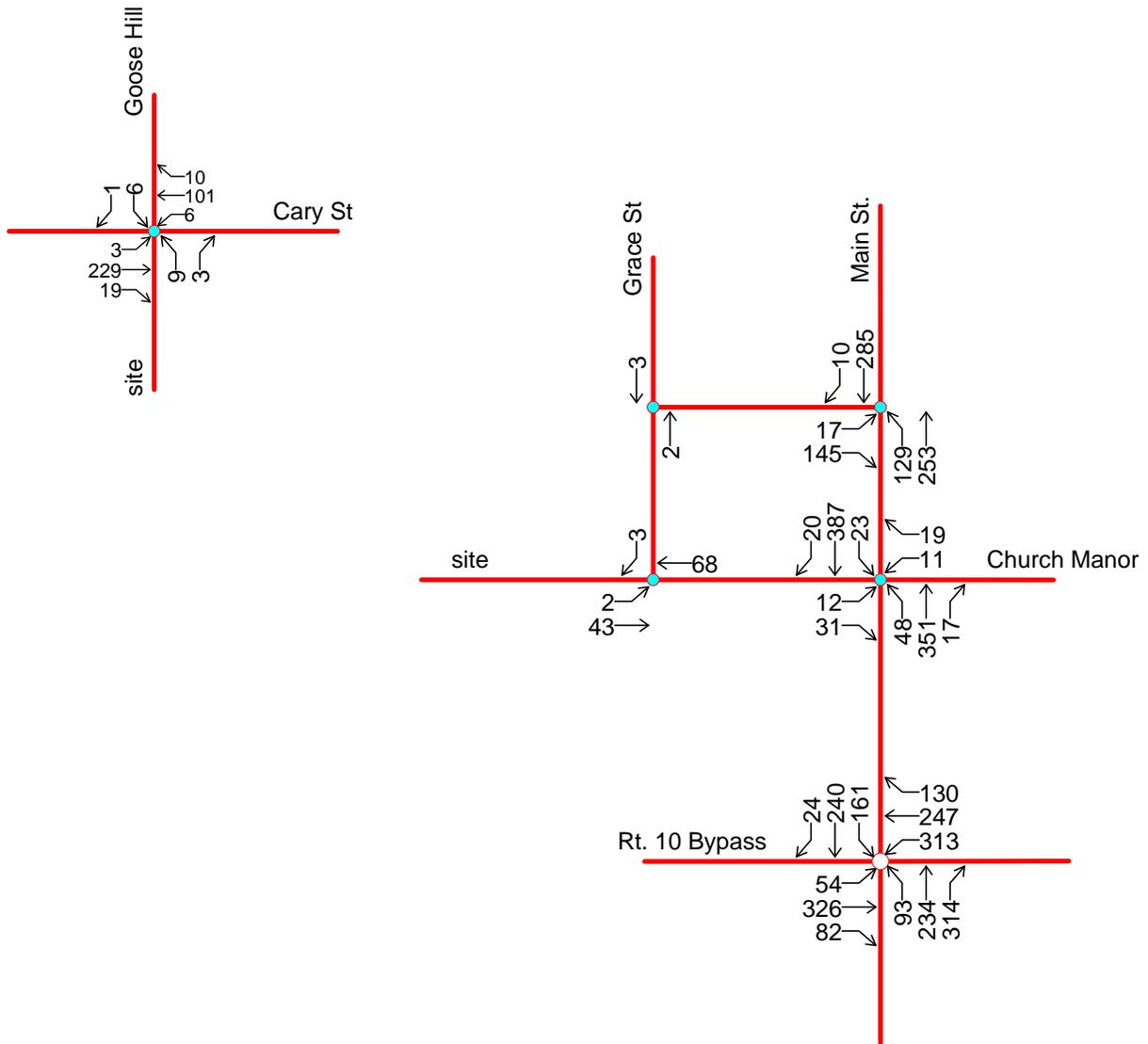


Figure 6

PM FUTURE (w/Cary & Main Subdivision)

Main/Cary & Main access

NB left	A ( 7.8s)	A ( 8.4s)
SB left	A ( 7.7s)	A ( 8.2s)
EB	B (11.5s)	C (15.2s)
WB	B (11.9s)	C (16.0s)

Cary/Cary & Main access

EB left	A ( 7.5s)	A ( 7.5s)
WB left	A ( 7.3s)	A ( 7.8s)
NB	A ( 9.6s)	B (11.1s)
SB	A ( 9.9s)	B (11.2s)

As can be seen, the existing intersections continue to operate acceptably with little change and the newly created intersections at the accesses also function acceptably. Consequently, no traffic control improvements are needed with the development of Cary & Main.

**TURN LANE ANALYSIS**

While highway capacity analysis gives an indication of traffic flow, review of turn lane requirements at the proposed entrances to Cary & Main is needed to determine what, if any, improvements may be needed in accordance with requirements established by VDOT.

Main Street Access

The need for a right turn lane was reviewed utilizing VDOT Access Management Design Standards, Figure 3-23. A summary of this review is presented below:

**Main Street & Site Entrance  
Right Turn Review**

	SB Rts	Adjd Rts	Appch Vol	Meet Criteria?
AM Peak - Future w/Cary & Main	6 vph	n/a	263 vph	no
PM Peak - Future w/Cary & Main	20 vph	n/a	430 vph	no

Based on VDOT Standards, a southbound right turn lane would not be needed at the intersection of Main Street and site entrance.

The need for a left turn lane was also reviewed utilizing VDOT Access Management Design Standards, Table 3-5 and 3-6. A summary of this review is presented below:

**Main Street & Site Entrance  
Left Turn Review**

	NB Lts	Adv Volume	% Lts	Opp. Volume	Meet Criteria?
AM Peak - Future w/Cary & Main	14 vph	224 vph	6%	263 vph	no
PM Peak - Future w/Cary & Main	48 vph	416 vph	12%	430 vph	100' turn lane

Based on VDOT Standards, a 100 foot northbound left turn lane would be needed at the intersection of Main Street and site entrance. Currently, a two-way continuous left turn lane already exists on Main Street for a distance over 500 feet to the south of the proposed access. Consequently, the width already exists to create a left turn lane and the pavement markings just need to be restriped specifically as a 100 foot

turn lane with a 100 foot taper for the access. It is noted that there are no existing accesses on the east side of Main Street that this change would impede.

Cary Street Access

The need for a right turn lane was reviewed utilizing VDOT Access Management Design Standards, Figure 3-23. A summary of this review is presented below:

**Cary Street & Site Entrance  
Right Turn Review**

	EB Rts	Adjd Rts	Appch Vol	Meet Criteria?
AM Peak - Future w/Cary & Main	6 vph	n/a	55 vph	no
PM Peak - Future w/Cary & Main	19 vph	n/a	241 vph	no

Based on VDOT Standards, an eastbound right turn lane would not be needed at the intersection of Cary Street and site entrance.

The need for a left turn lane was also reviewed utilizing VDOT Access Management Design Standards, Table 3-4 and 3-5. A summary of this review is presented below:

**Cary Street & Site Entrance  
Left Turn Review**

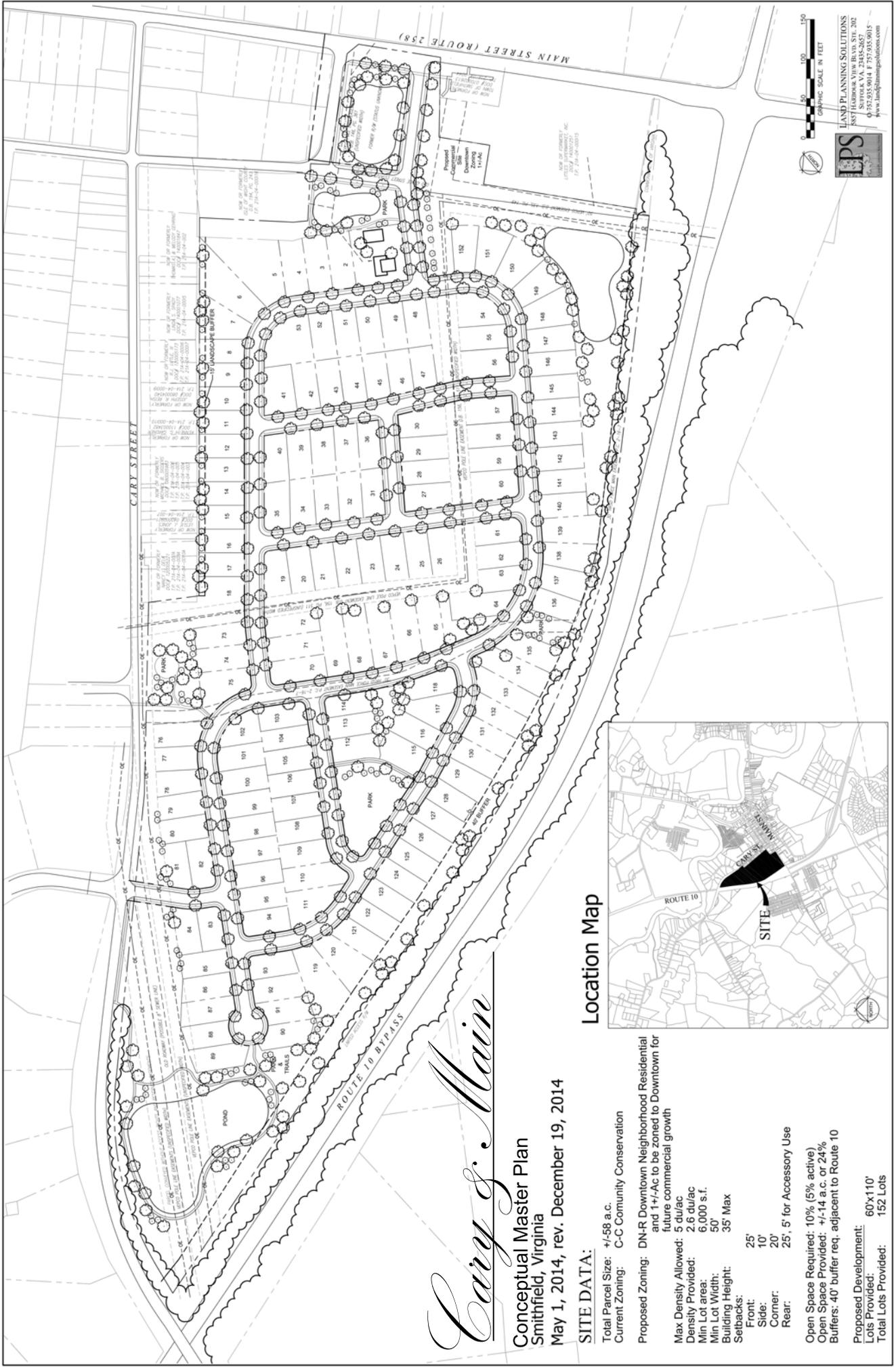
	WB Lts	Adv Volume	% Lts	Opp. Volume	Meet Criteria?
AM Peak - Future w/Cary & Main	2 vph	147 vph	1%	55 vph	no
PM Peak - Future w/Cary & Main	6 vph	117 vph	5%	241 vph	no

Based on VDOT Standards, a westbound left turn lane would not be needed at the intersection of Cary Street and site entrance.

## **RECOMMENDATIONS**

In conclusion, this report finds that the development of Cary & Main can be approved with the following improvements:

- 1) Restripe the two-way continuous left turn lane on Main Street at the proposed Cary & Main entrance to create a 100 foot left turn lane with a 100 foot taper.



LAND PLANNING SOLUTIONS  
 857 HARBORVIEW BLVD. SUITE 202  
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 www.landplanning.com



Location Map



# Cary & Main

Conceptual Master Plan  
 Smithfield, Virginia  
 May 1, 2014, rev. December 19, 2014

**SITE DATA:**

- Total Parcel Size: +/-58 a.c.
- Current Zoning: C-C Community Conservation
- Proposed Zoning: DNR Downtown Neighborhood Residential and 1+/-Ac to be zoned to Downtown for future commercial growth
- Max Density Allowed: 5 du/ac
- Density Provided: 2.6 du/ac
- Min Lot area: 6,000 s.f.
- Min Lot Width: 50'
- Building Height: 35' Max
- Setbacks:
  - Front: 25'
  - Side: 10'
  - Corner: 20'
  - Rear: 25', 5' for Accessory Use
- Open Space Required: 10% (5% active)
- Open Space Provided: +/-14 a.c. or 24%
- Buffers: 40' buffer req. adjacent to Route 10
- Proposed Development: 60x110'
- Lots Provided: 152
- Total Lots Provided: 152 Lots

# **APPENDIX:**

## **TRAFFIC COUNTS CAPACITY ANALYSES**

# INTERMODAL ENGINEERING, P.C.

3656 E. Stratford Road  
Virginia Beach, VA 23455  
intermodalengr@aol.com

Cary & Main TIA

File Name : Pierce11572 Main & Rt 10  
Site Code : 00011572  
Start Date : 2/3/2015  
Page No : 1

AM Counted: 2/4/2015  
PM Counted: 2/3/2015

### Groups Printed- Unshifted

Start Time	Main St Southbound				Rt 10 Bypass Westbound				Main St Northbound				Rt 10 Bypass Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks			
07:00 AM	37	23	7	0	31	41	15	4	15	28	83	2	12	80	25	2	8	397	405
07:15 AM	38	26	6	1	32	38	10	1	16	20	75	2	8	98	26	1	5	393	398
07:30 AM	26	32	4	0	44	36	21	0	11	35	70	2	6	62	21	1	3	368	371
07:45 AM	24	32	5	0	51	44	20	1	10	44	42	1	5	38	26	0	2	341	343
<b>Total</b>	<b>125</b>	<b>113</b>	<b>22</b>	<b>1</b>	<b>158</b>	<b>159</b>	<b>66</b>	<b>6</b>	<b>52</b>	<b>127</b>	<b>270</b>	<b>7</b>	<b>31</b>	<b>278</b>	<b>98</b>	<b>4</b>	<b>18</b>	<b>1499</b>	<b>1517</b>
08:00 AM	20	28	1	0	35	25	15	1	10	33	46	0	11	32	7	1	2	263	265
08:15 AM	16	42	3	0	52	21	12	1	16	31	24	1	5	28	17	0	2	267	269
08:30 AM	13	56	4	0	50	20	14	0	26	43	81	2	7	54	18	3	5	386	391
08:45 AM	19	41	1	1	59	43	19	2	29	60	124	3	7	60	19	4	10	481	491
<b>Total</b>	<b>68</b>	<b>167</b>	<b>9</b>	<b>1</b>	<b>196</b>	<b>109</b>	<b>60</b>	<b>4</b>	<b>81</b>	<b>167</b>	<b>275</b>	<b>6</b>	<b>30</b>	<b>174</b>	<b>61</b>	<b>8</b>	<b>19</b>	<b>1397</b>	<b>1416</b>
04:00 PM	34	61	13	0	79	68	24	2	13	60	78	0	7	50	35	6	8	522	530
04:15 PM	39	61	9	0	82	66	29	4	12	38	54	1	7	88	37	4	9	522	531
04:30 PM	34	62	5	0	93	70	25	5	29	52	77	2	8	63	18	0	7	536	543
04:45 PM	29	48	5	0	91	57	27	0	9	44	93	2	17	108	19	0	2	547	549
<b>Total</b>	<b>136</b>	<b>232</b>	<b>32</b>	<b>0</b>	<b>345</b>	<b>261</b>	<b>105</b>	<b>11</b>	<b>63</b>	<b>194</b>	<b>302</b>	<b>5</b>	<b>39</b>	<b>309</b>	<b>109</b>	<b>10</b>	<b>26</b>	<b>2127</b>	<b>2153</b>
05:00 PM	55	55	6	1	74	60	25	5	35	56	59	2	9	75	19	1	9	528	537
05:15 PM	32	58	5	0	55	60	39	1	20	53	85	1	15	80	26	2	4	528	532
05:30 PM	41	56	11	0	82	70	41	3	19	49	65	2	14	67	21	0	5	536	541
05:45 PM	30	59	23	0	89	77	21	1	8	45	59	1	15	90	27	1	3	543	546
<b>Total</b>	<b>158</b>	<b>228</b>	<b>45</b>	<b>1</b>	<b>300</b>	<b>267</b>	<b>126</b>	<b>10</b>	<b>82</b>	<b>203</b>	<b>268</b>	<b>6</b>	<b>53</b>	<b>312</b>	<b>93</b>	<b>4</b>	<b>21</b>	<b>2135</b>	<b>2156</b>
<b>Grand Total</b>	<b>487</b>	<b>740</b>	<b>108</b>	<b>3</b>	<b>999</b>	<b>796</b>	<b>357</b>	<b>31</b>	<b>278</b>	<b>691</b>	<b>1115</b>	<b>24</b>	<b>153</b>	<b>1073</b>	<b>361</b>	<b>26</b>	<b>84</b>	<b>7158</b>	<b>7242</b>
Apprch %	36.5	55.4	8.1		46.4	37	16.6		13.3	33.2	53.5		9.6	67.6	22.7				
Total %	6.8	10.3	1.5		14	11.1	5		3.9	9.7	15.6		2.1	15	5		1.2	98.8	

Start Time	Main St Southbound				Rt 10 Bypass Westbound				Main St Northbound				Rt 10 Bypass Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	37	23	7	67	31	41	15	87	15	28	83	126	12	80	25	117	397
07:15 AM	38	26	6	70	32	38	10	80	16	20	75	111	8	98	26	132	393
07:30 AM	26	32	4	62	44	36	21	101	11	35	70	116	6	62	21	89	368
07:45 AM	24	32	5	61	51	44	20	115	10	44	42	96	5	38	26	69	341
<b>Total Volume</b>	<b>125</b>	<b>113</b>	<b>22</b>	<b>260</b>	<b>158</b>	<b>159</b>	<b>66</b>	<b>383</b>	<b>52</b>	<b>127</b>	<b>270</b>	<b>449</b>	<b>31</b>	<b>278</b>	<b>98</b>	<b>407</b>	<b>1499</b>
% App. Total	48.1	43.5	8.5		41.3	41.5	17.2		11.6	28.3	60.1		7.6	68.3	24.1		
PHF	.822	.883	.786	.929	.775	.903	.786	.833	.813	.722	.813	.891	.646	.709	.942	.771	.944

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	34	62	5	101	93	70	25	188	29	52	77	158	8	63	18	89	536
04:45 PM	29	48	5	82	91	57	27	175	9	44	93	146	17	108	19	144	547
05:00 PM	55	55	6	116	74	60	25	159	35	56	59	150	9	75	19	103	528
05:15 PM	32	58	5	95	55	60	39	154	20	53	85	158	15	80	26	121	528
<b>Total Volume</b>	<b>150</b>	<b>223</b>	<b>21</b>	<b>394</b>	<b>313</b>	<b>247</b>	<b>116</b>	<b>676</b>	<b>93</b>	<b>205</b>	<b>314</b>	<b>612</b>	<b>49</b>	<b>326</b>	<b>82</b>	<b>457</b>	<b>2139</b>
% App. Total	38.1	56.6	5.3		46.3	36.5	17.2		15.2	33.5	51.3		10.7	71.3	17.9		
PHF	.682	.899	.875	.849	.841	.882	.744	.899	.664	.915	.844	.968	.721	.755	.788	.793	.978

# INTERMODAL ENGINEERING, P.C.

3656 E. Stratford Road  
Virginia Beach, VA 23455  
intermodalengr@aol.com

Cary & Main TIA

File Name : Pierce11571 Main & Grace  
Site Code : 00011571  
Start Date : 2/3/2015  
Page No : 1

AM Counted: 2/5/2015  
PM Counted: 2/3/2015

### Groups Printed- Unshifted

Start Time	Main St Southbound				Westbound				Main St Northbound				Grace St Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks			
07:00 AM	0	34	0	0	0	0	0	0	25	36	0	0	0	0	32	0	0	127	127
07:15 AM	0	41	0	0	0	0	0	0	15	23	0	0	0	0	28	0	0	107	107
07:30 AM	0	38	1	0	0	0	0	0	25	38	0	0	0	0	25	0	0	127	127
07:45 AM	0	37	0	0	0	0	0	0	22	39	0	0	0	0	22	0	0	120	120
<b>Total</b>	0	150	1	0	0	0	0	0	87	136	0	0	0	0	107	0	0	481	481
08:00 AM	0	30	0	0	0	0	0	0	25	36	0	0	1	0	23	0	0	115	115
08:15 AM	0	38	2	0	0	0	0	0	18	27	0	0	1	0	26	0	0	112	112
08:30 AM	0	48	2	0	0	0	0	0	19	30	0	0	1	0	25	0	0	125	125
08:45 AM	0	31	0	0	0	0	0	0	23	41	0	0	1	0	17	0	0	113	113
<b>Total</b>	0	147	4	0	0	0	0	0	85	134	0	0	4	0	91	0	0	465	465
04:00 PM	0	71	1	0	0	0	0	0	36	61	0	1	6	0	32	0	1	207	208
04:15 PM	0	63	2	0	0	0	0	0	35	52	0	0	2	0	35	0	0	189	189
04:30 PM	0	60	6	0	0	0	0	0	28	53	0	0	4	0	45	0	0	196	196
04:45 PM	0	71	1	0	0	0	0	0	30	75	0	2	5	0	33	0	2	215	217
<b>Total</b>	0	265	10	0	0	0	0	0	129	241	0	3	17	0	145	0	3	807	810
05:00 PM	0	58	2	0	0	0	0	0	30	45	0	0	1	0	44	0	0	180	180
05:15 PM	0	53	4	0	0	0	0	0	46	75	0	0	2	0	25	0	0	205	205
05:30 PM	0	44	3	0	0	0	0	0	24	53	0	0	1	0	29	0	0	154	154
05:45 PM	0	39	1	0	0	0	0	0	32	62	0	0	2	0	30	0	0	166	166
<b>Total</b>	0	194	10	0	0	0	0	0	132	235	0	0	6	0	128	0	0	705	705
<b>Grand Total</b>	0	756	25	0	0	0	0	0	433	746	0	3	27	0	471	0	3	2458	2461
Apprch %	0	96.8	3.2		0	0	0		36.7	63.3	0		5.4	0	94.6				
Total %	0	30.8	1		0	0	0		17.6	30.3	0		1.1	0	19.2		0.1	99.9	

Start Time	Main St Southbound				Westbound				Main St Northbound				Grace St Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	34	0	34	0	0	0	0	25	36	0	61	0	0	32	32	127
07:15 AM	0	41	0	41	0	0	0	0	15	23	0	38	0	0	28	28	107
07:30 AM	0	38	1	39	0	0	0	0	25	38	0	63	0	0	25	25	127
07:45 AM	0	37	0	37	0	0	0	0	22	39	0	61	0	0	22	22	120
<b>Total Volume</b>	0	150	1	151	0	0	0	0	87	136	0	223	0	0	107	107	481
% App. Total	0	99.3	0.7		0	0	0		39	61	0		0	0	100		
PHF	.000	.915	.250	.921	.000	.000	.000	.000	.870	.872	.000	.885	.000	.000	.836	.836	.947

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	71	1	72	0	0	0	0	36	61	0	97	6	0	32	38	207
04:15 PM	0	63	2	65	0	0	0	0	35	52	0	87	2	0	35	37	189
04:30 PM	0	60	6	66	0	0	0	0	28	53	0	81	4	0	45	49	196
04:45 PM	0	71	1	72	0	0	0	0	30	75	0	105	5	0	33	38	215
<b>Total Volume</b>	0	265	10	275	0	0	0	0	129	241	0	370	17	0	145	162	807
% App. Total	0	96.4	3.6		0	0	0		34.9	65.1	0		10.5	0	89.5		
PHF	.000	.933	.417	.955	.000	.000	.000	.000	.896	.803	.000	.881	.708	.000	.806	.827	.938

Cary & Main TIA

# INTERMODAL ENGINEERING, P.C.

3656 E. Stratford Road  
 Virginia Beach, VA 23455  
 757-464-5129  
 intermodalengr@aol.com

Site Code: 11573

Main St  
 b/t Grace St & Rt 10 By-pass

Start Time	02-Feb-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	22	17	16	22	20	19	*	*	19	19	*	*	*	*
01:00	*	*	11	24	6	26	14	31	*	*	10	27	*	*	*	*
02:00	*	*	3	15	10	16	5	19	*	*	6	17	*	*	*	*
03:00	*	*	7	18	9	10	9	18	*	*	8	15	*	*	*	*
04:00	*	*	31	40	29	43	26	40	*	*	29	41	*	*	*	*
05:00	*	*	99	94	113	103	109	97	*	*	107	98	*	*	*	*
06:00	*	*	151	179	147	172	146	191	*	*	148	181	*	*	*	*
07:00	*	*	233	247	260	271	243	246	*	*	245	255	*	*	*	*
08:00	*	*	<b>296</b>	<b>287</b>	<b>295</b>	<b>279</b>	<b>305</b>	<b>262</b>	*	*	<b>299</b>	<b>276</b>	*	*	*	*
09:00	*	*	263	217	232	223	278	201	*	*	258	214	*	*	*	*
10:00	*	*	192	202	203	216	210	233	*	*	202	217	*	*	*	*
11:00	*	*	229	260	231	258	243	253	*	*	234	257	*	*	*	*
12:00 PM	*	*	269	282	219	277	243	263	*	*	244	274	*	*	*	*
01:00	*	*	257	267	273	261	240	260	*	*	257	263	*	*	*	*
02:00	*	*	253	266	274	278	231	257	*	*	253	267	*	*	*	*
03:00	*	*	331	328	323	327	339	351	*	*	331	335	*	*	*	*
04:00	*	*	339	<b>453</b>	359	<b>429</b>	<b>370</b>	<b>429</b>	*	*	356	<b>437</b>	*	*	*	*
05:00	*	*	<b>417</b>	448	<b>406</b>	425	367	415	*	*	<b>397</b>	429	*	*	*	*
06:00	*	*	279	268	260	276	*	*	*	*	270	272	*	*	*	*
07:00	*	*	148	210	155	173	*	*	*	*	152	192	*	*	*	*
08:00	*	*	111	104	132	145	*	*	*	*	122	124	*	*	*	*
09:00	*	*	65	91	74	85	*	*	*	*	70	88	*	*	*	*
10:00	*	*	49	41	49	48	*	*	*	*	49	44	*	*	*	*
11:00	*	*	24	30	40	30	*	*	*	*	32	30	*	*	*	*
Total	0	0	4079	4388	4115	4393	3398	3585	0	0	4098	4372	0	0	0	0
Day	0	0	8467		8508		6983		0	0	8470		0	0	0	
AM Peak	-	-	08:00	08:00	08:00	08:00	08:00	08:00	-	-	08:00	08:00	-	-	-	-
Vol.	-	-	296	287	295	279	305	262	-	-	299	276	-	-	-	-
PM Peak	-	-	17:00	16:00	17:00	16:00	16:00	16:00	-	-	17:00	16:00	-	-	-	-
Vol.	-	-	417	453	406	429	370	429	-	-	397	437	-	-	-	-

Comb. Total	0	8467	8508	6983	0	8470	0	0
ADT	ADT 8,365	AADT 8,365						

# INTERMODAL ENGINEERING, P.C.

3656 E. Stratford Road  
 Virginia Beach, VA 23455  
 757-464-5129  
 intermodalengr@aol.com

Cary & Main TIA

Site Code: 11574

Grace St.  
 b/t Cary St & Main St

Start Time	02-Feb-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	To Cary	To Main	To Cary	To Main	To Cary	To Main	To Cary	To Main	To Cary	To Main	To Cary	To Main	To Cary	To Main	To Cary	To Main
12:00 AM	*	*	8	8	6	9	9	8	*	*	8	8	*	*	*	*
01:00	*	*	2	12	3	10	7	17	*	*	4	13	*	*	*	*
02:00	*	*	2	6	4	8	0	7	*	*	2	7	*	*	*	*
03:00	*	*	2	8	3	3	2	7	*	*	2	6	*	*	*	*
04:00	*	*	14	25	16	28	14	27	*	*	15	27	*	*	*	*
05:00	*	*	51	51	62	54	69	46	*	*	61	50	*	*	*	*
06:00	*	*	78	83	79	81	79	92	*	*	79	85	*	*	*	*
07:00	*	*	82	117	98	133	96	115	*	*	92	122	*	*	*	*
08:00	*	*	105	116	98	110	88	94	*	*	97	107	*	*	*	*
09:00	*	*	85	86	88	109	85	81	*	*	86	92	*	*	*	*
10:00	*	*	60	88	56	103	63	86	*	*	60	92	*	*	*	*
11:00	*	*	68	119	78	123	67	120	*	*	71	121	*	*	*	*
12:00 PM	*	*	78	123	70	109	78	118	*	*	75	117	*	*	*	*
01:00	*	*	75	105	84	116	81	108	*	*	80	110	*	*	*	*
02:00	*	*	98	109	90	93	75	102	*	*	88	101	*	*	*	*
03:00	*	*	144	115	123	125	132	132	*	*	133	124	*	*	*	*
04:00	*	*	126	190	139	172	147	177	*	*	137	180	*	*	*	*
05:00	*	*	165	168	170	181	166	189	*	*	167	179	*	*	*	*
06:00	*	*	147	105	112	114	*	*	*	*	130	110	*	*	*	*
07:00	*	*	66	101	68	110	*	*	*	*	67	106	*	*	*	*
08:00	*	*	44	42	56	96	*	*	*	*	50	69	*	*	*	*
09:00	*	*	34	28	30	38	*	*	*	*	32	33	*	*	*	*
10:00	*	*	19	15	20	25	*	*	*	*	20	20	*	*	*	*
11:00	*	*	7	10	15	14	*	*	*	*	11	12	*	*	*	*
Total Day	0	0	1560	1830	1568	1964	1258	1526	0	0	1567	1891	0	0	0	0
AM Peak	-	-	08:00	11:00	07:00	07:00	07:00	11:00	-	-	08:00	07:00	-	-	-	-
Vol.	-	-	105	119	98	133	96	120	-	-	97	122	-	-	-	-
PM Peak	-	-	17:00	16:00	17:00	17:00	17:00	17:00	-	-	17:00	16:00	-	-	-	-
Vol.	-	-	165	190	170	181	166	189	-	-	167	180	-	-	-	-

Comb. Total	0	3390	3532	2784	0	3458	0	0
ADT	ADT 3,412	AADT 3,412						

Cary & Main TIA

# INTERMODAL ENGINEERING, P.C.

3656 E. Stratford Road  
 Virginia Beach, VA 23455  
 757-464-5129  
 intermodalengr@aol.com

Site Code: 11575

Cary St  
 W of Grace St

Start Time	02-Feb-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	11	2	6	0	12	2	*	*	10	1	*	*	*	*
01:00	*	*	2	2	6	0	6	2	*	*	5	1	*	*	*	*
02:00	*	*	4	1	3	1	3	3	*	*	3	2	*	*	*	*
03:00	*	*	2	5	4	3	3	4	*	*	3	4	*	*	*	*
04:00	*	*	4	41	3	44	4	38	*	*	4	41	*	*	*	*
05:00	*	*	17	67	27	62	22	64	*	*	22	64	*	*	*	*
06:00	*	*	23	103	33	115	27	111	*	*	28	110	*	*	*	*
07:00	*	*	42	<b>138</b>	55	<b>143</b>	47	<b>142</b>	*	*	48	<b>141</b>	*	*	*	*
08:00	*	*	60	121	64	106	48	112	*	*	57	113	*	*	*	*
09:00	*	*	68	59	<b>78</b>	93	76	70	*	*	<b>74</b>	74	*	*	*	*
10:00	*	*	54	82	55	74	55	86	*	*	55	81	*	*	*	*
11:00	*	*	<b>69</b>	82	69	98	<b>80</b>	77	*	*	73	86	*	*	*	*
12:00 PM	*	*	80	83	86	65	78	77	*	*	81	75	*	*	*	*
01:00	*	*	72	<b>89</b>	75	72	82	67	*	*	76	76	*	*	*	*
02:00	*	*	97	78	89	64	74	67	*	*	87	70	*	*	*	*
03:00	*	*	127	58	123	69	130	74	*	*	127	67	*	*	*	*
04:00	*	*	151	71	175	81	167	69	*	*	164	74	*	*	*	*
05:00	*	*	<b>227</b>	89	<b>227</b>	<b>105</b>	<b>233</b>	<b>110</b>	*	*	<b>229</b>	<b>101</b>	*	*	*	*
06:00	*	*	190	85	144	76	*	*	*	*	167	80	*	*	*	*
07:00	*	*	87	89	95	56	*	*	*	*	91	72	*	*	*	*
08:00	*	*	67	41	73	43	*	*	*	*	70	42	*	*	*	*
09:00	*	*	41	15	37	21	*	*	*	*	39	18	*	*	*	*
10:00	*	*	16	15	19	13	*	*	*	*	18	14	*	*	*	*
11:00	*	*	12	8	18	9	*	*	*	*	15	8	*	*	*	*
Total Day	0	0	1523	1424	1564	1413	1147	1175	0	0	1546	1415	0	0	0	0
AM Peak	-	-	11:00	07:00	09:00	07:00	11:00	07:00	-	-	09:00	07:00	-	-	-	-
Vol.	-	-	69	138	78	143	80	142	-	-	74	141	-	-	-	-
PM Peak	-	-	17:00	13:00	17:00	17:00	17:00	17:00	-	-	17:00	17:00	-	-	-	-
Vol.	-	-	227	89	227	105	233	110	-	-	229	101	-	-	-	-

Comb. Total	0	2947	2977	2322	0	2961	0	0
ADT	ADT 2,908	AADT 2,908						

# HCM 2010 Signalized Intersection Summary

## 1: Rt. 10 Bypass & Main St

2/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	31	278	98	158	159	66	52	127	270	125	113	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	34	302	107	172	173	72	57	138	293	136	123	24
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	449	381	418	575	488	104	470	399	207	578	491
Arrive On Green	0.05	0.24	0.24	0.11	0.31	0.31	0.06	0.25	0.25	0.12	0.31	0.31
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	34	302	107	172	173	72	57	138	293	136	123	24
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.8	8.5	3.2	3.8	4.1	1.9	1.8	3.5	9.8	4.2	2.8	0.6
Cycle Q Clear(g_c), s	0.8	8.5	3.2	3.8	4.1	1.9	1.8	3.5	9.8	4.2	2.8	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	475	449	381	418	575	488	104	470	399	207	578	491
V/C Ratio(X)	0.07	0.67	0.28	0.41	0.30	0.15	0.55	0.29	0.73	0.66	0.21	0.05
Avail Cap(c_a), veh/h	546	868	738	522	1029	875	214	707	601	459	965	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	19.9	17.9	13.2	15.3	14.5	26.5	17.5	19.9	24.5	14.8	14.0
Incr Delay (d2), s/veh	0.1	1.8	0.4	0.6	0.3	0.1	4.4	0.3	2.6	3.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.6	1.4	1.9	2.2	0.8	1.0	1.8	4.6	2.3	1.5	0.3
LnGrp Delay(d),s/veh	15.1	21.7	18.3	13.8	15.6	14.6	30.9	17.8	22.5	28.0	14.9	14.0
LnGrp LOS	B	C	B	B	B	B	C	B	C	C	B	B
Approach Vol, veh/h		443			417			488			283	
Approach Delay, s/veh		20.4			14.7			22.2			21.1	
Approach LOS		C			B			C			C	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	18.6	10.6	18.0	7.4	22.0	6.7	21.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	14.0	21.0	9.0	26.0	6.0	29.0	4.0	31.0				
Max Q Clear Time (g_c+I1), s	6.2	11.8	5.8	10.5	3.8	4.8	2.8	6.1				
Green Ext Time (p_c), s	0.2	1.8	0.2	2.4	0.0	2.5	0.0	2.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.6									
HCM 2010 LOS			B									

# Timing Report, Sorted By Phase

## 1: Rt. 10 Bypass & Main St

2/24/2015

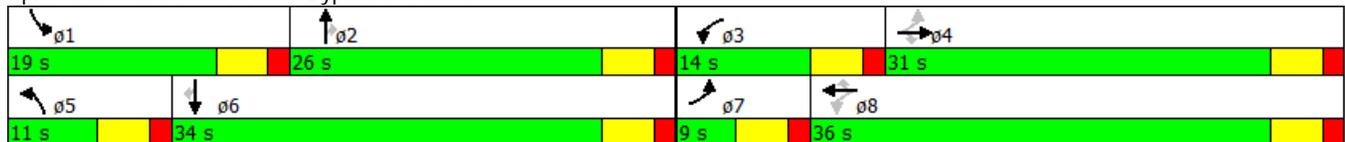


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBTL	NBL	SBT	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes							
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	19	26	14	31	11	34	9	36
Maximum Split (%)	21.1%	28.9%	15.6%	34.4%	12.2%	37.8%	10.0%	40.0%
Minimum Split (s)	9	15	9	15	9	15	9	15
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		1		1		1		1
Flash Dont Walk (s)		1		1		1		1
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes							
Start Time (s)	0	19	45	59	0	11	45	54
End Time (s)	19	45	59	0	11	45	54	0
Yield/Force Off (s)	14	40	54	85	6	40	49	85
Yield/Force Off 170(s)	14	40	54	84	6	40	49	84
Local Start Time (s)	71	0	26	40	71	82	26	35
Local Yield (s)	85	21	35	66	77	21	30	66
Local Yield 170(s)	85	21	35	65	77	21	30	65

### Intersection Summary

Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	55

### Splits and Phases: 1: Rt. 10 Bypass & Main St



**Intersection**

Int Delay, s/veh 3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	107	87	136	150	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	116	95	148	163	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	501	164	164 0
Stage 1	164	-	- -
Stage 2	337	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	530	881	1414 -
Stage 1	865	-	- -
Stage 2	723	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	494	881	1414 -
Mov Cap-2 Maneuver	494	-	- -
Stage 1	865	-	- -
Stage 2	674	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	9.7	3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1414	-	881	-	-
HCM Lane V/C Ratio	0.067	-	0.132	-	-
HCM Control Delay (s)	7.7	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

HCM 2010 Signalized Intersection Summary  
 1: Rt. 10 Bypass & Main St

2/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	326	82	313	247	116	93	205	314	150	223	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	53	354	89	340	268	126	101	223	341	163	242	23
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	448	381	457	683	580	151	483	411	222	557	474
Arrive On Green	0.05	0.24	0.24	0.17	0.37	0.37	0.09	0.26	0.26	0.13	0.30	0.30
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	53	354	89	340	268	126	101	223	341	163	242	23
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	1.7	14.1	3.6	10.5	8.4	4.3	4.4	8.0	16.1	7.0	8.3	0.8
Cycle Q Clear(g_c), s	1.7	14.1	3.6	10.5	8.4	4.3	4.4	8.0	16.1	7.0	8.3	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	448	381	457	683	580	151	483	411	222	557	474
V/C Ratio(X)	0.13	0.79	0.23	0.74	0.39	0.22	0.67	0.46	0.83	0.73	0.43	0.05
Avail Cap(c_a), veh/h	440	540	459	485	775	659	224	540	459	291	611	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	28.2	24.2	17.8	18.6	17.3	35.2	24.7	27.7	33.4	22.4	19.8
Incr Delay (d2), s/veh	0.1	6.5	0.3	5.8	0.4	0.2	5.0	0.7	11.2	6.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.1	1.6	5.7	4.4	1.9	2.3	4.2	8.3	3.8	4.3	0.4
LnGrp Delay(d),s/veh	20.9	34.8	24.6	23.6	19.0	17.5	40.2	25.4	38.9	40.0	22.9	19.8
LnGrp LOS	C	C	C	C	B	B	D	C	D	D	C	B
Approach Vol, veh/h		496			734			665			428	
Approach Delay, s/veh		31.4			20.8			34.6			29.3	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	24.6	17.8	23.1	10.7	27.7	7.8	33.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	12.0	22.0	14.0	22.0	9.0	25.0	4.0	32.0				
Max Q Clear Time (g_c+I1), s	9.0	18.1	12.5	16.1	6.4	10.3	3.7	10.4				
Green Ext Time (p_c), s	0.1	1.4	0.2	1.9	0.1	3.2	0.0	3.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			28.6									
HCM 2010 LOS			C									

# Timing Report, Sorted By Phase

## 1: Rt. 10 Bypass & Main St

2/24/2015

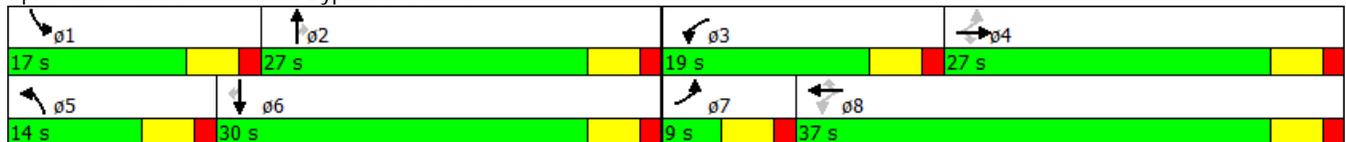


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBTL	NBL	SBT	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes							
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	17	27	19	27	14	30	9	37
Maximum Split (%)	18.9%	30.0%	21.1%	30.0%	15.6%	33.3%	10.0%	41.1%
Minimum Split (s)	9	15	9	15	9	15	9	15
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		1		1		1		1
Flash Dont Walk (s)		1		1		1		1
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes							
Start Time (s)	0	17	44	63	0	14	44	53
End Time (s)	17	44	63	0	14	44	53	0
Yield/Force Off (s)	12	39	58	85	9	39	48	85
Yield/Force Off 170(s)	12	39	58	84	9	39	48	84
Local Start Time (s)	73	0	27	46	73	87	27	36
Local Yield (s)	85	22	41	68	82	22	31	68
Local Yield 170(s)	85	22	41	67	82	22	31	67

### Intersection Summary

Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	60

### Splits and Phases: 1: Rt. 10 Bypass & Main St



HCM 2010 TWSC  
2: Main St & Grace St

2/24/2015

**Intersection**

Int Delay, s/veh 3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	17	145	129	241	265	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	158	140	262	288	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	835	293	299 0
Stage 1	293	-	- -
Stage 2	542	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	338	746	1262 -
Stage 1	757	-	- -
Stage 2	583	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	301	746	1262 -
Mov Cap-2 Maneuver	301	-	- -
Stage 1	757	-	- -
Stage 2	518	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	12.6	2.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1262	-	646	-	-
HCM Lane V/C Ratio	0.111	-	0.273	-	-
HCM Control Delay (s)	8.2	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.1	-	-

HCM 2010 Signalized Intersection Summary  
 1: Rt. 10 Bypass & Main St

2/24/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	278	98	158	159	67	52	136	170	143	139	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	38	302	107	172	173	73	57	148	185	155	151	28
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	508	467	397	449	590	502	110	359	305	237	492	418
Arrive On Green	0.05	0.25	0.25	0.12	0.32	0.32	0.06	0.19	0.19	0.13	0.26	0.26
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	38	302	107	172	173	73	57	148	185	155	151	28
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.8	7.6	2.8	3.4	3.7	1.7	1.6	3.7	5.6	4.3	3.4	0.7
Cycle Q Clear(g_c), s	0.8	7.6	2.8	3.4	3.7	1.7	1.6	3.7	5.6	4.3	3.4	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	508	467	397	449	590	502	110	359	305	237	492	418
V/C Ratio(X)	0.07	0.65	0.27	0.38	0.29	0.15	0.52	0.41	0.61	0.65	0.31	0.07
Avail Cap(c_a), veh/h	585	995	846	612	1208	1027	237	640	544	575	995	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	17.6	15.8	11.5	13.5	12.8	23.8	18.5	19.3	21.6	15.4	14.4
Incr Delay (d2), s/veh	0.1	1.5	0.4	0.5	0.3	0.1	3.7	0.8	1.9	3.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.1	1.3	1.7	1.9	0.8	0.9	1.9	2.6	2.3	1.8	0.3
LnGrp Delay(d),s/veh	13.1	19.1	16.1	12.1	13.8	13.0	27.5	19.3	21.3	24.6	15.8	14.5
LnGrp LOS	B	B	B	B	B	B	C	B	C	C	B	B
Approach Vol, veh/h		447			418			390			334	
Approach Delay, s/veh		17.9			12.9			21.4			19.8	
Approach LOS		B			B			C			B	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	14.1	10.2	17.1	7.3	17.9	6.7	20.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	16.0	17.0	10.0	27.0	6.0	27.0	4.0	33.0				
Max Q Clear Time (g_c+I1), s	6.3	7.6	5.4	9.6	3.6	5.4	2.8	5.7				
Green Ext Time (p_c), s	0.3	1.5	0.2	2.5	0.0	2.1	0.0	2.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			17.8									
HCM 2010 LOS			B									

# Timing Report, Sorted By Phase

## 1: Rt. 10 Bypass & Main St

2/24/2015

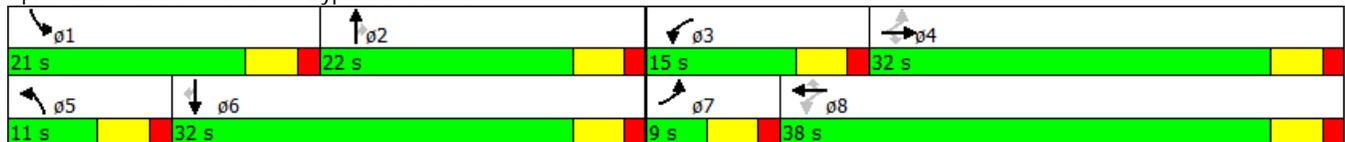


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBTL	NBL	SBT	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes							
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	21	22	15	32	11	32	9	38
Maximum Split (%)	23.3%	24.4%	16.7%	35.6%	12.2%	35.6%	10.0%	42.2%
Minimum Split (s)	9	15	9	15	9	15	9	15
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		1		1		1		1
Flash Dont Walk (s)		1		1		1		1
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes							
Start Time (s)	0	21	43	58	0	11	43	52
End Time (s)	21	43	58	0	11	43	52	0
Yield/Force Off (s)	16	38	53	85	6	38	47	85
Yield/Force Off 170(s)	16	38	53	84	6	38	47	84
Local Start Time (s)	69	0	22	37	69	80	22	31
Local Yield (s)	85	17	32	64	75	17	26	64
Local Yield 170(s)	85	17	32	63	75	17	26	63

### Intersection Summary

Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	55

### Splits and Phases: 1: Rt. 10 Bypass & Main St



**Intersection**

Int Delay, s/veh 3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	107	87	154	156	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	116	95	167	170	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	527	170	171 0
Stage 1	170	-	- -
Stage 2	357	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	512	874	1406 -
Stage 1	860	-	- -
Stage 2	708	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	477	874	1406 -
Mov Cap-2 Maneuver	477	-	- -
Stage 1	860	-	- -
Stage 2	660	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	9.8	2.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1406	-	874	-	-
HCM Lane V/C Ratio	0.067	-	0.133	-	-
HCM Control Delay (s)	7.7	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

HCM 2010 TWSC  
3: Main St & entrance

2/24/2015

**Intersection**

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	18	0	46	14	0	19	14	204	6	14	243	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	0	50	15	0	21	15	222	7	15	264	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	564	557	267	578	556	225	271	0	0	228	0	0
Stage 1	298	298	-	255	255	-	-	-	-	-	-	-
Stage 2	266	259	-	323	301	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	436	439	772	427	439	814	1292	-	-	1340	-	-
Stage 1	711	667	-	749	696	-	-	-	-	-	-	-
Stage 2	739	694	-	689	665	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	418	429	772	392	429	814	1292	-	-	1340	-	-
Mov Cap-2 Maneuver	418	429	-	392	429	-	-	-	-	-	-	-
Stage 1	703	660	-	740	688	-	-	-	-	-	-	-
Stage 2	712	686	-	637	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	11.9	0.5	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1292	-	-	623	559	1340	-
HCM Lane V/C Ratio	0.012	-	-	0.112	0.064	0.011	-
HCM Control Delay (s)	7.8	-	-	11.5	11.9	7.7	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-

**Intersection**

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	48	6	2	141	4	13	0	5	14	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	52	7	2	153	4	14	0	5	15	0	2

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	158	0	0	59	0	0	219	220	55	220	221	155
Stage 1	-	-	-	-	-	-	58	58	-	160	160	-
Stage 2	-	-	-	-	-	-	161	162	-	60	61	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1422	-	-	1545	-	-	737	678	1012	736	678	891
Stage 1	-	-	-	-	-	-	954	847	-	842	766	-
Stage 2	-	-	-	-	-	-	841	764	-	951	844	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1422	-	-	1545	-	-	734	677	1012	731	677	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	734	677	-	731	677	-
Stage 1	-	-	-	-	-	-	953	846	-	841	765	-
Stage 2	-	-	-	-	-	-	838	763	-	945	843	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	9.6	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	795	1422	-	-	1545	-	-	748
HCM Lane V/C Ratio	0.025	0.001	-	-	0.001	-	-	0.023
HCM Control Delay (s)	9.6	7.5	0	-	7.3	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

# HCM 2010 Signalized Intersection Summary

## 1: Rt. 10 Bypass & Main St

2/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	326	82	313	247	130	93	234	314	161	240	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	59	354	89	340	268	141	101	254	341	175	261	26
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	445	378	449	673	572	150	486	414	233	573	487
Arrive On Green	0.05	0.24	0.24	0.17	0.36	0.36	0.08	0.26	0.26	0.13	0.31	0.31
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	59	354	89	340	268	141	101	254	341	175	261	26
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	2.0	14.5	3.7	10.9	8.7	5.1	4.5	9.5	16.4	7.7	9.1	0.9
Cycle Q Clear(g_c), s	2.0	14.5	3.7	10.9	8.7	5.1	4.5	9.5	16.4	7.7	9.1	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	445	378	449	673	572	150	486	414	233	573	487
V/C Ratio(X)	0.14	0.80	0.24	0.76	0.40	0.25	0.67	0.52	0.82	0.75	0.46	0.05
Avail Cap(c_a), veh/h	431	529	449	452	735	625	219	552	469	285	620	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	29.0	24.9	18.4	19.3	18.1	36.0	25.6	28.2	33.9	22.6	19.7
Incr Delay (d2), s/veh	0.2	7.1	0.3	7.1	0.4	0.2	5.1	0.9	10.4	8.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	8.2	1.6	6.1	4.5	2.2	2.4	5.0	8.4	4.3	4.8	0.4
LnGrp Delay(d),s/veh	21.4	36.0	25.2	25.6	19.7	18.4	41.1	26.5	38.6	42.5	23.1	19.8
LnGrp LOS	C	D	C	C	B	B	D	C	D	D	C	B
Approach Vol, veh/h		502			749			696			462	
Approach Delay, s/veh		32.4			22.1			34.5			30.3	
Approach LOS		C			C			C			C	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	25.2	17.9	23.4	10.9	28.9	7.9	33.3				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	12.0	23.0	13.0	22.0	9.0	26.0	4.0	31.0				
Max Q Clear Time (g_c+I1), s	9.7	18.4	12.9	16.5	6.5	11.1	4.0	10.7				
Green Ext Time (p_c), s	0.1	1.7	0.0	1.9	0.1	3.5	0.0	3.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			29.4									
HCM 2010 LOS			C									

# Timing Report, Sorted By Phase

## 1: Rt. 10 Bypass & Main St

2/24/2015

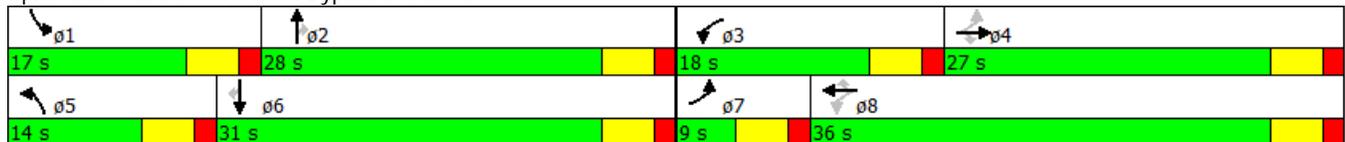


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBTL	NBL	SBT	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes							
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	17	28	18	27	14	31	9	36
Maximum Split (%)	18.9%	31.1%	20.0%	30.0%	15.6%	34.4%	10.0%	40.0%
Minimum Split (s)	9	15	9	15	9	15	9	15
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		1		1		1		1
Flash Dont Walk (s)		1		1		1		1
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes							
Start Time (s)	0	17	45	63	0	14	45	54
End Time (s)	17	45	63	0	14	45	54	0
Yield/Force Off (s)	12	40	58	85	9	40	49	85
Yield/Force Off 170(s)	12	40	58	84	9	40	49	84
Local Start Time (s)	73	0	28	46	73	87	28	37
Local Yield (s)	85	23	41	68	82	23	32	68
Local Yield 170(s)	85	23	41	67	82	23	32	67

### Intersection Summary

Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	60

### Splits and Phases: 1: Rt. 10 Bypass & Main St



**Intersection**

Int Delay, s/veh 3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	17	145	129	253	285	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	158	140	275	310	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	870	315	321 0
Stage 1	315	-	- -
Stage 2	555	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	322	725	1239 -
Stage 1	740	-	- -
Stage 2	575	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	286	725	1239 -
Mov Cap-2 Maneuver	286	-	- -
Stage 1	740	-	- -
Stage 2	510	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	13	2.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1239	-	624	-	-
HCM Lane V/C Ratio	0.113	-	0.282	-	-
HCM Control Delay (s)	8.3	-	13	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.2	-	-

HCM 2010 TWSC  
3: Main St & entrance

2/24/2015

**Intersection**

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	12	0	31	11	0	19	48	351	17	23	387	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	34	12	0	21	52	382	18	25	421	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	987	986	432	993	987	391	442	0	0	400	0	0
Stage 1	482	482	-	495	495	-	-	-	-	-	-	-
Stage 2	505	504	-	498	492	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	226	248	624	224	247	658	1118	-	-	1159	-	-
Stage 1	565	553	-	556	546	-	-	-	-	-	-	-
Stage 2	549	541	-	554	548	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	208	231	624	201	230	658	1118	-	-	1159	-	-
Mov Cap-2 Maneuver	208	231	-	201	230	-	-	-	-	-	-	-
Stage 1	539	541	-	530	521	-	-	-	-	-	-	-
Stage 2	507	516	-	513	536	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.2	16	1	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1118	-	-	400	359	1159	-	-
HCM Lane V/C Ratio	0.047	-	-	0.117	0.091	0.022	-	-
HCM Control Delay (s)	8.4	-	-	15.2	16	8.2	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.3	0.1	-	-

**Intersection**

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	229	19	6	101	10	9	0	3	6	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	249	21	7	110	11	10	0	3	7	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	121	0	0	270	0	0	395	400	259	395	404	115
Stage 1	-	-	-	-	-	-	266	266	-	128	128	-
Stage 2	-	-	-	-	-	-	129	134	-	267	276	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1467	-	-	1293	-	-	565	538	780	565	536	937
Stage 1	-	-	-	-	-	-	739	689	-	876	790	-
Stage 2	-	-	-	-	-	-	875	785	-	738	682	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1467	-	-	1293	-	-	561	534	780	559	532	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	561	534	-	559	532	-
Stage 1	-	-	-	-	-	-	738	688	-	874	785	-
Stage 2	-	-	-	-	-	-	869	780	-	733	681	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	11.1	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	603	1467	-	-	1293	-	-	593
HCM Lane V/C Ratio	0.022	0.002	-	-	0.005	-	-	0.013
HCM Control Delay (s)	11.1	7.5	0	-	7.8	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

*Additional information that would be useful in the review of the site plan and house designs:*

- *Side and rear elevations of each unit, especially as in many cases these will be very visible from the public right of way.*
- *A larger scale plan of a block to illustrate typical lot layouts, including outbuilding and parking locations.*

I. Neighborhood Design

A. Entrances

1. Main Street entrance: pulling the residential uses off the road behind the park space is appropriate in this commercial section of Main Street. The preservation of the historic farmhouse and the visibility of that site from this entrance will be an attractive feature. However, this entrance road ends at the front of one house (lot 35) and the side/rear of one other house. We would recommend that the arrival into the neighborhood be stronger, with more houses fronting this entrance and the historic house parcel. The previous iteration of this part of the plan may be a more appropriate response.
2. Cary Street entrance: The existing pattern along Cary Street is fronts of houses facing the street. At the property line, a small park fronts Cary with backs of new houses facing it. Beyond this area, the backs of more houses face onto a green space that fronts Cary. The location of the overhead power lines makes fronting Cary Street difficult in this area. We would recommend considering having the houses front onto the green space. At the entry itself, a traffic circle has been placed but is not at an intersection. The view from the circle is of the backs of houses. We would recommend that the houses front the entrance street and that the circle be eliminated.

B. Connectivity

1. Generally there is good connectivity throughout the site, with only one cul-de-sac.
2. The block dimensions are similar to those found in other residential areas near the downtown area.

C. Parks

1. There is a good distribution of green space throughout the site.
2. Placement and design of the park in the middle with the houses fronting the park is an attractive amenity for the neighborhood.

3. The remaining park spaces could be made more accessible with more houses fronting the parks in order to improve the visibility.

*The following categories are generally organized by the design guidelines.*

II. Streetscape (Chapter XI)

A. Street Paving

1. Brick-lined crosswalks at key intersections are recommended in the guidelines. Some brick sidewalks appear to be proposed in the development but it is not completely clear their exact locations and extent.
2. The existing downtown streets are paved in an exposed aggregate concrete. We would recommend considering this treatment for the new streets to tie into the historic district.

B. Pedestrian Walks and Curbs

1. Sidewalks of brick or exposed aggregate concrete are recommended. Concrete is proposed.
2. Curbs should be a material such as stone or exposed aggregate concrete. Concrete roll curbs are proposed.
3. Planting strips are recommended and are proposed throughout the development.

C. Street Trees and Plantings

1. Planting strips with street trees are recommended and proposed throughout the development.

D. Lighting

1. The proposed light fixtures are different from those used throughout downtown although they appear to be similar in scale and design. The height of the fixtures is not indicated and would need to be confirmed.

E. Traffic and Pedestrian Signals: not applicable

F. Street Furniture

1. Proposed trash receptacles are similar to downtown.
2. Proposed benches are different from the downtown benches but the materials are appropriate.

G. Utilities

1. We are assuming that the utilities will be placed underground with exception of overhead lines that are existing but this is not completely clear from the drawings or proffers.

H. Public Signs

1. Oval street signs should be used to match those in the rest of the district.

I. Parking Facilities

- i. On-street parking should be provided. It is not clear from the drawings whether this is the intention.

III. Site (Chapter V)

A. Setback

1. The guidelines recommend maintaining a consistent setback. The proposal includes a 25' front setback. This is a deeper setback than currently exists in most of the residential area of the historic district, and no maximum setback is specified. We would recommend specifying a setback that is compatible with downtown and considering a build-to line to maintain consistency between the houses.

#### B. Spacing

1. The guidelines recommend consistent spacing. Given lot sizes and required side setback of 10' this should remain fairly consistent throughout the development.

#### C. Off-street Parking

1. Note that the amount of off-street parking required by the zoning ordinance will provide a challenge to decreasing the impact of the car on the streetscape.
2. The guidelines recommend placing residential parking to the sides and rear of houses. Location of surface parking is not mentioned in the proffers. We would recommend considering specifying a minimum distance behind the front wall of the house to surface parking areas.
3. Would recommend a minimum setback from the front façade of the house to the front face of a street facing garage door.
4. The proffers call for two separate doors in double garages, which we would also recommend. Doors shown in elevations do not appear to be two separate doors but single doors made to look like double doors.

#### D. Fences and Walls

1. Guidelines recommendations for new fences and walls state: choose a design that relates to designs and materials from nearby historic examples. Painted wooden pickets are the most common fence type in Smithfield although many fences use a combination of traditional materials. Do not use chain-link fencing, split-rail fences, plastic fences, or concrete block walls where they would be visible from the street. Avoid street-front fences or walls and in any case keep them below 42 inches in height.
2. Proffers call for maximum 4 feet in height, 6 feet for side and rear, and states that all fences must be vinyl or anodized aluminum or others as allowed by the ARB. Need to make this consistent with the guidelines.

#### E. Landscaping

1. Proffers call for sod in front yards. Individual site landscaping is not indicated on the site plan.

F. Site Paving: not addressed in proffers. Guidelines recommend exposed aggregate concrete.

#### G. Outbuildings

1. Guidelines show appropriate outbuilding locations. Proffers say outbuildings must be approved by ARB.

#### H. Outdoor Lighting:

1. Proffers say lighting must be approved by ARB.

#### I. Modern Features

1. Guidelines recommend placement of utilities where they have the least impact, behind buildings where possible.
2. Guidelines say to screen with landscaping or fences.
3. Proffers call for exposure to be minimized from streets. Recommend adding requirement for screening.

### IV. Architecture: General

#### A. Style

1. The proposed development falls into two subareas of the Historic District: Riverfront, which includes a variety of late 19<sup>th</sup> century and early 20<sup>th</sup> century architectural styles; and the Main and Grace Streets subarea, which includes mainly a variety of Victorian style houses.
2. The proffers say “the predominate architectural theme for Cary & Main will be Neo Traditional and encourage architecture that embodies the themes of Historic, Georgian, Colonial, Traditional, and Craftsman style architecture.” It should be noted that some of these words are not architectural terminology and do not provide a clear intention for the architectural style and detailing of the houses.
3. The proposed houses appear to draw some inspiration from the surrounding historic house styles but in some cases have a mix of details from various styles, and often have oversimplified details with incorrect proportions.

#### B. Variation

1. The proffers call for 5 models each with at least two different elevations, and that no two dwellings shall be of identical elevation on the same side of the street within three lots. Façade reversal is counted as a different elevation. We would recommend that façade reversal does not count as a different elevation.

### V. Building mass (Chapter VI)

- A. Form: need side elevations to comment. Most are fairly simple form but narrow houses with a wide garage attached are a concern as a contrast to any forms found in the historic district.
- B. Scale: the guidelines recommend porches, and porches are included. The scale of the houses is in keeping with the residential scale of the historic districts with the exception of large attached garages.
- C. Height and width: the guidelines call for maintaining the proportions of surrounding historic buildings. Narrow houses with

a wide garage attached are a concern as a contrast to any forms found in the historic district.

D. Foundation: proffers require minimum 16" foundation of brick or stone, which appears to be consistent with typical practices.

E. Roof: need side elevations to comment.

1. Guidelines call for respecting the roof type, materials, form and slope of nearby historic buildings. There are a few roof forms in the sample elevations that are not found in the historic district. The very wide front facing gables are not a form seen in the historic district. The roof over the large attached garages on the narrow models needs to be studied. Again, a mixing of elements from different styles is a concern here.
2. Proffers call for a minimum 6:12 roof pitch on main roofs. Guidelines do not have a minimum. We would need side elevations to comment on this element and slope.

## VI. Building Elements (Chapter VII)

### A. Windows and Doors

1. Window styles: see guidelines for typical styles found in Smithfield and avoid using styles that are not found in the historic districts, such as four-over-four types. Window styles should match the style of the house on which they are used.
2. Window materials: proffers call for wood or vinyl. Vinyl not permitted in historic district but metal is allowed. Consider allowing wood, aluminum clad, or fiberglass.
3. False muntins and internal grilles are not allowed in the historic district. Recommend requiring simulated divided light windows.
4. Guidelines recommend shutters to be wood and mounted on hinges. Recommend allowing wood or composite shutters that must be correct width and mounted as if operable.
5. Doors are not visible on the elevations and are not listed in the proffers. Need to provide more detailed designs and materials.

### B. Porches

1. Guidelines recommend porches on new houses to reflect the size, height and materials of porches in the historic district.
2. Proffers say minimum porch depth 5 feet. Recommend at least 6 feet.
3. All porches except the Craftsman models have the same columns, the only variation being two different widths. Columns and other porch details should reflect the style of the house.

C. Storefronts: not applicable

- D. Cornices: all appear to be the same and do not reflect the variety of styles found in the district. Consider designing additional types of appropriate cornices.
- VII. Building Materials (Chapter VII)  
The proffers allow fiber cement siding, brick, stone, wood, or treated engineered wood lap siding. All are permitted in the guidelines.
- VIII. Decorative Features (Chapter IX)
  - A. Paint: proffers say colors to be approved by ARB.
  - B. Signs: not applicable
  - C. Awnings: not applicable

## **Smithfield 2020 evaluation of the proposed development of Pierceville**

Report date: July 7, 2015

### **Project objective**

The development of the Mary Delk Crocker property, Pierceville, into a single-family home neighborhood will have a profound impact on the Historic District. As a community resource tasked with identifying, evaluating and promoting initiatives that contribute to the economic and cultural vitality of the Historic District, Smithfield 2020 defined in May a project to review multiple elements of the development proposal. This report presents that review and is submitted for consideration by the Planning Commission in its evaluation of the rezoning request by Hearndon MC Builders, LLC.

### **The composition of the Smithfield 2020 Team**

Smithfield 2020 was formed in 2010 as a result of an evaluation of the current and future economic health of the Historic District. Team members include two representatives each from Historic Smithfield, the Smithfield/Windsor/Isle of Wight Chamber of Commerce and the Isle of Wight Arts League; five Historic District business owners; and the Town Manager, Director of Tourism, and the County Economic Development Director. A project manager is appointed by the Team.

### **The development of this evaluation**

As the successor organization of the Smithfield Historic District Business Association and with Historic District business owners its largest represented constituency, the economic impact of the proposed development was the primary focus of the evaluation. The “fit” or cohesion of the proposed neighborhood within the Historic District and the current and future status of the historic Pierceville property were also reviewed.

The economic impact evaluation used publicly available data that correlates the price range of the proposed 151 homes to associated household income and spending to quantify a forecast of generated economic activity. The potential economic and cultural impacts were also evaluated by an informal survey of Historic District business owners and managers.

The neighborhood evaluation used the artifacts submitted with the rezoning application to identify key features and characteristics of any new neighborhood contemplated for Pierceville.

The historic site evaluation focused on available options to protect the Thomas Pierce house and out-buildings from further deterioration. The project did not identify, as yet, an interested qualified or funded resource to undertake restoration efforts; no restoration proposal is offered in this report.

All members of the Smithfield 2020 Team participated in the development of this report. A motion to authorize its submission to the Planning Commission was adopted on July 7, 2015. The votes cast by the Historic Smithfield, Chamber of Commerce and Arts League representatives were sanctioned by their respective Boards of Directors. The representatives of the Chamber of Commerce cast a NO vote; the Town Manager and Assistant Director of Isle of Wight Economic Development abstained from voting; all other Team members voted to adopt the motion.

## Statements on the proposed development of a Downtown Residential neighborhood

Smithfield 2020 offers the following three statements for consideration by the Planning Commission as it deliberates its recommendation to Town Council regarding a Future Land Use amendment to the Comprehensive Plan and the developer's rezoning request of the Pierceville land parcel.

This report is not intended to be and is not submitted as an endorsement for or recommendation against the proposed development. The report and three summary statements are the result of a best-efforts review and compilation of facts and publicly available artifacts submitted by the developer with its rezoning application. The subjective nature of the enumeration of neighborhood and house characteristics and features is acknowledged.

Smithfield 2020 defers to other agencies requested by Town Planning staff – Isle of Wight County Schools, Smithfield Police Department, Smithfield Volunteer Fire Department, Town Public Works, Virginia Department of Transportation – for reports on their respective areas of expertise.

Three summary statements are offered for consideration; they are further explained below.

- *Will a development of 100+ homes benefit the Historic District economically?* Industry data suggest the development of a neighborhood on the Pierceville property will have a positive economic impact during and at full build-out. The majority of Historic District businesses also anticipate a positive economic impact but concerns about the cultural impact have been raised by several respondents.
- *Can a neighborhood of new homes blend in with the existing Historic District neighborhoods?* A rezoning to Downtown Residential has the potential of developing a neighborhood that has reasonable architectural and street designs that “fit” with the surrounding Historic District residential areas but the current proposed masterplan falls short of that defined reasonable fit.
- *Can the historic Pierceville farmstead be preserved while the development process is evaluated?* Legal action is needed to prevent further demolition by neglect of the landmark Thomas Pierce house and several historically significant out-buildings.

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**Industry data suggest the development of a neighborhood on the Pierceville property will have a positive economic impact at full build-out. The majority of Historic District businesses also anticipate a positive economic impact but concerns about the cultural impact have been raised by several respondents.**

Using data provided by Hearndon MC Builders for the proposed “Cary & Main” neighborhood as a point of reference (at full build-out, 151 homes with an average price of \$275,000):

- Annually, \$66,400 of Town and \$352,662 of County real estate tax revenues will be generated. (Current tax rates assumed; figures are not adjusted for inflation.)
- 24 to 70 jobs will be created by the development during its 7 to 10 year build-out. 45 to 80 jobs will be created by the end of the build-out. (Source: National Association of Home Builders)

- The economic impact from earned income and the ripple effect of building 151 single-family homes are forecast to be \$43 million in local income, \$5.4 million in taxes and other local government revenue and 595 local jobs. (Source: NAHB)
- With an average home price of \$275,000, Cary & Main household incomes are expected to range from \$55,000 to \$75,000. (Multiple sources averaged.)
- The households’ on-going impact will be \$6.2 Million in local income (Source: NAHB)

Additional and supporting data, including the expected impact on housing prices in and near the Historic District, are presented on pages 8 to 10.

*Note: This report quantified the potential “upside” economic impact. The quantification of the associated public education, service and infrastructure costs have been deferred to the other agencies with the requisite subject matter expertise – Town staff, IWCS, SPD, SVFD, VDOT and others. Smithfield 2020 does, however, recommend that proffers from developers be considered as an integral element of an evaluation of the proposed development.*

To complement the industry data, a survey of Historic District business people was conducted by Smithfield 2020 Team members. They attempted on a best-efforts basis to contact all businesses in the Historic District and offered them the opportunity to participate in the survey. (The survey form is on page 11.)

Responses to two statements were solicited. Survey participants could optionally record factors that influenced their responses. The two statements:

- “The proposed development of Pierceville will be good for my business;”
- “The proposed development of Pierceville will be good for the Historic District.”

The responses from 36 surveys are summarized below and fully detailed on pages 12 to 17.

The proposed development will have a positive impact on ...



The charts reflect that 70% of the Historic District business people who responded to the survey agreed or strongly agreed that the proposed Pierceville development would have a positive economic impact on their business and 47% of the respondents agreed or strongly agreed that the proposed development would have a positive impact on the Historic District.

Reasons cited for an expected positive impact on their business included a growing number of local, within-walking distance shoppers, increased spending from local shoppers, and commercial spaces being in greater demand. The Historic District overall was expected to benefit from many of the same factors – more shoppers, a more lively District culturally and economically, more volunteers and participants in community activities.

14% of respondents strongly disagreed or disagreed with the assertion of a positive impact on their business and 36% of respondents strongly disagreed or disagreed with the assertion of a positive impact for the Historic District. Their concerns focused on housing that does not reflect the styles of nearby residential areas, a neighborhood that would not fit into the Historic District's character, traffic impact and household incomes that would not have a significant impact on the local economy.

*Note: There is no representation intended and none should be inferred that it is a formal poll that adhered to professional polling guidelines. All survey forms submitted by the report date are tabulated on pages 12 to 17. There is no representation that the results reflect the opinions of all Historic District business owners.*

**A rezoning to Downtown Residential has the potential of developing a neighborhood that has a reasonable “fit” with the surrounding Historic District residential areas but the current proposed masterplan falls short of that defined reasonable fit.**

A build-out over a seven to ten year period presents a reasonably paced and realistic growth of the Historic District but the proposed neighborhood must incorporate key features and characteristics of housing styles and public areas to define the cohesion and harmony between existing homes and newly constructed houses.

Reflecting the surrounding neighborhoods will require a mix of housing styles that will challenge customization of a limited inventory of product. Build-out by multiple developers is suggested to achieve a better mix of custom-built houses designed within the Historic District guidelines.

Matching the proposed features and characteristics of the Cary & Main development identified some inconsistencies to the suggested features and characteristics.

The details on pages 18 to 20 are submitted for consideration by the Planning Commission as well as the Board of Historic and Architectural Review.

**Legal action is needed to prevent further demolition by neglect of the Thomas Pierce house and several historically significant out-buildings.**

The Thomas Pierce house and barns are historic structures that are integral to the fabric that defines the cultural vitality of the Historic District. The Planning Commission's recommendation on the rezoning request, whether for approval or for denial, should consider a request that the Town initiate efforts to stabilize the Pierce house and out-buildings identified to be historically significant and that repayment of the expense to do so be ensured through a lien against the property. Town Code provides for a specific legal course of action.

Smithfield Zoning Ordinance, Article 3.M, HP-O, Historic Preservation Overlay District, Section D.1, Inventory of Landmarks, defines and Section H categorizes 502 Grace Street, “Pierceville”, as a Landmark.

Section F.2.G, Standards for Review / Maintenance and Repair Required, stipulates that “All buildings and structures in the HP-O District shall be preserved against decay and deterioration ... to the extent that such decay, deterioration [may] ... produce a detrimental effect upon the character of the district as a whole or upon the life and character of the structure itself...”

The section further stipulates that after notification provisions, “... if the owner fails to act, the Review Board [BHAR] may order the Planning and Zoning Administrator, after due notice to the owner, to enter the property and make or cause to be made such repairs as are necessary to preserve the integrity and safety of the structure. The reasonable costs thereof shall be placed as a lien against the property.”

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Submitted on behalf of Smithfield 2020,

/s/ G. R. (Rick) Bodson  
Smithfield 2020 project manager  
757-869-7968 / smithfield2020@gmail.com

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*This document was emailed on 7/7/15 to the Planning and Zoning Administrator for forwarding to the members of the Planning Commission. A link to this document was posted on the same day on the homepage of [www.Smithfield2020.org](http://www.Smithfield2020.org).*

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## Smithfield 2020 evaluation of the proposed development of Pierceville Supporting documentation

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**Smithfield 2020 Team**  
As of February 4, 2015

Entity represented	Contact information		
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Historic District businesses	Jim Abicht The Christmas Store	357-7891	jim@christmasstoresmithfield.com
	Lee Duncan Wharf Hill Brewing Co.	334-4102	wleeduncan@gmai.com
	Mark Hall Smithfield Firehouse 1939	357-3113	markhall@hallwood-usa.com
	Jenn Gangemi The Paisley Pig	240-472-6609	jengangemi@mac.com
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Project Manager	Rick Bodson	869-7968	rickbodson@gmail.com

## Anticipated Economic Impact of the “Cary and Main” Development

**Job Creation:** The National Association of Home Builders (NAHB)<sup>1</sup> provides an economic impact model for single-family units. Single family units provide greater economic impacts than multifamily developments. The NAHB studies estimate that each unit of housing results in between 1.13 and 3.24 short-term jobs, and 0.3 to 0.53 ongoing jobs.

As the developers propose to build 151 single-family homes over seven years, the jobs directly created by the proposed development, based on the NAHB model, would be:

- 24-70 jobs directly created by the development during its seven-year build-out.
- 45-80 ongoing jobs created as a result of the development.

The NAHB estimates the economic impacts (including income earned during construction and the ripple effect that occurs when some of the income is spent) of building 151 single-family homes are:

- \$43.34 million in local income,
- \$5.4 million in taxes and other revenue for local governments, and
- 595 local jobs.

And the annual, ongoing impacts (resulting from the homes becoming occupied and the occupants participating in the local economy) are:

- \$6.2 million in local income,
- \$1.51 million in taxes and other revenue for local governments, and
- 104 local jobs.

**Tax Revenues:** In addition to proffers paid to the local government by the developer, the average unit with a target price range for each house of \$250,000 to \$300,000 will generate the following property tax revenues (at the current rates):

- \$440/year to Smithfield<sup>2</sup>, (\$66,440/yr. for all 151 units)
- \$2,337.50 to Isle of Wight County<sup>3</sup> (\$352,662.50/yr. for all 151 units)

Residents not only pay local real estate taxes, but also contribute to an array of local taxes and fees. Typically, a household will pay personal taxes on two or more cars that they own. About one in every seven households owns a boat, generating additional personal property taxes. Often, residents operate home-based businesses that generate license taxes and fees. Families go out to eat and spend their income in local shops and stores, generating sales and meals taxes. These household expenditures in the local economy help local businessmen and women who then pay additional taxes to the local government.

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<sup>1</sup> The Local Impact of Home Building in a Typical Metro Area: Income, Jobs and Taxes Generated - National Association of Home Builders - June 2009

<sup>2</sup> Town of Smithfield

<sup>3</sup> Isle of Wight County

Existing residents in communities often fear that new housing will drive up their taxes to pay for the costs of educating the children of new residents. A review of the FY2016 Isle of Wight County Schools budget shows that the locally-borne cost of public schools (excluding state and federal funds) per household in the county is \$2,015.93/yr.

Current local per-pupil cost of education:	\$4,945
Number of Students in District:	5528
Number of Households:	13,560
Average local cost of education per household:	\$2,015.93

**Business Activity by New Residents:** With an average home price of \$275,000, the residents in the “Cary and Main” development can be expected to have an average family income of \$55,000 and \$75,000.

The median American family household income is \$53,046.00.<sup>4</sup> The average American family in 2013 spent their income this way<sup>5</sup>:

151

Households		
Housing – shelter – \$10,023	15.7%	\$1,513,473
Pensions, Social Security – \$5,027	7.9%	\$759,077
Housing – utilities, fuels, public services – \$3,477	5.45%	\$525,027
Food – food at home – \$3,465	5.43%	\$489,844
Transportation – vehicle purchases – \$3,244	5.08%	\$472,630
Transportation – other expenses and transportation – \$3,130	4.9%	\$472,630
Healthcare – \$2,853	4.47%	\$430,803
Entertainment – \$2,698	4.23%	\$402,868
Food – food away from home – \$2,668	4.18%	\$402,868
Transportation – gasoline, motor oil – \$2,384	3.74%	\$359,984
Apparel and Services – \$1,881	2.95%	\$284,031
Cash Contributions– \$1,821 (optional retirement and cash savings)	2.85%	\$274,971
Housing – household furnishings, equipment – \$1,797	2.81%	\$271,347
Education – \$945	1.48%	\$142,695
Housing – household operations – \$984	1.54%	\$148,584
Miscellaneous – \$808	1.26%	\$122,008
Housing – housekeeping supplies – \$639	1.00%	\$96,489
Alcoholic Beverages – \$457	0.71%	\$69,007
Personal Care – \$588	0.92%	\$88,788
Life, other personal insurance – \$309	0.48%	\$46,659
Reading – \$118	0.18%	\$17,818

<sup>4</sup> U.S. Census Bureau: State and County QuickFacts.

<sup>5</sup> U.S. Bureau of Labor Statistics: Average annual expenditures and characteristics of all consumer units and percent changes, 2011-2013

Household expenditures in the local economy help local businessmen and women who then pay additional taxes to the local government. The larger the local population base the greater the market for locally produced goods and services and the less income flows out of the locality supporting the economy of other areas.

**Impact on Housing Prices:** A possible unintended consequence of the Cary and Main development is a downward pull on the market value of existing homes in Smithfield. To assess the validity of that concern, we can look at the main factors that determine a home's value, and see how this new development will change the existing market.

While an influx of available homes in the development will increase competition for the current pool of potential buyers, it is likely that this development will introduce a new product – i.e. newly built single-family homes adjacent to downtown – that could attract buyers who are disinterested in the existing housing stock in Smithfield.

Numerous studies have been conducted to examine the impacts of “affordable housing” on property values in a wide variety of circumstances. The vast majority of studies have found that affordable housing does not depress neighboring property values, and may even raise them in some cases.<sup>6</sup> Overall, the research suggests that, although negative effects can occur in certain circumstances, neighbors should have little to fear. Evidence suggests that affordable housing is more likely to have either no impact or a positive impact on surrounding home prices when located in strong neighborhoods — that is, higher value, lower poverty neighborhoods.

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<sup>6</sup> Ellen, I.G., Schwartz, A.E., Voicu, I., & Schill, M.E. (2007). Does federally subsidized rental housing depress neighborhood property values? New York: Furman Center for Real Estate & Urban Policy

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*The 2020 economic impact task team members are Jim Abicht, Andy Cripps and Mark Hall. This report was researched and compiled by Andy Cripps.*

## Smithfield 2020 Team Historic District Business Survey

The proposed development of the 52 acre Pierceville property will affect the cultural and economic vitality of the Historic District. We are evaluating the proposal from three perspectives: a) preservation of the historic Thomas Pierce house; b) the “fit” of the proposed new neighborhood within the District; and c) the economic impact on District businesses. Smithfield 2020 will submit its recommendations to the Planning Commission after it gathers facts on each issue; this survey is part of that effort.

**The proposed development** – Based on our review of material submitted by the developer (Hearndon MC Builders LLC), the neighborhood will have...

- 151 single-family homes in \$240,000 to \$320,000 price range, built in phases over 7-10 years;
- Offer six floor plans of 2,000 to 3,000 square feet with a mix of one- and two-story houses;
- Develop home styles reflecting Federal, Georgian, Victorian and Colonial architecture;
- Build houses on contract only; a sales office and three model homes are the only “spec” houses.
- The developer has committed to small parks at the entrances as visual buffers, and will provide brick sidewalks linking the development to Main and Cary Street sidewalks.
- There are three entrances planned: (1) across Goose Hill Way, (2) at Grace Street (across from Cofer Auto) and (3) onto Main Street between Little’s Market and the Schoolhouse Museum.
- The developer will commit to a preservation plan for the Thomas Pierce house and out-buildings, if they can be salvaged, and will submit the plan to the Town for approval.

**The 2020 Team member will record your responses or you may keep this form for later pick-up. You can also mail the survey (we’ll provide you a stamped envelope.) We request that surveys be returned by June 26<sup>th</sup>.**

*On a scale of 1 to 5, with 1 meaning “Strongly Disagree,” 5 meaning “Strongly Agree,” and 3 meaning “No Opinion / Don’t Know,” do you agree or disagree with the following statements:*

	<b>Disagree</b>				<b>Agree</b>
(1) <b>The proposed development will be good <u>for my business.</u></b>	1	2	3	4	5

Factors that influenced your answer: \_\_\_\_\_

	<b>Disagree</b>				<b>Agree</b>
(2) <b>The proposed development will be good <u>for the Historic District.</u></b>	1	2	3	4	5

Factors that influenced your answer: \_\_\_\_\_

*(For statistical purposes only)* **How many years have you been in business in the District?** \_\_\_\_\_

**Contact information is recorded separately. The contact information will not be associated with this form to maintain anonymity of feedback.**

**Smithfield 2020** is a volunteer multi-organizational team that addresses initiatives and projects with potential to encourage commercial development, support existing and prospective merchants, promote the arts, and attract and delight residents and visitors while ensuring good stewardship of Smithfield’s historical roots. We’re about economic and cultural vitality in the Historic District.

## Tabulation of Historic District business survey responses

Six members of the Smithfield 2020 Team contacted 60 owners and managers of Historic District businesses from June 15<sup>th</sup> to 29<sup>th</sup>, 2015.

The purpose of the survey – gathering data for a Smithfield 2020 project evaluating the proposed development of Pierceville – was explained and the request by Town staff for Smithfield 2020 to submit its report to the Planning Commission was acknowledged. The survey form (page 11) summarized key data and characteristics compiled from the developer’s rezoning application about the proposed “Cary & Main” development.

The Smithfield 2020 Team’s position on the proposed development was explained to be neither for or against; the ultimate evaluation is deferred to the Planning Commission and Town Council vetting process. Smithfield 2020’s role in that process is to provide a best-efforts evaluation of the impact on the economic and cultural vitality of the Historic District.

Respondents were informed that contact data (date, business and person’s name) would be logged but not be linked to survey responses. The survey form does not ask for respondent information; the Team member maintained a separate contact log that does not cross-link respondent to survey.

The business person was offered the opportunity to respond at that time, to have the survey picked up at later time, or to have the survey mailed to Smithfield 2020’s PO Box. Of the 60 persons contacted, 1 declined to participate in the survey and 23 have not yet returned their survey.

The survey respondents were asked to rate on a scale of 1 to 5, 1 indicating “strongly disagree”, 5 “strongly agree” and 3 “have no opinion / don’t know”, two statements:

- “The proposed development of Pierceville will be good for my business.”
- “The proposed development of Pierceville will be good for the Historic District.”

The average of responses to “...good for my business” was 3.9.

- 3 (8%) responded “strongly disagree” (1);
- 2 (6%) responded “disagree” (2);
- 6 (17%) responded “no opinion / don’t know” (3);
- 11 (31%) responded “agree” (4);
- 14 (39%) responded “strongly agree” (5).

The average of responses to “...good for the Historic District” was 3.2.

- 9 (25%) responded “strongly disagree” (1);
- 4 (11%) responded “disagree” (2);
- 6 (17%) responded “no opinion / don’t know” (3);
- 4 (11%) responded “agree” (4);
- 13 (36%) responded “strongly agree” (5).

The respondents were given an opportunity to comment on what factors contributed to their rating and were also asked how many years they have been in business in the Historic District.

**The factors cited as contributing to responses are summarized below.**

All responses are presented in the next section of this report.

<p><b>“The proposed development of Pierceville will be good for <u>my business</u>.”</b>  (Average on the scale of 1 (strongly disagree) to 5 (strongly agree) by respondents: 3.9)</p>	
<p><b>Strongly disagree / disagree</b>  (5 of 36 respondents)</p>	<p><b>Agree / Strongly Agree</b>  (25 of 36 respondents)</p>
<ul style="list-style-type: none"> <li>• Families with limited disposable incomes</li> <li>• Price range and styles of “starter-homes”</li> <li>• Concern about over-development</li> </ul>	<ul style="list-style-type: none"> <li>• Larger customer base, more business</li> <li>• Families with small children...more business</li> <li>• Increased local spending</li> <li>• Customers within walking distance</li> <li>• More volunteers for non-profit venues, more art &amp; music patrons</li> </ul>
<p><b>“The proposed development of Pierceville will be good for <u>the Historic District</u>.”</b>  (Average on the scale of 1 (strongly disagree) to 5 (strongly agree) by respondents: 3.2)</p>	
<p><b>Strongly disagree / disagree</b>  (13 of 36 respondents)</p>	<p><b>Agree / Strongly Agree</b>  (17 of 36 respondents)</p>
<ul style="list-style-type: none"> <li>• Too many homes, fit with existing styles</li> <li>• Price range and styles of “starter-homes”</li> <li>• Loss of small-town charm</li> <li>• Poor traffic patterns developing</li> </ul>	<ul style="list-style-type: none"> <li>• More lively culturally and economically</li> <li>• More residents needed for District to realize its full potential</li> <li>• More resources for preservation efforts</li> <li>• More volunteers for District, Town, County</li> <li>• Main Street in country die without growth</li> </ul>

The respondents have operated a business in the Historic District for an average of 13.3 years; the median is 12, ranging from 1 to 53 years.

The source data for the surveys is presented on the following pages.

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*The 2020 Historic District Business team members are Jim Abicht, Lee Duncan, Jenn Gangemi, Mark Hall and Randy Pack; they and Andy Cripps, Chamber of Commerce representative on the 2020 Team, developed and conducted the survey. The data was tabulated by Rick Bodson.*

**Source data of the Historic District business survey**  
Survey conducted June 15<sup>th</sup> to 29<sup>th</sup>, 2015

Number of surveys offered:	60	Surveys declined:	1
Surveys completed:	36	Surveys not yet returned:	23

Average of the point total on the 1 - 5 scale:	<i>1: Strongly disagree; 2: Disagree</i>		
Pierceville will be good for my business: 3.9	<i>3: No opinion / don't know</i>		
Pierceville will be good for Historic District: 3.2	<i>4: Agree; 5: Strongly agree</i>		
Total number of responses to each scale point and percent of the total:			
Pierceville will be good for my business:	Pierceville will be good for Historic District:		
Strongly disagree: 3 / 8%	Strongly disagree: 9 / 25%		
Disagree: 2 / 6%	Disagree: 4 / 11%		
No opinion / don't know: 6 / 17%	No opinion / don't know: 6 / 17%		
Agree: 11 / 31%	Agree: 4 / 11%		
Strongly agree: 14 / 39%	Strongly agree: 13 / 36%		

Respondents were asked how long they had been in business in the Historic District.

Average years in business: 13.3      Median of the years in business: 12

Individual survey responses (1 to 5 scale), comments and years in business			
Good for my business and why:		Good for Historic District and why:	Years
4	Bigger customer base, especially families with young children would help sales.	3	Good for the shops...torn on how it will affect residents.
4	All new homes are potential customers. We are still a little higher end though.	2	Housing does not reflect that of Grace and Main St (300 block)
4	Growing number of customers	4	Increased business throughout
3	I've lived here all my life. I do not want Smithfield over-developed.	1	Smithfield will lose its small town charm. Traffic / loss of agriculture. Growth is good, but not sure if this will keep town cool as it is
5	More people, more opportunity to sell goods & services	3	

Good for my business and why:	Good for Historic District and why:	Years
5 Addition of residents...will mean more spending within the historic district and all over Smithfield. More spending means more viable business concerns and greater demand for spaces to locate new businesses.	5 More people will make for a more lively district both culturally and economically.	4
1 Envision young families without disposable income.	1 Poor traffic patterns will develop. Poor contrast of new construction with historical buildings.	17
2 Price range of housing; starter-home style development	1 Price range of housing; starter-home style development	23
4 Questioned median income of homes in that area	2 Housing style is cookie cutter	30
5 Addition of new housing within walking distance means...expect employees to locate closer to work...benefit to our business and employees in the elimination of lost time driving and [in] fuel costs.	5 New people will be great for the historic district... among new residents new volunteers...in our community...for VFW, firefighters, EMTs, artists and patrons of the arts, new audiences for music and theater events, etc.	25
4 This could be an opportunity for new customers and business volume.	3 While it could bring more business, it could cause traffic issues and not fit in with the "look" of the District.	15
5 Many more potential customers.	5 This end of the district needs to be cleaned up so badly...	6
3	1 Lots too small.	33
2 Houses that are in the median price range now will be below the median in the next 10 years and will then be bad for my business.	1	3
5 I believe if it brings more people to Smithfield, it gives us all more business.	5 As long as the building(s) stay within Historic code.	15
5 Increases in spending by local residents will make existing businesses more visible and will attract new business to meet growing demand... mean higher occupancies, higher rents and higher property values.	5 300-400 new customers within walking distance of historic businesses will significantly impact economic vitality in a positive way and will create a winning economic situation; more positive investments will materialize.	21
5 Always need growth.	5 Most Main streets in country die!	15

Good for my business and why:		Good for Historic District and why:		Years
1	Because of the homes / small area, I would like to see farmlets like the ones at Windsor Park (Jericho Estates).	1	Too many houses.	10
5	More customers within walking distance will mean more spending and more profits in Smithfield and the historic district in particular.	5	The historic district needs more residents to meet its potential.	7
5	As a non-profit performing arts organization regionally known for our quality, we need more local volunteers, more patrons, more actors and more stage and technical volunteers.	5	More residents within walking distance will be a boon to the visual and performing arts locally. We need more patrons and volunteers for Smithfield to continue growing as a regional boutique arts destination.	53
5	More prosperous local businesses	5	A more vibrant downtown brings more resources for preservation.	1.5
3	I believe it will be better for the district; more young couples; we need to adjust our business atmosphere / products.	3	Yes, if it maintains / accentuates the unique personality the district exemplifies.	4
4	The additional population would generate revenue for my professional services business.	4	The additional population would patronize downtown businesses.	
5	Increased visibility and foot traffic will make commercial rental properties more desirable to developing or expanding...expect lower vacancies and higher potential rents leading to higher property values.	5	Project will amount to an investment in the historic district of over \$42,000,000 expected. Municipal income will rise as a result of taxes and fees. Residents expected to spend an estimated \$7.5 mill annually on needs NOT including mortgage payments. In addition, moving forward would create a way to preserve the historic property which is currently going to ruin.	25
4	Would have picked 5 but don't know if increased numbers living in town would discourage visitors from out of area to come...and spend	2	A more historic looking home design would be my preference rather than the limited offerings.	21
3	Possibly more clients	1	Too much traffic!	12

Good for my business and why:		Good for Historic District and why:	Years	
4	Any increase in numbers will result in an increase in business purely due to increased foot traffic.	3	It will be difficult to make the homes look like they will "fit in" in the Historic District. However, the resulting renovation of the Pierce House will definitely be beneficial to the Historic District.	13
4	More people will mean more business.	1	Once we lose historic district property, we can never get it back. I would like to see it remain historical property.	14
1	I believe this parcel of land should remain as it is currently designated.	1	I believe the traffic and ingress and egress of the development will be horrible. In addition, I cannot see that this development will add to my business.	9.5
3	Possibly more visibility to folks who travel Main St	2	# of additional vehicles in the area plus construction vehicles for years to come	3
5	Walking distance to Main St businesses.	5	Increased probability new residents will add to the vibrancy of downtown.	15

*Respondent requested these additional comments be recorded:*

Having more families within walking distance of the Main Street business district most probably will increase my business' exposure to families most likely to purchase our goods and services.

Some new residents will likely possess and share their talent, skill, education and interests by becoming involved in the current cultural offerings, i.e., volunteers for civic clubs & libraries, participants in community theatre and athletics. There may be musicians, artists, writers and history buffs who will be more likely to become active locally than residents of isolated "bedroom community" neighborhoods.

*Several surveys were submitted without comments:*

4	4	1
5	5	14
4	4	5
3	3	34
5	5	3

## Suggested characteristics of a Pierceville neighborhood

Pierceville is the last remaining large parcel of developable land in the Town of Smithfield and as such, should be safeguarded and offered to the developer who is able to build and augment the GENUiNE Smithfield experience. The area should look like it has developed organically, like a “real” small town. When coming up with the “ideal” neighborhood characteristics for Pierceville, consideration was given to what the market should be for this development; specifically, the area should attract young professional/creative class residents, families and older empty nesters, homeowners who typically like a walkable lifestyle close to shopping, dining and things to do...and who prefer little yard maintenance. Large lots are not considered in keeping with the Historic District. A discussion of price point was deferred, instead preferring to have the price point set itself utilizing the enumerated characteristics. Square footage requirements were not discussed because a wide range of housing sizes is preferable and as a result, density is not quantified.

Using the masterplan, development plan and proffers for “Cary & Main” provided by the developer as a point of reference for this evaluation, key features were identified for any new neighborhood sited on the Pierceville parcel.

*Note: The Smithfield 2020 Team acknowledges that several features listed below are not within the scope of the Downtown Residential (DN-R) zoning specifications and are at a level of detail that falls outside of the purview of the Planning Commission. The features presented below are intended to characterize “fit” of any large development with the existing surrounding Historic District neighborhoods.*

### Characteristics of the houses:

- Building materials and design that are consistent with current BHAR standards and current Historic District architectural guidelines. Architectural styles include Craftsman, Victorian, Federal, Colonial, Farmhouse, Gothic Cottage; “Neo-...” is not considered consistent.
- Chimneys that are representative of the architectural elements of Historic District houses.
- Porches that are at least 8 feet deep. These do not merely serve as ornamentation but encourage neighborhood interaction.
- Columns and other porch details that reflect the style of the house.
- Foundations that are crawl space vs. slab. The majority of traditional Historic District homes are built on a crawl space.
- Garages that are carriage style, avoiding as much as possible front loading garages. An appearance of a separate structures with carriage-style garage doors and features is preferred.
- Setbacks that have a minimum depth from the front façade of the house to the front face of a street-facing garage door.
- Picket or other fencing styles that coordinate with the house style.

### Characteristics of the public rights of way, sidewalks, streets:

- Streets that are laid out in a traditional grid pattern with real corners, no cul-de-sacs or roundabouts.
- Sidewalk configurations that match Grace Street, e.g., curb/grass/ sidewalk / lawn.

- Street light fixtures (and their emitted color), benches and trash receptacles that match those on Church Street.
- Oval street signs that match those in the rest of the District.
- Streets that (if at all feasible) are consistent with existing downtown streets by being paved in exposed aggregate concrete. At a minimum, consideration of aggregate concrete should be given for the new streets that tie into the Historic District.

**Other characteristics to enhance the cohesion with the adjoining Historic District** (*which may not be consistent with current DN-R zoning*):

- The proposed development specifies a 25' front setback; no maximum setback is specified. This is a deeper setback than currently exists in most of the residential area of the Historic District. We recommend specifying a setback that is compatible with downtown and considering a build-to line to maintain consistency between the houses.
- Allowable “Granny Suites” over garages (and the zoning to accommodate) should be considered. (There are examples of these on Grace and Washington Streets.)
- For any commercial development (a one-acre commercial rezoning is mentioned in the application which is assumed to be in the Little’s Market area), consider adding loft style housing over commercial. (Example: The 1939 Firehouse on N. Church Street.)

**Observations and comments specific to Hearndon’s Cary & Main development:**

- The proposed development falls into two subareas of the Historic District: Riverfront, which includes a variety of late 19th century and early 20th century architectural styles; and the Main and Grace Streets subarea, which includes mainly a variety of Victorian style houses. The developer states “the predominate architectural theme for Cary & Main will be Neo- Traditional and encourage architecture that embodies the themes of Historic, Georgian, Colonial, Traditional, and Craftsman style architecture.” Some of these words are not architectural terminology and do not provide a clear intention for the architectural style and detailing of the houses.
- The proposed houses appear to draw some inspiration from the surrounding historic house styles but in some cases have a mix of details from various styles and often have oversimplified details with incorrect proportions.
- Five models each with at least two different elevations and no two dwellings of identical elevation on the same side of the street within three lots are described, with façade reversal counted as a different elevation. A façade reversal should not count as a different elevation. Instead of replicating home styles, allow the neighborhood to develop with custom housing that reflects the housing currently in place in the historic district.
- Window styles used are not found in the Historic District, e.g., four-over-four types.
- Window materials are identified as wood or vinyl. BHAR guidelines do not permit vinyl but allow metal; consideration should be given to wood, aluminum clad, or fiberglass.

- False muntins and internal grilles violate BHAR guidelines; simulated divided light windows should be considered.
- Guidelines recommend shutters to be wood and mounted on hinges. Recommend allowing wood or composite shutters that must be correct width and mounted as if operable.
- Guidelines recommend porches on new houses to reflect the size, height and materials of porches in the Historic District.
- Cornices appear to be the same and do not reflect the variety of styles found in the Historic District. Designing additional types of appropriate cornices should be considered.
- All porches except the Craftsman models have the same columns, the only variation being two different widths. Columns and other porch details should reflect the style of the house.
- The proffers call for two separate doors in double garages, which we would also recommend. Doors shown in elevations do not appear to be two separate doors but single doors made to look like double doors.

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*The 2020 neighborhood task team members are Randy Pack, Amy Ring and Judy Winslow. This report of the team's recommendations was compiled by Randy Pack and Rick Bodson.*

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# **Pierceville Conceptual Plan Review**

**These prepared comments are concerning the conceptual subdivision plan for the proposed Pierceville Development. They are based on my knowledge and expertise as a law enforcement officer and crime prevention specialist with advanced training in the field of crime prevention through environmental design (CPTED).**

**CPTED's goal is the prevention of crime (not estimate it) through designing environments that positively influence human behavior. CPTED is based on four main principles: natural access control, surveillance, territoriality, and maintenance.**

**After careful review of the conceptual plan and other associated documentation for the proposed Pierceville Development, I find no data that would indicate that a proportional escalation in criminal activity is expected. Neither are there any design indicators that would negatively influence human behavior and increase the opportunity for crime or any credible concerns for public safety.**

**Respectfully submitted:**

**Kurt Beach (Ret. Lt.)  
NCPS II  
Smithfield Police Department**



## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF TRANSPORTATION

1700 North Main Street  
SUFFOLK, VIRGINIA 23434

June 19, 2015

Mr. William Saunders  
Town of Smithfield  
310 Institute St  
Smithfield, VA 23431

**RE: Pierceville Subdivision  
Main Street (Route 258 Business)  
Town of Smithfield**

The District has completed its review of the subject conceptual plan dated May 22, 2015 and Traffic Impact Study dated February 24, 2015 and received by the VDOT Land Development Office on May 22, 2015. We offer the following comments:

#### GENERAL INFORMATION

1. Provide the VDOT Hampton Roads District Standard Notes on the plan. An electronic copy is available upon request. Required information shall be filled out by the applicant's agent.

#### RIGHT OF WAY & GEOMETRICS

2. Sight distance for entrances and intersections must be evaluated for compliance in accordance with Appendix F of the VDOT Road Design Manual. Refer to Table 2-7. Sight distance triangles and all applicable easements shall be shown to scale at the proposed. The metes and bounds and area of each required easement shall be provided in square feet and acres.

## TRAFFIC

1. The scale appears to be wrong on the submitted conceptual site plans.
2. It is understood that the submitted plans are considered conceptual. 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, proposed pavement marking plans etc.
3. It's unclear what traffic control measures are intended at the intersection of Cary Street and the site entrance. The circular roundabout roadway should be relocated to within the development where the appropriate ingress/egress lanes and intersection distances can be obtained.
4. The submitted site plans reflect the installation of sidewalks and crosswalks within the development. Care should be taken to ensure that all proposed pedestrian facilities meet or exceed ADA standards and specifications.
5. The submitted study proposes to align the Main Street site entrance with Church Manor Trail. The study uses ITE rates for Apartments and Daycare be distributed in the study for intersection analysis. If these sites are currently built, actual traffic counts need to be collected and used in the analysis.
6. The submitted study proposes to align the Cary Street site entrance with Goose Hill Way. The study uses ITE rates for Single Family Homes be distributed in the study for intersection analysis. If these homes are currently built, actual traffic counts need to be collected and used in the analysis.
7. It's unclear whether it is the intent of the developer for the internal site roadways to be adopted in the State Maintenance System. Clarification will need to be included within the study. If that is the intent, all internal roads will need to meet or exceed state standards and specifications.
8. The traffic impact study submitted does not include other approved development site trips. In order to more accurately determine background roadway conditions, all trips generated by previously approved sites will need to be included in the analysis completed within the submitted study. If there are no such approvals, this should be stated within the study.

## SUPPORTING DOCUMENTS

- 1 An engineer's cost estimate for all work within existing State maintained right of way shall be provided.
- 2 Provide two (2) bound copies of the Drainage Report.

Page 3  
Pierceville Subdivision  
June 19, 2015

- 3 A detailed narrative which addresses each comment listed above must accompany your re-submittal package. Any revisions beyond those necessary to address the review comments listed above must be identified separately in the re-submittal narrative.
- 4 Please provide three (3) folded copies of the revised plans and three (3) copies of the detailed narrative with your re-submittal package.

ADVISORY

- a) Upon final plan approval, a Land Use Permit will be required prior to construction of any work within State maintained right of way limits or easements. Additional information about Land Use Permitting as well as the required forms can be found on the VDOT website at:

<http://www.virginiadot.org/business/bu-landUsePermits.asp>

- b) An electronic file of the approved plan in PDF format shall be provided for VDOT use.
- c) A copy of all proposed easements recordation information, including the cross access easement, will be required prior to the issuance of the VDOT Land Use Permit(s).

If you have any questions, please contact me at (757) 925-1592 or kevin.thomas@vdot.virginia.gov.

Sincerely,

Kevin J. Thomas  
Area Land Use Engineer  
Virginia Department of Transportation  
Hampton Roads District



Local Roots, Global Reach

# ISLE OF WIGHT COUNTY, VIRGINIA

DEPARTMENT OF PLANNING AND ZONING

**DATE:** August 10, 2015

**TO:** Town of Smithfield Planning Commission

**FROM:** Richard Rudnicki, AICP – Isle of Wight County Assistant Director of Planning & Zoning

**RE:** **Cary & Main Comprehensive Plan Amendment and Change in Zoning Classification**

Isle of Wight County would like to provide the following comments pertaining to the Proposed Cary and Main development. Based on a thorough review of the information available we have the following concerns with the Cary & Main Development.

- The cash proffer amount of \$2,496.13 is woefully short of the cash proffer study and neglects multiple areas of impact from this development.
- No cash proffers have been identified for schools. Based on the cash proffer study this development will generate 27 elementary school aged children, 10 middle school aged children, and 20 high school aged children. Based on current enrollment numbers both Hardy and Westside are currently over capacity while being expected to accommodate children from this development. Therefore the full elementary portion of the cash proffer, \$4,504.00 per unit. Smithfield Middle and Smithfield High are currently under their capacity based on current enrollment numbers and the additional students will not trigger either school to reach capacity, therefore based on Isle of Wight's proffer policy those portions of the cash proffer should not be offered.
- The proffer statement says the proffers are going to the Town of Smithfield to offset the impacts incurred, including \$1,386.27 for EMS (\$299.00) and Fire (\$1,087.27) services. These services are provided by the County and it should be clarified that this proffer should be paid directly to the County or distributed to the County by the Town of Smithfield upon receipt.
- The proffer statement does not account for impacts to Libraries (\$285), Animal Control (\$43.08), or Courts (\$347.48), all services which will be impacted by this development

which are administered by the County. The addition of proffers in this amount, \$675.56, and should be added and distributed directly to the County or distributed to the County by the Town of Smithfield upon receipt.

- Based on these changes the total cash proffer amount should be \$7,675.69, with the Town receiving the amounts stated in the proffers previously of \$511.94 for Recreation and \$597.92 for Police, for a total of \$1,109.86; and the County receiving \$299.00 for EMS, \$1,087.27 for Fire, \$285.00 for Libraries, \$43.08 for Animal Control, \$347.48 for Courts, and \$4,504.00 for Schools, for a total of \$6,565.83. The appropriate proffer amount is paramount in providing continued quality services to all citizens of Isle of Wight.
- After review of the TIA the County does not have any significant concerns on the developments impact to County (VDOT) roads. The peak hour trips identified, under 100, are not significant in nature, additionally no impacts are identified on the immediate road network. With the distribution of those trips through the Town onto County (VDOT) roads the volume at peak hours is so small it would be unlikely that any impact on the Level of Service (LOS) on a County (VDOT) road or intersection would occur.
- The addition of some affordable housing units should be considered for this project. The price range identified in the narrative exceeds any reasonable expectation of affordability.
- Design Considerations - The Conceptual design of the site lacks creativity and fails to mesh with the character of any surrounding development. A design which more directly reflects an orthogonal street grid on the eastern side of the site and transitions to larger lot sizes on the western side of the site would be more appropriate.
- Design Considerations - The architectural designs provided do not appear to meet the character of the historic district at this time. In order to ensure the development is a quality addition to the Town additional work should be done by the applicant to enhance the aesthetic quality of the proposed product.

Please feel free to contact me at [rudnicki@iwus.net](mailto:rudnicki@iwus.net) or 757-365-6276 if you have any questions pertaining to these comments.

CC: Smithfield Town Council, Peter Stephenson – Town Manager, William Saunders – Town Planner, IOW Board of Supervisors, IOW Planning Commission, IOW School Board, Anne Seward – IOW County Administrator, Mark Popovich – IOW County Attorney, Beverly Walkup – IOW Director of Planning and Zoning

## William Saunders

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**From:** Dr. James Thornton <jthornton@iwcs.k12.va.us>  
**Sent:** Tuesday, August 11, 2015 1:03 PM  
**To:** Peter Stephenson; William Saunders; rudnicki@isleofwightus.net;  
ASeward@isleofwightus.net  
**Subject:** Pierceville Project

I have been asked by several citizens and teachers about why the school division has not responded to the possible impacts of this project on our schools. As you know I am new to the division and have been assessing many areas and especially our facilities.

Any time you increase the student population there will be fiscal impacts. These could include additional bus routes, personnel, and facility space issues. Please consider these items as you discuss next steps with the project.

I look forward to meeting all of you in the near future and working collaboratively with you.

Jim Thornton  
Division Superintendent

Every Child, Every Day.

## Memorandum

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**To:** Town of Smithfield  
**From:** Jason Garofalo, PE  
**Date:** July 16, 2014  
**Project Name:** Crocker Property  
**Project Number:** HR04103-02  
**Subject:** Water and Sewer Evaluation  
**cc:** Scott Schiller, PE – Draper Aden Associates

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### Background and Assumptions

Draper Aden Associates has performed a preliminary water and sewer analysis for the Cary St. Property (Property). The analysis is based on the May 1, 2014 Conceptual Master Plan and water and sewer demand provided by Land Planning Solutions in July 2014.

The Property includes 170 residential units and a one acre outparcel. This yields the following water and sewer demand:

Residential property: 170 units x 310 gpd/unit = 52,700 gpd

Outparcel: 1 acre x 1,000 gpd/acre = 1,000 gpd

Total: 53,700 gpd (37.3 gpm)

### Water System Analysis

This Property is bounded by a 12-inch water main on Cary Street and an 8-inch water main on Main Street. Based on the Conceptual Master Plan, it appears that the Property water system could be connected on either street. Based on the approximate location of the streets on the Conceptual Master Plan, a water connection at the street intersections will yield the following results:

### Cary Street Connection

System pressure at the 12-inch water main on Cary Street in the range of approximately 50-60 psi, with an available fire flow of approximately 3,000 gpm @ Max Day Flow and a minimum system residual of 20 psi.

### Main Street Connection

System pressure at the 8-inch water main on Main Street in the range of approximately 55-65 psi, with an available fire flow of approximately 1,000 gpm @ Max Day Flow and a minimum system residual of 20 psi.

### **Sanitary Sewer System Analysis**

This Property is bounded by a 12-inch sewer force main and an 8-inch gravity sewer main on Cary Street. The 8-inch gravity main is part of the Drummonds Lane Sewer Basin. It runs from the YMCA on Cary Street south to Cedar Street. The 12-inch sewer force main delivers flow from the Drummonds Lane and Main Street Pump Stations to the gravity sewer in the James Street Sewer Basin. This basin starts at a manhole at the intersection of Cary Street and James Street Pump station access road, located between The YMCA parking lot and Goose Hill Way. There is no existing sewer on Main Street in front of the Property. Based on the Conceptual Master Plan, it appears that the Property's sewer system would need to be connected on Cary Street.

Based on the design capacity of 37.3 gpm above, it is assumed that the peak sewer flow will be 2.5 times the average flow, or 93.3 gpm (37.3 gpm X 2.5). It is assumed that if a pump station is required for this property, this would be the design flow of each pump.

### James Street Sewer Connection

The 12-inch sewer force main delivers flow from both the Drummonds Lane and Main Street Sewer Basins to the James Street Sewer Basin. If a pump station is provided to deliver sewer flow from the property, the existing 12-inch sewer force main could deliver the additional capacity of 93 gpm. The force main flows to an 8-inch gravity line that runs along the access road to the James Street Pump Station. If it's hydraulically feasible, a gravity system from the Property could also be connected directly to the existing 8-inch gravity sewer with minimal additional infrastructure in the Town's system.

The existing gravity sewer main has a slope of 1.67% and greater, providing a full capacity flow of approximately 700 gpm. Based on available data, the James Street Pump Station receives an average sewer flow of approximately 160 gpm, with typical dry weather peaks of 225 gpm and wet weather peaks from 400-600 gpm. Each pump at the James Street Pump Station has a design capacity of 900 gpm, which is more than the design flow. Therefore, based on the available data, the James Street Pump Station has enough capacity to handle the additional flow, but this will bring the James Street gravity sewer to full capacity during peak wet weather flow.

#### Drummonds Lane Sewer Connection

The Property can alternatively be connected, via gravity or sewer force main as its design allows, to the 8-inch gravity sewer main on Cary Street that delivers flow south to the Drummonds Lane Pump Station. This gravity main is at minimum slope of 0.40% and has a capacity of approximately 340 gpm.

Based on available data, the Drummonds Lane Pump Station receives an average sewer flow of approximately 13 gpm, with typical dry weather peaks of 20 gpm and wet weather peaks from 40-50 gpm. Each pump at the Drummonds Lane Pump Station has a design capacity of 900 gpm, which is more than the design flow. Therefore, based on the available data, the Drummonds Lane Pump Station has enough capacity to handle the additional flow, but this will bring the Drummonds Lane gravity sewer to approximately 45% capacity during peak wet weather flow.

The Drummonds Lane Sewer Basin pumps directly into the 12-inch sewer force main that then connects to the James Street Sewer Basin gravity system. As stated above, based on the available data, the James Street Pump Station has enough capacity to handle the additional flow, but this will bring the James Street gravity sewer to full capacity during peak wet weather flow.

#### HRSD 30-inch Sewer Force Main

One final item to note is that from a review of the Town's GIS and the GIS available on the HRSD website it, there is shown to be a 30-inch sewer force main bisecting the Property from Cary Street to US Route 10. We are unsure if the Owner or Land Planning Solutions are aware of this force main, but it will likely take some coordination with HRSD to design the Master Plan of the property around this line or to relocate it.

The Smithfield Planning Commission held its regular meeting on Tuesday, August 11<sup>th</sup>, 2015. The meeting was called to order at 6:30 p.m. Members present were Mr. Bill Davidson, Chairman; Ms. Julia Hillegass, Vice Chair; Mr. Charles Bryan, Mr. Mike Swecker, Mr. Randy Pack, Dr. Thomas Pope, and Mr. Michael Torrey. The staff members present were Mr. William G. Saunders IV, Planning and Zoning Administrator and Mr. William H. Riddick III, Town Attorney There were approximately one hundred (100) citizens present. The press was represented by Ms. Alyse Stanley with The Smithfield Times.

Chairman Davidson – I would like to welcome everyone to the August 11<sup>th</sup>, 2015 Planning Commission meeting. If everyone will please stand, we will say the Pledge of Allegiance.

*Everyone present stood and recited the Pledge of Allegiance.*

Chairman Davidson – For those of you who would like to remain standing, I will give a brief prayer. Lord, as this commission meets tonight, we ask for the gift of discernment and wisdom as we discuss matters that affect all of the residents of Smithfield. Amen. The first item tonight is the Planning and Zoning Administrator's Activity Report.

Planning and Zoning Administrator – Thank you, Mr. Chairman. I have one item to report tonight. The Cypress Creek Phase VII-B & C plan review has been resubmitted as of today. The review is back underway and hopefully we will have it back to you soon.

Chairman Davidson – Our next item is Upcoming Meetings and Activities. On August 18<sup>th</sup> at 6:30 p.m. we will have the Board of Historic and Architectural meeting. The Board of Zoning Appeals meeting for August 18<sup>th</sup> has been cancelled. The Town Council Committee meetings will be held on August 24<sup>th</sup> and 25<sup>th</sup> at 4:00 p.m. On September 1<sup>st</sup> at 7:30 p.m. there will be the Town Council meeting. Town offices will be closed on September 7<sup>th</sup> in observance of Labor Day. Our next Planning Commission meeting will be on September 8<sup>th</sup> at 6:30 p.m. The next item on our agenda is Public Comments. The public is invited to speak on any matters except scheduled public hearings. There is a sign-up sheet on the table. Comments are limited to five minutes per person. Do we have anyone signed up for public comments? Is there anyone who

would like to make any statements that have not signed up on items that do not involve the public hearing? Hearing none, we will move to Planning Commission Comments. Are there any comments from the Planning Commission members? Hearing none, we will move to Public Hearing – Comprehensive Plan Future Land Use Map Change Review – Cary & Main (Pierceville) Subdivision – William G. Darden, Hearndon MC Builders, LLC, applicants. Could we have a staff report please?

Planning and Zoning Administrator – Thank you, Chairman. The first public hearing tonight is on a possible change to the future land use map in the Comprehensive Plan. There is a rezoning application to rezone property that is not consistent with the current map in the Comprehensive Plan. Therefore, the Comprehensive Plan would have to be changed in a manner that is appropriate to accommodate that rezoning. If you refer to the Cary and Main future land use exhibit you can see the area and parcels that are subject to this action. They are outlined in red. The green background is currently the future land use of Parks and Recreation in our 2009 Comprehensive Plan map. The orange background is currently Downtown future land use designation which is mixed use commercial. All of those parcels are subject by your actions tonight to potentially be changed to Suburban Residential. Suburban Residential is a medium density single family detached residential designation. It would accommodate the Downtown Neighborhood Residential zoning that the applicant proposes for your next action. The project that is the topic for this debate is the Cary and Main project. This would encompass potentially up to one hundred and fifty-one single family homes on a gross acreage of approximately fifty-eight acres. These would be single family detached homes. They would be subject to Downtown Neighborhood Residential zoning which the majority of the historic district is currently zoned. There were a number of comments from outside agencies in your packets as well as a staff report. They gave a lot of information about the proposal.

Chairman Davidson – Mr. Riddick, would you please explain to us where we are in the process?

Town Attorney – Mr. Chairman and members of the Planning Commission, it has been approximately ten years since the Town of Smithfield has had an application for a major rezoning such as this. The last one was in 2006 or 2007. It was the Mallory Pointe

Subdivision. We have an entirely new Planning Commission now. I do not believe anyone on this Planning Commission was involved in that. Of course there are a lot of new citizens as well. You may or may not be familiar with the process. Tonight there are two public hearings that are set for tonight's docket as action items. The first is on the proposed amendment to the Comprehensive Plan. The second public hearing will be on the application for rezoning. The public hearing is an opportunity for the public to be heard. You have the right to make comments about the applications that are before the Planning Commission. We would appreciate it if you agree with what someone has said before you then you can simply state that you agree. It is not helpful or best use of everyone's time to repeat the same thing over and over again. If you have new comments please make them. The Planning Commission is here to hear your input. It is helpful if you would bring up new things that would be of interest to them or of a concern to you. This is not a debate. It is not a question and answer forum. It is an opportunity for you as citizens to say what you wish about the applications that are pending tonight. At the conclusion of the public hearings the Planning Commission may vote but they may choose to table this until next month. They will have to vote by next month because it is within the one hundred day window. Depending on how things go tonight they may choose to vote or choose to defer that action until the next month. You are limited to five minutes. The Chairman has a timer and he is going to hold you to the time limit that is imposed by everyone. The applicant is going to be given the opportunity to make a presentation. They get more than five minutes. It is only fair. It takes longer than that for them to put their best foot forward and to make their application clear to the Planning Commission members. I think I have covered everything but if anyone has any questions I am happy to answer them.

Chairman Davidson – Next we will hear from the applicant. Do you intend to speak one time for both items?

Mr. Jones – My name is Robert Jones with Jones and Jones PC. I am at 1600 South Church Street in Smithfield. I am the attorney for the applicant, Hearndon MC Builders LLC. I also have Melissa Venable with Land Planning Solutions with me. She is much more versed in the actual design of this project than I am as far as utilities, traffic, and layouts. She also has a presentation as well. With the indulgence of the Board and

the approval of the Town Attorney, I would propose to speak one time to address both the Comprehensive Plan and the rezoning for the subdivision. I believe it would be difficult to talk about land use change when we are only asking the change for one specific use with the conditional rezoning application that is also pending. It is two separate line items for the commission but I would ask that we present one time for the whole project. We will be available in the second phase to answer questions. We would just rely on what we are specifically setting forth both times in the interest of time. This project started when Ms. Mary Crocker moved from her home which is commonly known as the Pierceville Manor or Pierceville home. She placed it on the market along with about fifty-eight acres for sale. Her home is one of the oldest structures in Smithfield. It is in pretty bad shape and is deteriorating rapidly. Hearndon came along and had some ideas about the property. In their initial discussions with staff and members of the town it was stressed to them that one of the most important things about this if anything was going to be done was the preservation of that home. After what has been a fairly lengthy process so far we are not complaining it is just the way things are. We had a number of meetings with staff, representatives of the town, and lots of various organizations and individuals. The initial plan that we put forward has been morphed and modify to what you have before you. We are asking that the Comprehensive Plan be amended to allow the rezoning of the property, as conditioned with the proffers, to a single family development up to one hundred and fifty-one homes. The proffered conditions which you have before you set forth that the development will be substantial in conformity with what the design package that you have. If it were to change significantly in the eyes of the town then it would have to come back to the Planning Commission and Town Council for those approvals. I think what is important as far as the proffers are concerned for the purpose of the rezoning and the amendment to the Comprehensive Plan is that this is going to be a development that has a Homeowner's Association. There are many developments that have those. As part of the Homeowner's Association there will be an architectural review committee. It is not something that is meant to supersede the town's ability to regulate development in the historic district. We met with the Board of Historic and Architectural Review to go through this with them. The idea being that the town's historic guidelines would be the

minimum allowed in this development. You cannot get around the town's requirements so that would be the minimum. Part of this project is outside the historic district but the architectural review committee will have the governance of the entire project. The entire project will conform to the historic district in the Town of Smithfield. In fact the architectural review committee quite possibly is going to be stricter on certain items than what would be allowed in the historic district. The proffers set forth some design standards as far as finish, roofing, and things of that nature. I will not go over each one of those. What I do believe is important in the proffers is that the proffers cannot be changed as it pertains to development and historic review without the town's approval. If ten years from now the homeowner's association wants to change those then they would have to come back to the town in order to modify those. It maintains the town's requirement and governance over those proffers. We understand that a number of people are opposed to this project. We have tried to meet with many of them and address their concerns. We will talk more about that in a minute. I want to stress that the reality is that some people would not have a care about what goes there and other folks do not want any development at all. They would prefer it to remain green space or a park or something of that nature. It is their right to express their opinion before you. I believe as the Planning Commission collectively you should listen to everyone's opinion but it is not a popularity contest. If a number of people do not like the project that is fine but it is not a popularity contest. The issue is whether the amendment to the Comprehensive Plan and the approval of a conditional rezoning of this property promotes the health, safety, and general welfare of the citizens of the Town of Smithfield and the town in general. I do not believe there are any real issues presented from the comments that I have heard that say this project would be unsafe or detrimental to the health of the community. I do not think that is the issue. There are some comments from the VDOT that we received in the last five or six days that Ms. Venable can address better than I can. They are issues about the traffic impacts. I believe she is able to address some of those. If it is an issue we would ask at the appropriate time to reserve the right to be able to address those. If you table this process because there are unanswered questions regarding some of these recent issues we are able to work with staff and the appropriate agencies to get an answer and

address the concerns that were just brought up in the last five or six days. One of the items that you will notice that we have addressed is the traffic on Grace Street near Christian Outreach. There is a ninety degree downhill turn. It will be straightened out as you can see on the conceptual plan to make a traditional "T" intersection. It is just one of the items that we are addressing from a safety standpoint. Overall I do not think that is the issue. I think the real issue is whether or not this project and the amendment to the Comprehensive Plan would be in the general welfare of the town. Does it promote the town or is it a detriment to the town? One reason that we believe this is a general benefit to the town and appropriate is the preservation of the Pierceville Manor. As you can see in the proffers we have made a specific condition that upon rezoning immediate steps will be taken to preserve or mothball is the word that Frazier and Associates used pending the ability to have the structures restored. The idea in the proffers is that the developer would attempt to find someone to restore the home as a single family residence in an appropriate manner. If he is unable to find that person within a year then the developer would take that project on himself. It is beneficial to the town. The reason I believe that it is beneficial is because the town has done a wonderful job of restoring the downtown area over the past decade. The downtown area that has been revitalized from a tourist standpoint is basically from Smithfield Station's bridge to Grace Street along Church Street to about the post office on Main Street. I drive it every afternoon going home from work and that is where you see the tourist walking. It is the strip where the tourist walk has been done well but it could be better. The shops could benefit from more people. This project would certainly bring more people within walking distance to the shops. It is about a ten minute walk from this project to the intersection of Main Street and Church Street. As far as tourism is concerned there is a second gateway to historic Smithfield which is the bypass. When you come in the bypass right now you see a closed grocery store and a parking lot. Then you have the historic schoolhouse and the church that has been redeveloped. The apartments have been redone. You have a strip of not a whole lot. Some businesses are trying to pop up past the post office now. The development proposed does not impact tourism in a negative way. I believe it would impact it in a positive way in that as you can see from the conceptual plan the project comes all the way to Main Street and what is out to Main Street all the way back

to Grace Street is a public park. When you drive down Main Street you will see a public park. You really are not going to see any homes at all from Main Street. It is buffered with trees. It is a long way from Main Street. As you pass the intersection where Grace Street comes back out there are buildings that would prevent that from being seen now anyway. From a tourism standpoint it beautifies Main Street but it does not impact tourism in taking away from the historic nature of Smithfield which is why people come to downtown Smithfield. It is the historic feel of the town. The other impact that it has is on the community itself. I know that one hundred and fifty-one homes is a large project. But when you look at the developments conceptual plan from Grace Street you will notice that almost every home along that strip has a buffer between it and the highway. When you turn down Cary Street there is a buffer along the property line for the backyards of the homes currently on Cary Street. When you get to the vacant property on Cary Street towards Goose Hill there is a very large buffer. We have taken into account the comments we have received from people about what they would see. The buffer has been greatly increased. The entrance along Cary Street now has a roundabout set there. Anyone pulling out from other neighborhoods are not going to see any homes. Again, from the sides that would matter, it is buffered and does not take away from the historic character of the town. We are obligated to build homes that meet the historic zones mandate based on what we have proffered. The homes themselves while not historic will be historic in design. We have tried to work with staff to come up with the language that would accomplish that. The project will not be built over night. It will be phases of twenty-five homes at the time or something of that nature. We have proffered that all of the amenities have to go in up front so it is not half developed and not looking well. From the standpoint of impacting the town from that prospect I do not believe there are any real concerns. Ms. Venable can address the comments that Mr. Saunders has been sending out I think better than I can. I would like to stress that this project is going to infuse the town over time with a life blood of new residents that will benefit the town overall. They will greatly benefit the commercial district of Main Street district. These will be folks that are homeowners that are shopping, going to restaurants, and paying taxes in town. I believe this is a project that will ultimately benefit everyone because the more people shopping on Main Street the more shops there will be on

Main Street which will increase tourism on Main Street. I think it is a benefit all around. I am available to answer any questions at the appropriate time. I will now turn it over to Ms. Venable.

Chairman Davidson – Does anyone have any questions for Mr. Jones? Thank you.

Ms. Venable – Good evening commissioners. My name is Melissa Venable. I am with Land Planning Solutions. I am the agent on the application before you this evening. My address is 5857 Harbourview Boulevard in Suffolk, Virginia. At the June meeting there were several questions about market and existing projects that are here in town today. I wanted to address those. I want to address the Pierceville Manor and the home itself. I may duplicate some efforts of Mr. Jones but I will go through that briefly if I do. Some of the comments that you asked me were specifically about the market and concerns about two new home condominium communities that sit in town today. The communities that you referenced have had very little sales. One has gone bankrupt and has been repurchased. They have been problematic for the town and the surrounding property owners. It is a difficult situation for sure. I wanted to point out what makes the Cary and Main project different. The difference between the builders and why the projects are conceivably very different and why we believe this project will be much more successful. It starts with Hearndon MC Builders LLC. They have a combined eighty-five years of experience. They have not ever had a failed community. They understand the markets they enter. They understand their costs fully and most importantly they understand the current home buyer. I can only give you what I know is reasonable and fair to create a good community that will have a good end result. The bottom line I would say it is creating real opportunity for real homeownership. It is important throughout the country particularly in small towns such as Smithfield. There are three current examples. I invite you to visit communities that they are building right now. Dominion Meadows in Chesapeake has an average home sale of \$326,000.00 to \$450,000.00. They are the same size homes that are being proposed in our package. Since opening five months ago they have had an incredible sales pace. They have had twenty-nine sales and contracts in that community. We are not suggesting that the pace would be the same for Cary and Main. I wanted to offer it to you because it is a very

high demand area in Chesapeake. There is another project that our pace would be more similar to I believe. In Tanglewood, Elizabeth City it opened in 2011. It would sell at a more similar pace as Cary and Main. One hundred homes have sold in four years. The price points are a bit lower and the house size a bit smaller but that is due to the demographics there and its location. In Saddlebrook, Suffolk average sales are from \$270,000.00 to \$340,000.00 with forty-seven closings in two years. Again, that is a similar pace to what we are talking about. Hearndon is a local builder. Hearndon has consistently ranked nationally as a Top 400 builder. They understand the market. They understand jobs and housing needs in the community they are entering. That is very important when you start a project like this specifically in the downtown area. I can strongly state that the Cary and Main proposed project would not be proposed by Hearndon with the amenities and the architectural package and such if there was any uncertainty at all. The second question is pertaining to the Pierceville manor and home and the guarantees about remodeling the home to bringing it back to a good condition. You have received our updated proffers that address this directly and commit Hearndon to the preservation of the home to be completed with a one hundred twenty day subsequent to the success of the rezoning with \$100,000.00 letter of credit posted to the town. Further within a years' time of the property acquisition the developer will complete the renovation of the home. As I am sure you have read the proffer language is very specific and shall be in accordance with the guidelines set forth by the Board of Historic and Architectural Review. We need to address the density and number of units. The Downtown Neighborhood Residential zoning we are requesting allows for lot sizes consistent with the existing lots found throughout the Town of Smithfield. We are not asking for the minimum lot sizes or the minimum widths of this district but instead looking at what is consistent with the existing lots and consistent to what today's consumer is seeking to purchase. The number of units proposed affords us many things. It affords a new pump station and eliminates the need to use any of the existing capacity in the closest pump station adjacent to Goose Hill. It provides for remediation of a drainage problem at Main Street. It realigns a difficult curve on Grace Street and provides a second ingress and egress at Grace Street with the anticipation of additional commercial at a later date on the commercial property that is in front of our site. It

extends and loops the water system on and off site to ensure good pressure for both the proposed neighborhood and surrounding existing areas. It affords a number of neighborhood amenities and parks and most importantly the ability to provide an entry park along Main Street for the entire community to enjoy. This would include landscape, hardscape, benches, bike racks, walking trails, and connections to two historic properties. Both an historic school that is there today and the future renovated Pierceville Manor house. It will enhance the southern entrance onto Main Street from Route 10 and provide a revitalized pedestrian vehicular gateway on Main Street. They are slightly higher densities than what the community behind it is anticipating but it is still at the gross density under three dwelling units per acre. In general planning talk anything under four dwelling units per acre is considered low density. I know that we will hear contradictions to that but suburban low densities are usually four and below dwelling units per acre. We are looking at a gross density of 2.8 dwelling units per acre. I might further add that the majority of visitors to historic Smithfield come from Williamsburg via the ferry or Route 10. It is the bulk of your visitors. You know what that entrance looks like today. It is the easier way to get to downtown Smithfield. The improvements we are proposing will certainly have a positive ripple effect for the town in many different ways specifically the visitors coming in. Lastly, I will touch upon schools. Contrary to the letter we received from the Isle of Wight Planning Department yesterday in the spring I had requested from the facilities department of Isle of Wight schools capacity of the specific schools in this district. I received on April 3<sup>rd</sup>, 2015 a current report of capacity versus enrollment for all nine schools in Isle of Wight. I provided the report in the rezoning package. According to that report there are two schools that are at capacity which are Smithfield High School and Westside Elementary. The remaining schools fall within fifty-one percent to eighty-six percent of capacity. As you know these facilities are costly to maintain and each enrolled pupil represents state and local funding of about \$10,000.00. Simply stated with additional enrollment and additional funding we will be better able to maintain these facilities. This was information that I was given in April. I am not coming up with those numbers. You should have all that in your packages. The traffic impact analysis was done in February. I cannot talk to just Smithfield but I can talk to the region as far as Chesapeake, Suffolk, Isle of Wight, and

many of the other jurisdictions we work in. For a zoning and traffic impact analysis report we can give them general numbers for daycares, churches, and apartment complexes. As a rule there are general numbers of trip generations for those types of projects. They are the generalized numbers we use for the traffic impact analysis. Because the counts were done in February as opposed to doing counts in the middle of two snow storms we used generalized numbers. The counts were done on February 17<sup>th</sup>. There was a snowstorm two weeks prior to that and it kept the kids out of school for a few days. There was subsequently a snow storm after that which kept the kids out of school for about a week. Needless to say you did not want me to have the consultant use those actual numbers so we used generalized numbers. Speaking to some of the folks in Goose Hill since there are retirees in there they used general numbers for the intersection of Cary and Goose Hill. For a typical neighborhood you would have two working parents and school bus children but in that neighborhood you do not have that. There was an over generalization for the trip generation at that intersection. We can go back and get the actual numbers in September when school starts. The traffic impact consultant was going to talk to VDOT in regard to their comments. As I said across the board generalization numbers are accepted at a rezoning but those actual counts can be taken for sure. There will not be a big discrepancy. We are talking about levels of service of "B" and "C". Even if those numbers change a little bit they were not close enough to change the levels of service to anything less than that. We feel real certain that the levels of service if they change at all will improve a little bit but it certainly would not change the grade. The grade will stay as it is. I hope that helps clarify a little bit in regards to those comments. We received them six days ago so I could not do anything except make a public comment in regards to that. I did my research in the last two days. It is the information that I was able to gather for you. The proposed units are not going to all come at once. We are not going to have one hundred and fifty units appear out of nowhere. We are going to be at a pace that will be about two units selling per month. This is what we predict with the market and where we are. That is twenty-four units per year. This would come on slowly over a six year time period. It will not be a big punch in the gut that all of these homes and people are going to show up all of a sudden. It is going to be in slow incremental controlled growth. In June I told you how much I enjoyed

this town. It is the truth. Not long after I ran into a few of you at a Friday evening event with my family. It was well attended but there was room for more. I fear that if you do not invite some natural growth that keeps offices and retail shops vibrant then we face deterioration. A few more restaurants would be nice. I have heard that from a lot of the neighbors. Adding to the downtown residential community seems to be a natural progression. I hope you will see the benefits of our proposals. I would ask you for a positive recommendation this evening. I am happy to stand by for additional questions. Thank you.

Dr. Pope – Do you know the total net development of this property? You have given me the whole acreage but do we know the net development.

Ms. Venable – Yes. It is about 3.2 dwelling units per acre. The way you calculate is a little bit different than most jurisdictions. I have to pull out the right-of-way and critical areas such as wetlands and ponds. When we do that calculation the net density is about 3.2 dwelling units per acre.

Dr. Pope – Do you know what that breaks down to in acreage? Do you know what that is off the top of your head?

Ms. Venable – Yes. I have it. The net site area is 45.7 acres.

Dr. Pope – I am a little confused on the commercial development at the front. Do we know how many acres are in that part? Is it fifty- eight acres minus those commercial properties? What is the size of that?

Ms. Venable – The fifty-eight includes that but the net acreage does not include that. It is one acre of our property. I am not accounting for the Little's property. It is one acre of those fifty-eight acres that is set aside for commercial.

Planning and Zoning Administrator – Chairman, I would like to clarify that please. I think there is a plus or minus two acres of the small lots in the front that are currently commercial. Half of them were removed from the original application to leave them as commercial in case something happens with the Little's Supermarket property. It would kind of round that corner off. About half of those were left in the application and they are subject to this rezoning to go from commercial to residential. If you look at the exhibit that I gave you it shows you which ones are subject to the rezoning. If you look at the

ones that kind of round out that corner of the larger Little's Market property those will be left as commercial.

Ms. Venable – It was a very intentional thing that we did. I think you all know that we made an offer to purchase the Little's property as well so we could have a full mixed use community that we were bringing to you. We were not successful in pursuing that property. We went at it three times and were not successful in engaging Mr. Little. But we feel really strongly that the corner needs to be a commercial corner. I believe that eventually it will be a beautiful office building or nice retail that is in line with what we see downtown. We did not want to compromise the site. We did not want to back lots up to that commercial piece and cause it to be a difficult development. Being true to that mixed use idea we aligned the street adjacent to it so access would be simple. We kept that whole rectangle open so that there are many opportunities to come whether it is a nice small boutique type grocery store, additional shops, or maybe an office building that is associated with Smithfield Foods. Regardless of what it may end up being we did not want to compromise that site with having residential homes backing up to it. The way we aligned those streets was very intentional and carving out some of that property to be set aside for commercial so that it could be developed the right way. It was intentional. I hope you see it that way.

Dr. Pope – Maybe I am premature in asking this question but how are you going to access that property? Will it be an extension of your road through there or is it coming across the Little's parking lot? Maybe it is not the right gesture but I am trying to figure out how this fits in with the rest of this development.

Planning and Zoning Administrator – I think it is kind of assumed that the Little property would be in play when that is developed at whatever time in the future. All that would be designed and developed later.

Ms. Venable – That is right. We would not have a way to access that. We have cut our access essentially unless it comes from our main road coming into the development. The school sits on Main Street. We cannot compromise the school site so access would have to be into the entire parcel which would be from behind the school or direct access from Main Street.

Mr. Pack - How many different types styles or designs of homes are you proposing?

Ms. Venable - I believe there are seven different homes. The architect from my office that had presented this to the architectural review committee did a very good job from what I gather. He went through this specifically. I wish he were here tonight. A lot of those things were addressed that evening but I believe there are seven different homes with multiple elevations for each. As we move forward hopefully getting through the rezoning process more can be developed. There is a certain scale of economy. The town wants us to put so much forward and we do not want to continue to develop plans not knowing what our outcome will be tonight in moving forward.

Mr. Pack – It is my understanding that there are technically fourteen because you can flip flop the house. I am not an architect.

Ms. Venable – I think each home has two very different elevations. You can do things like flip flop them and change materials. You can have many different looks but I would say there are a minimum of fourteen elevations.

Mr. Pack – Will there be any homes built before they are sold? Will there be spec homes?

Ms. Venable – No. We will have a couple of models built but Hearndon does not do spec homes. They will do models for a phase and then sell out of those models. They will receive contracts and move forward at that point. They do not build spec homes.

Dr. Pope – Will Hearndon be the only allowable builder in the development?

Ms. Venable – At this time, yes.

Chairman Davidson – Are there any other questions at this point? We have had the staff report and the exhibit. We will now open the public hearing for the Future Land Use Map change review. I have a signup sheet and the first one is Mr. Mike Waters.

Mr. Waters – I live at 308 Grace Street in the historic district. I appreciate your time and consideration to my comments. The residents and business owners as well as the Planning Commission are all stewards of this historic district with the responsibility to maintain its beauty, ambience, and charm for generations to come. My wife and I have chosen to embrace these responsibilities. We are asking you to also make this

choice by opposing this proposed land use change. I am not alone in asking you to make this choice. There are one hundred and eighty-four residents including fifteen brick and mortar store front business owners who have signed a petition opposing the Comprehensive Plan modification and the Pierceville development project. This petition represents an overwhelming majority of the historic district residents who will be impacted directly by the outcome of your choice. Nearly every resident of Cary, James, and Grace streets have signed the petition as well as numerous residents of Church, Main, Cedar, Institute, Mason and Washington streets as well as Jericho Estates. No matter how hard a builder tries you cannot make a new home truly look old. While there may be a place for the proposed development effort in Smithfield building within the historic district is not the right place. This land use change and development would bring more traffic traversing the historic district making it less safe and desirable for tourists and pedestrians such as bicycles or joggers with an increase of approximately fifteen hundred vehicle trips per day. Finally, there are many studies on home value depreciation. Some would lead you to believe that the impact of a development such as this would be minimal. However, when you read the details of these studies you see there are many influences on home values and construction can positively or negatively affect a community simply because of what it removes. For example, housing that displaces a desirable feature such as a park or green space would likely have a negative impact on value. In my opinion, so many new track houses would diminish Smithfield as an historic district having an adverse effect on tourism and historic property values. There are many nice track home neighborhoods in Smithfield outside of the historic district. Adding one at Pierceville would compromise the lure of our historic district. I ask that you please give consideration to these concerns as you make your decision on this effort. Thank you.

Chairman Davidson – Thank you. Next we have Mr. Chris Torre.

Mr. Torre – I live at 32 Main Street across from the Episcopal Church. I was a general contractor. My home office was in San Diego. I had a branch office in Nashville, Tennessee. I had a license in Hawaii, Florida, and everywhere in between where I needed one. I think the developer has put you folks in a difficult position. He is asking for your approval without specifically telling you what you are going to get. From a

construction cost point of view that you request from the developer specific drawings, plans, renderings, elevations, sections, cuts, and technical specifications so that you can tell for sure that once the developer has completed any one of these seven different floor plans what the end result will be. There is a lot associated with the cost of a house that does not show on the surface. If the developer says that he is going to sell the house for \$250,000.00 and it is going to be a two thousand square foot house he is allowed \$125.00 per square foot for his construction costs. From that \$125.00 per square foot comes all of antecedent cost, development cost, the Planning Commission hearing cost, land cost, conceptual development, subdivision maps, architectural plans, architectural studies, and soil report. Also the impact studies report fees for water, sewer, traffic, schools, architectural fees, plan development costs for the homes, engineering fees associated with the development of the parcel, and the engineering fees associated with the utilities. He will have to have plans for electrical service, water lines, water meters, fire main, fire hydrants, telephone, and cable service, sanitary sewer mains, laterals for the homes and all the other infrastructure associated items that detract from the \$125.00 per square foot of construction costs on a two thousand square foot house. By the time all of that is added up and subtracted it from the cost of each house what budget is left? What are you going to get? What is he asking your approval for? That is just the upfront cost. That is before he ever turns a shovel. That is before he starts his grading, building the roads, and curbs and guttering, sidewalks, driveways, installing the utilities, and all of those costs that are associated with houses are deducted from his construction budget which is driven by the sales price. I suggest you get real specific information and see what it is that you are approving. Thank you.

Chairman Davidson – Next we have Mrs. Carolyn Torre.

Mrs. Torre – Thank you very much for allowing me this opportunity to speak to you. I am Carolyn Torre of 32 Main Street here in Smithfield. We moved here a little over two years ago. There is not a day that goes by that we do not wake up and deeply thankful that the powers of the universe that we are here. I grew up in a charming, small New England farm town in New Hampshire. They wrecked it. I just took my thirteen year old daughter to see it a week ago. There was pity in her eyes as she watched me survey the damages done. The beautiful old brick school house that I attended is

rotting. There are old homes moldering in ruin. There are lots and lots of ugly fast food operation and big box stores. This must not happen to a place as timeless and historically important as Smithfield. Bad planning and bad zoning is where blight like that begins to creep up on a town. Before living here we lived in San Diego. People think it is paradise but it is not. Over building and tract home neighborhoods line both sides of all of the freeways. Topography is flattened out for five houses or more per acre. They are far too close together. The schools are overcrowded with not enough teachers per student. Any natural beauty is erased too often. Almost no tree is natural. Traffic is all you hear everywhere. We fled southern California to raise our daughter in a real place with real trees, real history, and a sense of place like Smithfield. This proposed development will never feel as if it belongs. It will never look like it belongs in this historically significant area. It would detract from it. My husband's hometown in northern California got it right though. They planned its growth so carefully. They fought rezoning and overbuilding. They cherished and preserved their history first and foremost. They only go back one hundred and twenty-five years or so unlike here. The residents and visitors have a timeless beauty of a town in his hometown. It is a town like Smithfield with parks like Windsor Castle and the kind of tourist that are eager to focus their time and money on downtown. They have visitors who want to come and never leave because it is so beautiful and rare like Smithfield. We are lucky to be here. Let us not destroy the lovely historic land right here in the downtown area. The town deserves better. Present and future residents deserve better. Building out Pierceville so drastically would not add to that but detract at best. It would destroy at worst the very things that make Smithfield an incomparably, desirable place to live, and raise families. This is a place where you can still hear birds in the morning and crickets at night not ceaseless and congested traffic. In June the developer's own representative called the unspoiled beauty of this place picture perfect. Who messes with picture perfect? Why? Only the greedy or the short sighted or both would do that but not in our town. My family has come here but we have been there. We see what it was like when it was done wrong or even in paradise when it is not done well enough. We have also seen where it has been done well and that is nice too. Let us not be one day wishful for what was. We may be sorry to have done what cannot be undone. Thank you.

Chairman Davidson – Next we have Beth Haywood.

Ms. Haywood – Good evening. I live at 224 Cary Street in Smithfield. I am going to say it twice because I really would like for you to let it sink in. There is a need to maintain a strict balance between residential growth development and services. The balance between residential growth and services is something that we really need to think about. It is not to say that all development is bad but the question about residential growth is what we are questioning. The argument that residential development is necessary for the healthy economy of a town is fundamentally flawed. If that were true we would have to continue growing forever to avoid an economic downfall. This town was colonized in “1634” and currently is considered one of the best small towns in Virginia. It is an honor and responsibility to preserve this history for future generations. Does the town want to continue with the small town charm or are we trading it in for suburban sprawl within town limits? I have heard some comments when I was reading over the Planning Commission staff report that one of the strengths that you all propose of the Pierceville project is that it would create construction jobs within the town as well as provide new residents with benefits and local businesses with town and tax revenues. It is true that we would have some new jobs but that would only be during the construction of the project. Most people here travel out of Smithfield to work and then come back in here. I would like to respectfully disagree with Mr. Jones’s statement that this project does not pose a safety concern. Traffic is a safety concern. Hopefully you took the time to read the VDOT comments that were posted on your website about their concerns with the easements and traffic. I hope you will take that into consideration. It is a safety issue with the amount of traffic we have right now. Another strength that the committee said was that this proposed project would provide additional water customers to offset the impact of the potential loss of Gatling Pointe water customers. I also heard Ms. Venable say that they are offering the town this new pump station, drainage problem fixes, and a new water system. I am asking again if you are selling out for suburban type homes in our town to fix water problems that you are experiencing now. I hope you are not selling out our history to fix any kind of water problems that have occurred because of maybe poor planning or overspending. The other strength that you claim is that this project will halt the demolition and neglect of the Pierceville manor

house. I am saying that as a town we have a wonderful historical committee that could do that without having to build all of those homes. There are other ways to solve the problems with the house falling. There are other ways to grow economically. I am just challenging this Board to think that building more homes is the solution to this problem.

Thank you.

Chairman Davidson – Next we have Terry Mulhern.

Ms. Mulhern – Chairman Davidson, members of the commission, our town employees, and our elected officials who are present, thank you for giving us the chance to speak about this. We have been waiting a long time. I am a proud citizen of Smithfield. I chose to move here. Smithfield matters to me. I left Hampton where you do not even need a light at night because there is that much light. I chose this community for a reason. I am going to challenge you to make sure that you are maintaining that small town which is why I chose here. I can kill two birds with one stone since I signed up for both public hearings. I am challenging the commission in accountability; follow through in ethics and conflict of interest. In accountability the Pierceville property is in disarray. I do not even know how you are going to fix it. How did that happen? We have rules about that. We have codes against that and yet it happened. The same goes for the water runoff, the Little's property, and all of the unsold houses in Smithfield. Development is along the corridors that relate to Main Street, Church Street, and yet other areas of historic district are left alone. Mr. Saunders directly knows that I have done my best to make my fifteen hundred square foot starter home look like an old home, be respectful of water runoff, and yet not everybody does that in our town. I think we have to look at ourselves and the leadership we have provided before we can make decisions about changing zoning and changing future land use. We have not been good stewards of the land that we currently have. I think that is what your interest is. In terms of conflict of interest and ethics this is a major project. It is going to generate money. I think that is fraught with the chance for maybe a little back door profits. Please take an introspective look at who may be impacted. I am a nurse. I would be crazy to say my company would not be impacted. Of course it would be impacted by the addition of this development. Who is impacted and how it is going to affect the way you vote whether it is a town person receiving donations to their campaign or it is within businesses or

within members of commissions. I think a real assessment of that needs to be done. I know you just submitted your conflict of interest statements to the state. I am going to take a look at them. I think you need to take a look to see if they may need to be done again. The requirement is twice a year. Do you need to do them more often than that based on this project? What that is the ethics and telling the truth when there is a conflict of interest and the requirements within the codes for what you should say if indeed you feel a conflict of interest. The one thing that strikes me about our town is we build a lot of projects but we do not necessarily follow through. We do not necessarily ask the citizens if it worked. Look at the corner of James Street and Church Street. It does not work. It is horrible if there is ice or snow. Today it was under water. You have to drive all the way out onto Church Street just to make that turn. In all of our other projects has there been a reassessment done? Have we gone back to try to learn from our mistakes so that future development does not create the same errors? I live on Washington Street and work on the Peninsula. I do not travel Route 10 unless there is a hurricane or Nor'easter or a bad snow storm. What is the traffic impact on the rest of the town across the bridge at the Smithfield Station? I do not know. I know what the impact is on my house because people race to get to the YMCA or try to cut off a second or two when trying to get to Cary Street because they live beyond. There is about a thirty foot skid mark right on Washington Street from a driver who narrowly missed a child on a bicycle. Look at our accountability, look at what we have built, examine our ethics, do some introspection on it, who is benefitting, and what do we need to do to protect the interest as a result of that. I also want to say that this is a better project than was proposed for James and Washington streets. You have a real chance. Thank you.

Chairman Davidson – Our next speaker is Mr. Bob Hines.

Mr. Hines – Thank you, Chairman and committee members. My name is Bob Hines. Mark Gay went out and canvassed. You have heard the results. There are a lot of people that say they do not want this. These folks are making a sales pitch. The bottom line is that it is profit driven. I understand that. There is nothing wrong with making a profit and nothing wrong with business. Everybody in here has worked for a living at one time or another or may still be. But is profit more important than what citizen's request? Think about what the citizens are asking for. We had this situation

some years ago over at Windsor Castle. Where is Joe Luter when you need him? It was going to be one major fiasco. People raised cane and it was set aside. I am asking you to do the same thing with this. The most I could see going in over there would be fifty homes. I understand that it would just raise prices. The heavy concentration just like over at Windsor Castle we do not need another Town of Smithfield. We do not need another mini Town of Smithfield. Listen to the citizens please. There is a large amount of people saying they do not want this. Thank you.

Chairman Davidson – Next is Ms. Betty Clark.

Ms. Clark – Good evening. I live at 120 North Church Street. I have lived in Smithfield all my life. What is Pierceville? To some it is just a piece of land to be chopped up with little saltbox houses. To others, Pierceville is a piece of Smithfield's history to be restored and cherished. Once this piece of our history is destroyed it cannot be revived. How many almost three hundred year old houses are there in Virginia? There are approximately twenty older than 1750 that are on the historic houses in Virginia list. I have a copy for you all to see. Pierceville can be a very important part of the history of this great state as well as to our town. Can you imagine how many thousands of people will come to see this restored property? If it is a working farm many school buses within a hundred mile radius will bring children eager to learn the inner workings of an original early eighteenth century farm. Can you imagine the first time a child sees a cow milked by hand or possibly for the first time tries to milk that cow? Maybe that child would like to feed the chickens or the goats. As most of you know since the death of my daughter I have owned Mansion on Main Bed and Breakfast. I have heard firsthand how much people love seeing and being a part of history. Everyone enjoys going through the house and becoming immersed in its history. When you ask tourism you will be told that people continually ask if there are old period houses to tour. I have been told that a Smithfield 20/20 report indicates that almost all Smithfield business owners have signed a survey approving the housing development of Pierceville. I was never asked to sign any document. I never saw any such document despite owning two businesses in town. Several other business owners have told me that they too never saw that document. This town has a fantastic

opportunity to create a living legacy for future generations. Ladies and gentlemen let us not blow it. Thank you.

Chairman Davidson – Next we have Mr. Tommy Gehring.

Mr. Gehring – Thank you, Chairman. I live at 215 Cary Street. I have been a resident for thirty years now. Thirty years ago when I first moved here there was one stoplight in Smithfield and most of Isle of Wight County. It was at Church and Main Streets. Now look what we have for all of the growth. The traffic on Cary Street is going to increase. Around 1990 a neighbor of mine at 218 Cary Street had a traffic survey done. I cannot remember exactly how long it was but there were speeds up to seventy miles an hour that were documented. The reason he was able to get this done was because he was a spokesman for VDOT back then. He had it done because of the speeding on Cary Street. The traffic will increase. The boy who lives across the street from me is in his upper twenties now. When he was little he was hit by a pickup truck going down the street. He was airlifted to CHKD. If you put a lot more kids trying to cross over to the YMCA it is going to be bad. Right now I am dealing with the town on drainage and flooding issues at my property. The places that I saw where there are retention ponds on the plans are not where the water drains. The water drains through my yard. I have pictures of it. A couple of years ago we had a Nor'easter come through and where I usually do not have any issues the water was thigh deep. It went under my house. Drainage is going to be an issue. The impervious soil will be covered up with houses, driveways, and roads. Where will that water go? In the Town of Smithfield over near my neck of the woods is all natural drainage going down through ditches and culvert pipes. They get clogged up because nobody seems to clean them. You can go behind Christian Outreach and see how overgrown that is. Years ago the Sheriff's department used to have people come in and clean that out. It has not happened in years. Once you get all of those other houses and drainage issues I just do not see how that is going to work. Thank you.

Chairman Davidson – Next we have Ms. Linda Spady.

Ms. Spady – I live at 221 Cary Street. I am a Smithfield native. I have been here since childhood. Sixteen months ago I moved into downtown Smithfield for retirement. I am going to speak briefly on four points that I know personally. It is the traffic on Cary,

Main, and Grace Streets. These streets are old. They are quaint. They have 25-35 mph speed limits. After the YMCA Cary Street turns into a country road. It takes you out to Mill Swamp, Wrenns Mill, Moonlight, Orbit, and all of those populated areas and farms out there. I can best speak on Grace and Cary streets. The traffic is very heavy. I am yet to back out of my driveway without somebody about running over me coming from the country into town. There are cars, trucks, school busses, big UPS trucks, construction trucks, and equipment. There are citizens with dogs. There are children on bicycles. There are children walking and skateboarding oftentimes in the middle of the street because Cary Street has a partial sidewalk. It is only on one side of the street. It does not go all the way to the YMCA. I feel we already have a dangerous situation on Cary Street at least from my standpoint. Cary Street is extremely narrow. If you turn from Grace Street you often cannot even get on Cary Street without stopping if you are meeting another car. Cars are stopping constantly in front of my house because there is a car parked on the street. The first five houses on Cary Street do not have a driveway. It is a narrow street. You cannot meet a car. I really cannot see how Cary Street can take another car. My third point is that Cary Street does not have any drainage. I do not think I have ever been on a street that does not have a ditch. I am a country girl but you do have ditches. Cary Street does not have a ditch on either side of the street. On my side of Cary Street when it rains we are flooded. The water does not run off. It is a problem. I do not see how we could handle more homes with that water drainage problem. My final point is that speed is a problem on Cary Street now. I have seen people pulled but not often enough. I do not think that they sit regularly on Cary Street. Keep in mind that Cary Street is the main corridor out into the country. It goes out to Mill Swamp, Wrenns Mill, and all of those places. People are routinely travelling ten to twenty miles faster than the speed limit especially during morning, lunch, and evening rush hours. It is unbelievable. I wish I had a counter. I think we have a responsibility to look at what traffic would look like on that part of our downtown from the bridge where Cary Street turns into a country road and from Grace Street down to Main Street. I feel like it would be a dangerous situation more so than it is now. I would just like to say that it appears that Smithfield residents do not want this because our little town cannot

handle it safely as we would like for all of children and citizens to be in this community. I just hope that you will consider not putting more traffic on Cary Street. Thank you.

Chairman Davidson – Our next speaker is Mr. Mark Gay.

Mr. Gay – Chairman, I would like to defer until last if possible.

Mr. Mark Hall – I would like to defer until last.

Chairman Davidson – You are last.

Mr. Hall – I know. Does he mean after this hearing?

Town Attorney – Mr. Chairman, he has been recognized. Now is time for him to speak. You cannot play a game like that.

Mr. Gay – I am not playing a game.

Town Attorney – You signed up. You can speak now or you can speak later. You are being called in the order that you signed up. Those are the rules of the Planning Commission. You can abide by them or you can choose not to speak.

Mr. Gay – Thank you, Chairman. I live at 110 Goose Hill Way. There were others, as you know, trying to sign up as a moving target in the order which they wanted to speak. Others had planned to sign on this sheet but signed on the second sheet. Be that as it may what you are going to hear later on is we are not talking about just any open space long standing farm. We are talking about attractive land that is part of the original land grant of 1634 that was Goose Hill. Captain Pierce bought it from the Goose Hill land grant. We are not just talking about a three hundred year old structure but a nearly four hundred year old piece of property and the last standing fifty-eight open acres. It is very important to collectively think through the best use of that land going forward. I have made comments at previous hearings about the green space. We have heard comments about the working farm. There is a beautiful cotton farm there right now. It is a magnificent cotton field. It adds a lot of environmental and grace to our town. It attracts the admirable comments of a lot of folks who visit. We have told you repeatedly since early February that we understand that there may be a need to develop that property someday. We asked that you do it responsibly so that it complements the work of the historic district of Smithfield and Goose Hill. We had that discussion on March 8<sup>th</sup> as I recall. We have not had a chance to re-engage since then. What we have done is reached out to see what else could be done with it. Part of it is

Parks and Recreation right now. Some of you have seen emails that I sent to the County Parks and Recreation that Mr. Bob Fry, our neighbor in Goose Hill, also shared with the Peninsula YMCA and with the town Parks and Recreation Committee. Part of the activity going on now when we have these large triathlons, special events, and swim meets the YMCA is bursting out already. When nobody is looking they park on Pierceville and put their tents up. The long bicycle races are healthy. There is a natural outgrowth of the YMCA to part of that property that would return a lot more revenue to the town over the next twenty-five to thirty years. There is a large way to increase revenue and do it in an environmentally responsible way that preserves the unique heritage of that property that addresses the traffic, water runoff, and sewage issues that we have all been talking about these last four months. I talked to two or three Washington Street residents yesterday. I was chastised earlier today because I used the word elderly while referring to them. They both reminded me that when they were children they went to the circus at the Pierceville farm. They saw the elephants. Both wanted to sign the petition even though one has had a stroke and could not use his right arm. I walked a bit further to Clay Street and knocked on a lady's door. She was in her gown with a bald head because she had just left her chemotherapy appointment over at Port Warwick. I excused myself for bothering her but she wanted me to tell her why I was there. She wanted to sign the petition. I lost both of my parents at an early age to cancer so I told her I would say a prayer for her tonight. She said she would pray that we do not put those houses on Pierceville. I am asking you to consider that we are dealing with a very special piece of property and I trust your judgement to do the right thing. Thank you.

Mr. Hall – Thank you. My name is Mark Hall. I am a resident at 7432 Barton's Landing with offices at 405 Grace Street. I am an independent business person and an investor in Smithfield both the historic district and the town at large. Regarding the application, I would like to express a positive view. Anyone who says that Hearndon is developing low income housing is either misinformed or is part of the one percent. They are proposing \$240,000.00 to \$320,000.00 new homes. We would expect to find a fairly wide range of people I think in a neighborhood like this. We would certainly expect to find people like firefighters, police, paramedics, teachers, and active and retired military.

It would be new life for our community. We would have new customers for our restaurants, shops, and services. There would be new members for the VFW, the American Legion, Rotary Club, Ruritans, Kiwanis, the Arts League, the YMCA, and more. This proposal brings with it the opportunity to address four major issues for which there are currently no solutions. The first is that we would see immediate improvement to the entrance corridor. What Hearndon has proposed would be a great improvement. The second is that we could vastly improve the opportunities for development of the former Little's Supermarket property currently looking a little less than inspiring when you come into town. Thirdly, we would bring about a situation where we could renovate and preserve the historic landmark that was the original Thomas Pierce house also known as Pierceville. Lastly, we could bring about a transformative boost of economic vitality not just to the historic district but to greater Smithfield at large. This development, in my view, would positively impact basically every business in Smithfield. These are not issues that are going away. The questions are if not this then what? If not now then when? What are we afraid of? In the 1970's there was no Smithfield Station. There was the run down Pagan Pines Restaurant. I use that term very loosely. There was a tiny restaurant on wobbly stilts on the other side that the Booth's ran. Putting it mildly the Smithfield Station, marina, hotel, and shops are a massive improvement. Prior to the 1980's Gatling Pointe was peanut fields. In the 1990's where we stand now was a rundown eyesore of an old shopping center. Cypress Creek was the Barlow farm better known to my family as Shady Lawn. In the 2000's there was no footbridge across the marsh landing at the end of Mason Street. There was not a handsome park entrance. There was just a little house there. I would say at this point that I would like to see in this development more architectural diversity. I would encourage the Planning Commission and the Town Council in any way possible perhaps if there could be a mix of custom built houses with the homes that they are proposing and more architectural diversity. I think that would be great. There could be opportunities to encourage that within this process. But with that said progress is not evil and is not to be feared. Progress is to be managed and embraced for the greater good. I said in the beginning that I am an investor and a lifelong resident here. I lived elsewhere for a little while but I have been here mostly since 1961. I am an independent business person. I also happen to be a

business representative to Smithfield 2020. I want to make sure I disclose that. In closing, residential development of the Pierceville property would be a good thing. I thank you for your positive consideration of the plan.

Chairman Davidson – Thank you. This concludes the first part of the signups for changing the Comprehensive Plan Land Map. Is there anyone else that would like to speak on that subject?

Mr. Kline – Thank you, Chairman, members of the Board and members of the audience. My name is Jim Kline. I originally was number two on the list but I moved my name to the other list. I bought my house three years ago at 207 North Mason. Three years ago, as Mr. Saunders knows, it was one of his problematic homes. We have subjected our neighbors to two years of reconstruction and scaffolding but it is pulling together. It has made us really believe in the new town motto “Genuine Smithfield”. I was looking into the age of my house and my neighbor said that it was built in 1898. I told them that the county said it was built in 1935. We spent hours looking through county land records, county deeds, and historical sources. We did find out that it was built in 1898 but the land on which it sits was much more interesting. It came from the Grove built by J.O. Thomas who bought the land in 1873. He built four of our houses together. The Grove was built when a house was built by the younger Thomas Pierce in an old grove of Oak Trees. They were cut down during the Crimean War but originally belonged to the land of Thomas Pierce. He bought what is known as Pierceville in 1730. I found out that originally it was patented to Joseph Cobbs. I will read the land deed from Isle of Wight County deed book #2. It states: Joseph Cobbs four hundred acres dated 4<sup>th</sup> August 1637 in a branch of New Town Haven (which is now the Pagan River) north on Back Creek (which is now Mount Holly Creek) parting from John Vassar’s. I would like to point out that Joseph Cobbs, in his will, left his wife four hundred acres titled Goose Hill Plantation. I found several other deeds referring to Goose Hill plantation being adjacent to that of Arthur Smith. Mrs. Segar Dashiell stated in her book that Goose Hill Plantation extended all the way out to the current Waterworks Road. It seems like the entire issue preservation of Pierceville skips the reminder that this is a three hundred and seventy-eight year old plantation which is one of the first in Smithfield. Please consider the history of this plantation not only the house.

Chairman Davidson – Is there anyone else who would like to speak to the change in the map?

Mrs. Gay – My name is Susy Gay. I live at 110 Goose Hill Way. I have a couple points as we have been talking about everything and discussing this for the last several months that I think needs to be brought out. It is interesting when we were talking about the buildout a few months ago of eight to twelve years. Now it is six years. There are sewage problems. Our property is the third lot going into Goose Hill. It is the original house in Goose Hill. The back of our property faces and abuts to the access road behind the YMCA and the pump station. At least two times now we have had raw sewage pumped onto our property. I think there is a problem with the sewage drain off. There are retaining ponds in the plan for the development. This past March a young boy in Suffolk died because he fell into a retaining pond. We all know that a lot of times that parents may not be closely watching their children as they should be. You are going to have a lot of kids in that area if you put one hundred and fifty-one houses in that area and have retaining ponds. Think about that. As far as historic details, I agree with Mr. Hall on talking about architectural diversity. How many houses in the historic district have real chimneys that work? I am not sure there are many of these houses in this development that have any chimneys. There are some really interesting ones in Smithfield too if you really look. There is one that is round. I love that one. Let us talk about the park that is going to be near the schoolhouse on Main Street. As you drive up the little hill there you are going to see a park. It is lovely and good for tourist but what about all the people who are on Cary Street and in Goose Hill who will see everything else. The people on Mill Swamp Road will drive down every day and see it with all the traffic problems. They are concerned about the traffic problems. How come the residents in the historic district have to comply with the requirements of that historic district and the town and the developer does not have to? It is something that we have heard talked about several times. According to some figures that I heard there are around eight hundred approved lots in and around Smithfield at this time. Some of them are in the county. No one is building on those. They are not selling. My last comment is about retirees in Goose Hill. I take exception to that. My husband and I both have business licenses here in Smithfield. There are a lot of other people in our

neighborhood who work hard for where they are and what they do. Even those that are semi-retired or fully retired come back and forth out of Goose Hill quite frequently during the day. We have a lot of people bike riding and walking in Goose Hill. They love the area. Think about what you are going to do if you allow a developer to come in and put a bunch of houses on it. It will change Smithfield forever. Thank you.

Mrs. Joyner – My name is Betty Joyner. I had not planned on speaking either. My husband and I have owned a home on Cary Street in Smithfield for fifty-six years I feel like I have a right. We lived there for ten years. I will not go into the traffic problems because everybody has heard about that. One thing I have not heard anyone speak of is crime. I live in the county now. Gatling Pointe is on one side of me and Gatling Pointe South is in front of me. When they had those nice homes built there we did not think there would be any crime. There is crime there. We have a fifty-eight acre farm. Young people from Gatling Pointe come over and destroy our property. If you put a hundred and fifty-one homes on this property there will be crime. There will be young people that need some place to play not just a small playground. They get bored especially in the summer when the parents are working and they are home. They have to have something to do so be prepared if you approve this to have more crime. Be prepared to have to spend more money to fix up things that they destroy because it will happen. We also saw in the Smithfield Times that there are drug problems. We already have that. I live close to Battery Park and we have it there. Anytime you bring in people from outside you have to think about the crime issues. We have nice restaurants and nice facilities. It is a nice town the way it is now. I knew the Delks when they lived there. They had cows on the farm. The Littles and Delks are wonderful people. I have no problem with what they are trying to do but I ask you to reconsider to find something else for this property. The children need playgrounds. Cary Street needs help as far as sidewalks. Every time we try to do something to our home we have to come before the town to get it approved. We tried to put a new roof on our house but we could not because it was a tin roof and it had to stay that way. Everything that we do to our home cost us money. As property owners we want to adhere to what the rules are. Obviously, the people who owned Pierceville did not adhere to the rules. I would ask you to reconsider this and come up with something better to do with this property. Thank you.

Mr. Joyner – I have something to add. My name is L.D. Joyner. I own 206 Cary Street. I was raised in Smithfield. I have lived around this area all my life. In the early 1940's I lived with my parents at 204 Cary Street. I went to Smithfield High School when everybody knew everybody black and white. It did not make any difference. Everybody knew everybody in town. It went from that to a better stage and the people progressed. It was great. Then we became a place like Williamsburg which was great also. We brought the tourist in. They brought money into Smithfield. The restaurants and businesses profited. Everybody did well. If you bring more people in here there is no telling what kind of people will come. You cannot control that but I agree with what a lot of people have said. I agree with what Mr. Hall said about the businesses and everything but we want to keep Smithfield as is. People come to Smithfield because they love to cross the bridge or come to Smithfield to see Smithfield not for what it is going to be but for what it is right now. If we do a lot more progress or whatever you want to call it what will it become? Will it become a Newport News, Hampton, or Portsmouth? That is not what we want. Thank you.

Ms. Cole – My name is Paula Cole. I live at 334 Grace Street. I have a business at 337 Main Street. I am truly concerned about the preservation of historic Smithfield. I do not see a track home development downtown as being a positive for Smithfield. If anything I would think that we would first need to make a plan before we even talked about how many homes and if they would be in line with the historic design. It would seem to me to make more sense to focus on preserving the farm house. I like the idea of making it an area of bringing in the animals, preserving the barns and the grounds for children and adults to learn about the history. If we decide to put homes in there would it not be better to have them fall in line with the historic homes that are there now. They could be more customize homes and customize lots. Every home could be different. We do not have a track home area. Why would we want a track home area bringing in that many homes without a plan to begin with? Thank you.

Ms. Gardner – My name is Kim Gardner. I live at 233 Cary Street. I also have a swamp in my driveway that technically should not be there. I was told by my neighbor who works for the town that my driveway should have been built higher. He was told that by the town engineer. I do not know why that has not been addressed but I am not

going to go into that. I realize this is not a Planning Commission problem. It is a county problem but Westside Elementary has eight hundred students. Have any of you tried to go in and out of Westside's parking lot? It is not built for eight hundred students. The parents, teachers, and the buses share a parking lot. The traffic going down Main Street towards the courthouse gets back up because cars cannot get in the parking lot. Cars cannot leave the parking lot because traffic is so backed up. It is the same thing in the afternoon. I live close to school so I take my son to school. I am not going to put him on a bus for forty-five minutes before school starts which will be another problem. We have high school students that are getting on the bus before 7:00 a.m. Some of them are getting on at 6:00 a.m. because there are so many kids. We are sharing buses between all of the schools. We have kids so far out they are riding the bus for more than an hour to get to school and we are going to add how many kids to this bus route. What are we thinking here with one hundred and fifty families that are potentially going to be young families with young children? The student/teacher ratio at Westside is eighteen to one. It is over the state average by three students already. While Hardy Elementary and Smithfield Middle School are at average the high school is sixteen to one and Westside is eighteen to one. I also would like to say that Westside floods. I have been there and seen the flooding in the hallways. I have seen the flooding in the classrooms. We have a school where children have to leave classrooms because the ceiling and floors are wet. They have to reroute them through different hallways to exit the school at the end of the school day because the floor is wet. Again, I realize that is not a Planning Commission problem. How can we consider putting more kids in there when it is a safety issue? There is mold in the ceiling. You can see it when you walk in the door. Our kids are sick. There is a lot of sickness at Westside. If you did a study on that you would be surprised. It is a safety issue. We are going to bring more kids in and put them in a school that was built in the 1960's. We will have to build another school which means we will all be paying taxes for another school to accommodate all of the children. This is my biggest concern along with the water on Cary Street. Thank you.

Mr. Game – My name is David Game. I live at 130 Goose Hill Way. I spent a lot of time this afternoon coming up with this five minute speech. I am a bottom line kind of person. I have only lived here for two years. I am trying to figure out what this is really

all about. I kind of came to the conclusion that I think is resonating with a lot of these people and that is that they love this town. The things that they love about it are things that they really do not want changed. I do not think that is necessarily a function of fear. It is a matter of embracing the history of what has been here. They want to preserve it and hold on to it as long as they can. People are at an emotional level talking about this. They are pleading with their last effort to try to get you to say no. When I look at what is going on in the proposal, honestly, I am not going to bash the builder. I think not very much of this has been about the builder. Nobody is saying these are low income houses and that it will be a trashy place. They are just saying that as leaders of this community in a Planning Commission position you need to be leading. They are not quite sure what they want this to be yet. They have some ideas about what it ought to be. What they seem to be putting together here is that this is not it. This property has been sitting here for hundreds of years. It will not hurt us to wait a couple of more years just to be sure we get it right. That is one main point that I wanted to make. The other point is I am a technical person. I scoured through all the data that was there. It is not all that bad. There are some things that are misleading though. I would ask you to do some common sense calculations on some of these things. For example, they look at things like it generating \$420,000.00 in taxes. Do some real broad calculations about what it is going to take to support one hundred and fifty homes. You will find that the \$420,000.00 is going to go real fast. I could go through those because I have them in my document but my point simply is that I would like to hear some more objective discourse. Here is the good and here is the bad and let us weigh these things. I do not want to offend anybody in the Smithfield 2020 group. I do not even know anyone in that group but it seems like everything they were saying was just trying to come up with positives. To be a leader for this community you need to look at the positive and the negative and weigh those things out. A little more discourse with balance in it than just positive statements about why this is a good thing. Everything is not one sided. This is not one sided. You have a difficult decision. Thank you.

Chairman Davidson – Would anyone else like to speak on the future land use change review? Hearing none, the public hearing is closed on the Comprehensive Plan Future Land Use Map change review. We will have consideration. I would recommend

that we table consideration until we finish the second half unless there is someone who has statements to make at this time. We have been going for almost two hours. I think we should take a short break.

Dr. Pope – Can we hear the second set of comments because I think they are going to be few and far between. Perhaps I am wrong.

Town Attorney – No that is fine but it is the Chairman's prerogative to take a break.

Chairman Davidson – We will take a brief recess and reconvene at 8:30 p.m.

*The Planning Commission recessed at 8:22 p.m.*

*The Planning Commission reconvened 8:30 p.m.*

Town Attorney – We need a motion to table consideration until later in the meeting.

Mr. Pack – Chairman, I would like to make a motion that we move the consideration for the public hearing portion of the Future Land Use Map until we have the public hearing for the rezoning review for Cary and Main Subdivision.

Mr. Swecker – Second.

Chairman Davidson – A motion has been made and properly seconded that we table consideration until we complete rezoning review on Cary and Main Subdivision. All those in favor say aye, opposed say nay.

On call for the vote, seven members were present. Mr. Bryan voted aye, Dr. Pope voted aye, Mr. Pack voted aye, Mr. Swecker voted aye, Vice Chair Hillegass voted aye, Mr. Torrey voted aye, and Mr. Davidson voted aye. There were no votes against the motion. The motion passed.

Chairman Davidson – The motion passed. Next we have the Public Hearing: Rezoning Review – Cary & Main (Pierceville) Subdivision – William G. Darden, Hearndon MC Builders, LLC, applicants. Could we have a staff report please?

Planning and Zoning Administrator – I will add a little more from the first one. This relates to the one hundred fifty one detached home proposed subdivision of the Cary and Main project. The first public hearing related to the change in the Future Land Use Map. Some parcels are from Parks and Recreation and other parcels are from Downtown to Suburban Residential future land use. This public hearing relates to the

actual rezoning of the property. If you will refer to your exhibit in the rezoning portion of your packet you will see the outline of the lots that are shown that are subject to this proposal. The larger portions of lots with the green background are Community Conservation which is our lowest density residential zoning district in the town. It also accommodates agricultural. It is the closest thing to an agricultural zoning district that we have in the town. The lots with the purple background are currently zoned "D" for Downtown which is a mixed use zoning district which is downtown on Main Street. The proposal would have you rezone the subject properties to Downtown Neighborhood Residential (DNR) which is our most dense single family detached residential zoning district. It is not our most dense residential district but it is our most dense detached residential zoning district.

Dr. Pope – How many units per acre?

Planning and Zoning Administrator – I want to say it is up to five per net developable acre although what is proposed is a conditional rezoning. This rezoning is subject to being in substantial conformity to what is proposed. The density would not go over one hundred and fifty-one single family home regardless of the fact that the underlying zoning district itself would accommodate more. It is up to five per acre.

Chairman Davidson – To be fair does the applicant wish to read further statements?

Mr. Jones – My name is Robert Jones. I live at 1600 South Church Street. I am the attorney for the applicant. You have heard the comments from me and Ms. Venable earlier. We would ask to have that stand for this portion of the hearing. I do not believe it would be appropriate to start a question and answer session where we would address the comments that we heard from the audience at this point. I do not think it is the way these meetings work. We would address those at the appropriate time with staff or a work session as we work through them. We will stand on what we presented earlier.

Chairman Davidson – I now declare the public hearing open on the rezoning review for the Cary and Main subdivision. I have a list of speakers. You are limited to five minutes. I would ask if you are going to continue to say the same thing over and over that you would defer. If you have new information we would be glad to listen to you. The first speaker is Mr. Dennis Arinello.

Mr. Arinello – Good evening. I live at 113 Goose Hill Way. It is fortuitous for me tonight because one year ago today we moved from Virginia Beach to Smithfield. I am speaking on behalf of the seventeen residents that are living in Goose Hill. One neighbor of mine Mr. Robert Fry that lives at 125 Goose Hill Way could not be here tonight. He took the time to write a letter to the Board. I will provide that after my comments. I want to summarize what the residents of Goose Hill are concerned about. I would like to thank the commission for your service, leadership, and more importantly your compassion to finding the right solution to make this town better. I have seen nothing but total professionalism from this Board and what goes on in this town. It is not a question about Hearndon and the builder. I was one of the folks that the architect visited at my house. I have seen her once or twice in town on a Friday evening and chatted. They have been professional. It is not about the quality of what they build. It comes down to one big question whether this land will be developed. All of us who reside at Goose Hill Way and the neighbors from Cary Street, Grace Street, and Main Street truly recognize that it will. It is about how this property is going to be developed. I think the commission knows that we simply do not recognize the density of the land and the property with Suburban Residential with medium density. Mr. Fry talks about a characterization of Smithfield of being “Genuine Smithfield”. Are we really building to fulfill a developer’s profit? Are we building for the purpose of what this town has been built on and trying to maintain the historical significance of the town? From an economic perspective we all understand what development brings to the town. The majority of the historical district businesses that you have heard from tonight anticipate a positive economic impact. The concerns are about the cultural impact which has been raised in the previous session. It is going to be developed. We all understand that but we have a chance to determine what should go on this property. I appreciate Hearndon’s characterization about knowing the health and wellbeing of the property and the town. Let me take a page out of the playbook of Isle of Wight 2040 and Smithfield 2020. I went back to the town’s citizen survey results of August 2009. I have two concerns. One is the Frazier study and the other has to do with one of the results of this study. In regard to encouraging continued growth in the town there was a definite split back in 2009. Forty-four percent of the constituents that responded talked in terms of strongly

agreeing that there should be some growth. There were fifty-six percent that disagreed.

With regard to sufficient existing housing to meet the need of the citizens of Smithfield over seventy-five percent of the citizens in this study strongly agreed that there was already adequate housing. However, I would be remiss in not pointing out that conversely there was a split in the number where fifty-four percent questioned that there was not enough affordable housing to serve low and moderate income residents. Fifty-seven percent stated that affordable housing should be a requirement for any new development. We talk about Hearndon understanding the characteristics of "Genuine Smithfield" what happens when we phase and do not sell? What do we inherit? I am worried about the affordable housing piece. I am worried about the grants and understanding the laws that afford the builder, if not properly subsidized, to get subsidization and the taxation benefits that he gets and we get stuck with the houses we cannot sell. In the July 29th Smithfield Times they quoted the Frazier group where they talked about the one hundred and fifty-one houses and the restoration of the property. The developer said that they would be passing the home off for someone else to repair.

Chairman Davidson – Your time is up.

Mr. Arinello – Thank you.

Chairman Davidson – Next we have Ms. Sharla Braunhardt.

Ms. Braunhardt – I live at 101 Goose Hill Way. I am against the rezoning and the development as proposed. A developer makes his money based on the number of units sold. The more units sold the more money in his pocket. High density is in the developer's interest and not ours. High density development does not belong in historic rural communities. It belongs inside a large city where infrastructure exists to compliment the urban lifestyle. Certainly track homes have no place in or near a historic district. I chose to live in this rural historic community fourteen years ago. I have not met a single person who moved here in the hopes of living near a high density track home development. They moved here to get away from that. The developer's proffers he is offering are just under \$2,500.00 per unit for the proposed one hundred and fifty-one units. It is only \$378,000.00 which is supposed to cover rescue squad, fire, police, traffic concerns, stormwater issues, and many more. This seems strange that the developer

does not think that this prime historical location is worth more. Our taxes will undoubtedly increase to offset the huge burden of this high density development. How does this make sense? I had something I wanted to say about the historic buildings on this property but Ms. Betty Clark was so eloquent in what she said that I will let that stand. Another ludicrous thing about this proposal is the traffic issues. According to the developer flawed traffic analysis is to restripe a lane. He wants to add three hundred cars to the downtown historic area and he proposes to restripe a lane. The analysis is flawed because the majority of the traffic counts are estimates not actual counts and two years of traffic numbers are totally left out. This ridiculous analysis insults our intelligence. Where is the common sense? Where do I go to recoup my lost investment on my home? The Smithfield 2020 report suggest that I will not lose money in my home but it uses data from 2007 and 2009 which was before the effects of the economic collapse of the real estate market. What cannot be ignored is the ever growing number of residents and business owners who are dead set against this development. Well over ninety percent of residents have voiced their strong opposition to this zoning change and development proposal. People are calling every day to ask to sign the petition. If common sense is applied this all will be resonantly denied. Are you going to ignore our voices? Thank you very much.

Chairman Davidson – Do you have something new to add Mr. and Mrs. Torre?

Mr. Torre – No we do not.

Chairman Davidson – Ms. Spady, do you have anything to add from your previous comments?

Ms. Spady – No I do not.

Chairman Davidson - Next we have Ms. Amy Witten.

Ms. Witten – Good evening Mr. Chairman and members of the Planning Commission. I live at 227 James Street. We bought our home last spring in 2014. We love Smithfield. We are very excited to raise a family in this small historic town. We know our neighbors. We feel safe here. We also lived in San Diego for a while and decided that Smithfield is the kind of place where want to raise a family. Rezoning the Pierceville land to have it developed would truly be a tragedy that would lead to increased traffic, unsafe for children to play, and take us further away from our

agricultural roots as a community. We have a couple of ideas for your consideration to keep it zoned for Community Conservation. We thought about a community garden, public outdoor pool, splash pad as an extension of the YMCA, a space for historical reenactments, or farming demonstrations. There could be an open air market with a roof to replace the current Farmer's Market tent. If this property gets developed we feel that it would detract from the historic district by just being another development even though the home may be restored. Please vote to keep this beautiful piece of land zoned as Community Conservation so future generations can enjoy it. Thank you.

Chairman Davidson – Next we have Mr. Richard Rudnicki with Isle of Wight County Planning.

Mr. Rudnicki – Good evening. I am the Assistant Director of Planning and Zoning for Isle of Wight County. I sent you an email outlining our points. The cash proffer amount of \$2,496.13 is short of the cash proffer study developed by the County. It neglects multiple areas of impact created by this development. There has been no cash proffers identified for the school system. Based on the cash proffer study, this development would generate twenty-seven elementary students, ten middle school aged students, and twenty high school aged students. Using the June 2015 school capacity numbers, we have determined there is already an overage at the elementary schools. Therefore the proffer amount of \$4,504.00 per unit for the elementary schools should be considered. Based on those current enrollment numbers, Smithfield Middle and High schools are at capacity. Based on the Boards position relating to this we would not consider those proffers appropriate. The proffer statement says that proffers related to EMS and fire services would go to the town. It should be clarified since the County provides those that the proffers will go to the County. The proffer statement does not account for impacts to libraries, animal control, or courts which are all services directly impacted by this development. The total related to that is \$675.56 as I outlined. Based on the changes the total cash proffer amount should be \$7,675.69 to directly reflect the impacts created by this development. One of the speakers stated that schools are not the town's issue. It is really an incorrect statement. The town may not pay for the schools but if you are considering a development which puts children into the schools every citizen of the town is also a citizen of the County and those schools

should be considered very carefully. We have concerns about affordable housing which I heard mentioned. There should be some consideration for that. The reality is the price range listed is not a reasonable expectation for most first time homebuyers. If your target market is beyond that then that is fine. If you consider it to be entry level then that is not realistic. We also had some design considerations related to both the layout and the architectural guidelines which you saw. If you have any questions specific to those numbers I will be happy to address those at some point. Thank you.

Dr. Pope – He left out a comment from his email.

Planning and Zoning Administrator – He said that he would just hit the high points.

Chairman Davidson – We can talk about that when we get to consideration. The next speaker is Ms. Beth Haywood.

Ms. Haywood – Good evening again. I live at 224 Cary Street. I would like to speak a little more about the schools. Yesterday I received the maximum capacity for the schools that was emailed to me from Mr. Anthony Hines. According to his numbers Smithfield High School currently is at one hundred and eight percent capacity. To think that we are going to incorporate more students into schools that are already overcrowded gives us more things to think about. Considering that Carrollton Elementary and Hardy Elementary school funnel into Westside Elementary School which is at one hundred percent capacity. If you look at the schools long range plan for what their development is they do not have a plan to build another high school. Currently it is in their plan to build an elementary school but it may not happen until 2018. Working for the school system, I know the plan does not always come through because of lack of funding and lack of tax money from the state and local level. Last year at our school in their Capital Improvement Plan they had to repave our parking lot. It did not happen. Just because it is in the plan for the future it does mean that it is actually going to happen. I just want you to take into consideration how much the schools are already crowded. It is just another cost and service that is provided because of residential development. For an entry level home for a teacher I could only afford about a \$150,000.00 for a house. To say that these homes are for firefighters, teachers, and entry level homebuyers that is not correct. I cannot afford that kind of housing.

There is something else to take into consideration for the people coming into the town. Are they going to be willing to pay County and town taxes and a Homeowner's Association fee on top of what you are already paying? Please say no to the rezoning. Thank you.

Chairman Davidson – Our next speaker is Terry Mulherin.

Ms. Mulherin – I live at 206 Washington Street in Smithfield. I think you should consider a rezoning to put all of that property within the historic district. Now that we know it is from the 1600's I am appalled that it is not actually under that already. I am a nurse with a fifteen hundred square foot home at \$200,000.00 and falling in value but my taxes are not. I do not know who can afford a \$300,000.00 starter home who is a nurse. With regards to refurbishing the Pierceville property, I am concerned if you do not find a suitable person within a year. I do not know what the laws are. If the laws are that you can then condemn it and build what you want on it then that is worrisome. Please make sure that no matter what the Pierceville property is protected. I am not anti-development. I am definitely not anti-starter home. I had a three story house with multiple acres in Pennsylvania before I moved here. I could not afford a starter home in this area when I first came here. We are not anti-development. I think the density is wrong. I would like to see it spread out further. I had no idea that all of Smithfield was Suburban Residential. I thought that was a small portion of Smithfield so that was surprising to hear. I do not know anything about traffic. Now I know a lot more about traffic assessment than I ever wanted to know because I did not trust the reports. Please research and look at the limits to what they have done. I knew they had to have estimated the numbers based on what I was able to find on a cursory review. Please research the crime prevention neighborhood. I think you need an additional opinion related to that. On Washington Street nuisance crime is annoying and the police do not report that. If we call them they ask what we want them to do about it. One day someone tried to rob me in front of my house. I had been here six months. I took care of that since I am a fifth degree black belt. When that happened they asked what they should do about it. I thought maybe I should buy a gun. The people in Goose Hill are not all retired. Some are semi-retired and two of them are colonels. Downtown Residential has the potential to develop into unreasonable architectural style street designs. We

have bad runoff. I cannot wait to see what you do with the runoff because it is already horrible there. Mr. Fry eloquently concluded that the residents of Goose Hill are our neighbors. What happens to this development matters to me. I would like to see less density. I would like you to consider the whole area as being in the historic district given what we now know about the deed itself. Thank you for respecting our opinions.

Chairman Davidson – Next we have Ms. Betty Clark.

Ms. Clark – Good evening. I live at 120 North Church Street. Some people think that having three houses on each of the fifty eight acres of Pierceville farm is a good idea. These people think that development will help business and help pay the expensive water fees. It might help the water fees but it definitely will not help business. Most of the businesses in historic Smithfield are oriented to tourists who come to our town for a day or two to shop and soak up the flavor of small town beauty. I hear many tourists in my antique shop say they love Smithfield because it is so quaint. With more people and more traffic in town we will lose the quaintness. Smithfield depends on tourism business which is the second largest source of revenue. If we become a denser community which overwhelms resources we make our area less desirable and change the character of our popular destination site. When we damage our vital tourism business then we all lose. There are many residents in Smithfield that do not shop in Smithfield. Why should we think that these people crowded into small houses will be any different? The developer says they are starter houses. These people will shop at Walmart not our shops. Perhaps we should question where the jobs will be found for this many people. If they are working in Newport News they will shop in Newport News before they come home. While this proposed land use may look good on paper it has the potential to harm not help the specialty shops in our town and detract from the basic character of Smithfield. Would it be possible for the people in favor of this development to stand? Would it be possible for the people not in favor of this development to stand? Ladies and gentlemen, I think your community has spoken.

Chairman Davidson – Next we have Mr. Tommy Gehring.

Mr. Gehring – I will pass.

Mr. Mark Gay - I will pass.

Mr. Joyner – We will pass.

Mr. Hines – I will pass.

Chairman Davidson – Next we have Mr. R.B. Braunhardt.

Mr. Braunhardt – I live at 101 Goose Hill Way. I am a retired air force fighter pilot. I am a Colonel. I have been a military staff planner for forty-five years. Someone asked earlier what we were afraid of. The answer is not very much ever. I would like to talk about the traffic impact study and the Smithfield 2020 evaluation. I have no intent to attack anybody's integrity or honesty but when you look at something that has bad information and facts in it and it skirts the line between accuracy and truth then I have to speak up. The traffic study was paid for by the builder and not an impartial bystander. It should be suspect to any casual observer much less the Planning Commission. A fatal flaw in that entire traffic study is the use of estimates. In three different places it says 19,000 for traffic in a year. What are the odds that they are statistically, astronomical coincidence that it is a real number? It is an estimate. For 2011 and 2013 it has the exact same number. It gets worse. There are no traffic counts for 2014 and 2015 or for Main Street for 2014. What did they use to come up with a number? We have no visibility on that whatsoever. Anything after that in the traffic survey is suspect and should be thrown out. It should not be considered by this commission. There is the fact by VDOT's own numbers for every house there are ten trips per house. There are 1,510 trips in a twenty four hour period. People do not drive twenty four hours a day. You have three places where you can get in and out of this new housing development. You are going to sit there for an hour or more trying to get out. There is the lesser flaw such as sighting traffic survey data done in February during an unusually cold period. This is not exactly the height of tourism season in Smithfield. No honest and accurate appraisal can be developed which reliably represents the traffic conditions. It certainly cannot be the basis of computations that this group should consider. Please refrain from considering the bogus information and conclusions of this supposed traffic study in your deliberations. Any other Smithfield government agency, entity, office, that looked at this and considered it in its response to you then it needs to be pulled and reevaluated. They cannot use that data. It is not accurate. I will now move to the Smithfield 2020 evaluation. I surely hope the Smithfield 2020 evaluation was not paid for by taxpayers. I caution the Planning Commission to not use this in any shape or form in its

deliberations. If you thought the traffic study was flawed then this is worse. I can sight a couple of examples. I would do a lot more if I had time to substantiate my claim. A claim backed by facts. There are two large flaws that combine to make the report unacceptable to all but a supporter not swayed by made up data, inaccuracy or lack of intellectual honesty. It includes a 2009 study that has nothing to do with reality. A 2009 study is 2007 or 2008 data. It has nothing to do with this new world order, the housing bubble, or anything else in this economy. It is bad information. Worse is the one little problem that it uses metropolitan data. This is not a metropolitan area. The definition of metropolitan data by the Management and Budget Office is 50,000 or more people. They used that to tell you what all the numbers are and that you are going to have money and jobs. It is false data. It cannot be considered. It should not be considered. They used one source from 2007 to justify the fact that affordable homes will not hurt or lower appraisal values of the homes around here. The 2007 study is federally subsidized rental housing. Think about that.

Chairman Davidson – Your time is up.

Ms. Torre - Do we not need this information sir?

Chairman Davidson – Five minutes is the rule.

Ms. Torre - Yes it is the rule but sometimes rules need to be broken.

Chairman Davidson - We have a procedure.

Ms. Torre - I feel that if he has valuable information then we have a right to request it. Can we make a motion as a group?

Town Attorney – No Ma'am. You are out of order.

Chairman Davidson – You are out of order.

Ms. Torre - I feel it is erroneous to do this.

Chairman Davidson – Please sit down. Our next speaker is Mr. Mark Hall.

Mr. Hall – I am a resident at 7432 Bartons Landing with business offices at 405 Grace Street in Smithfield. I appreciate the input from the County regarding proffers. I would like to encourage further consideration between the town and the developer. I would like to address two things from some of the discussion which I think are reasonable to bring to light. One is architectural review and the other is density. In terms of architectural review all of these properties will come under the guidance and review

of the Smithfield Board of Historic and Architectural Review. They will be judged on both their designs, materials, and everything in the guidelines for appropriateness in terms of the historic district. It is a lot more than you can say for Goose Hill which is not in the historic district. It is adjacent to the historic district. But on this property modern homes on one acre lots would certainly not be any more appropriate than what Hearndon is proposing. In fact they would be completely inappropriate. Has anybody looked at the architecture and the density on Main Street? There is house after house. It is the way it was developed. It is the way history made it. There are zero lot lines there. This zoning actually allows for five houses per acre. You have more than that on Main Street. This is a more reasonable approach. The density is less than they could be asking for. There are a lot of merits to it. If not this then what and if not now when. Modern homes on one acre would not be appropriate. I am an investor and a business person in Smithfield. I have the opportunity to lease space to a lot of business owners. It is my view and strong opinion that tourism alone will not support economic vitality in the historic district. It needs to be a combination and a balance of local trade and tourism. Thank you.

Chairman Davidson – That is everyone who signed up. Does anyone have anything new to add?

Mr. Hines – My name is Robert Hines. I live at 216 Washington Street. I move to the County in 1979 and have been downtown since 1986. Since then two hardware stores, drugstore, print shop, and two gas stations have disappeared. There are still businesses but there are a lot of them that are not there now. Does each of the commission members have a copy of the petition with the names and addresses?

Chairman Davidson – Yes.

Mr. Hines – Please look at it. Everyone is on there from the people in Goose Hill to the small homeowners on Cary Street and Riverview. There are all incomes from the bottom to the top. It is the common folk. Thank you.

Chairman Davidson - Is there anyone else who would like to speak? Hearing none, the public hearing is now closed. We are going to have our time now. We have all listened to you so now it is our turn. We have consideration on the Comprehensive Plan Future Land Use Map change review. I would like to hear the thoughts of the other commissioners.

Dr. Pope – I think nine months ago when we looked at the future land use map for future expansion of the town and the surrounding county areas we had made a decision about certain areas such as this. We said that we were going to look at a proposal on how we would want for this area. I thought we were not going to change anything on the future land use map or recommend rezoning unless we had a complete packet with exact details of what was going on with certain land parcels across the town. I think that is the way we left it nine months ago. I am making sure I am correct on that statement. We said we would consider keeping this as Community Conservation unless a development of some sort came before us that had all of the pieces that were perfect to say we would develop this property whether it was this or other pieces within the town. I thought we were not going to even entertain a discussion on that if we did not have everything in the packet that supported that.

Chairman Davidson – We have an application from the builder for the rezoning. What is your question Dr. Pope? Do you feel the package is not complete?

Dr. Pope – I feel the package is not complete as proposed based on what we discussed nine months ago about looking at large parcels of land whether it be commercial development that we are asking to change or anything else. We said we were going to look at very specific pieces of information and make sure that all of the parcels were correct. This was before this development even came into existence. We talked about this when we looked at the future land use map whether it was this property or the back side of Windsor Castle Park from Cedar Street back over to Jericho. I think there is a piece of property over there. It is a field. We looked at several of those. I thought we decided that no major development areas within the town unless the packet was complete. It is the way I interpreted it nine months ago.

Chairman Davidson – It is very possible that we did discuss that nine months ago. We have an application from the builder for the rezoning. We are here to discuss that tonight not what we discussed nine months ago.

Dr. Pope – Based on that I do not think there is a complete picture in front of me that allows me to support changing anything.

Mr. Swecker – With all the information and listening to what the residents have to say I do not think I can make a decision right now to change it or leave it. I think we

need to have a work session. We have to listen to these people because they pay the taxes not the developer. We are going to have to pay for a lot of this down the road. We do not have to make a decision tonight. We should table it. I think we should have a couple of work sessions and come back next month after we have looked at everything to make a clear decision.

Mr. Torrey – I agree. I am not completely convinced that we are ready to change this yet. I do not mean it could not happen in the future but I do not think it is ready yet. They have done a great job of painting a great picture of what it could be. I think a lot of it would be good. I just do not think the complete package is here for this particular piece of land.

Vice Chair Hillegass – I would hate to rush this and get it wrong. I would like to take more time.

Mr. Pack – How many homes are currently in the historic district? I pulled up Google maps and tried to count the homes. I am in the neighborhood of one hundred and eighty-seven homes between Cedar Street, Washington Street, James Street, Grace Street, and the area that is considered the historic district. We are real close with this proposal at doubling the amount of homes in the historic district. I am not opposed to developing this piece of property. Is one hundred and fifty-one homes the right number? It probably is not. I used to live at 321 Grace Street. It is a cool area to live. It was a little too close to the road for young kids so we moved. My home on Grace Street was a pretty typical parcel. It was a narrow lot but deep. My home was 2500 square feet or something like that. It was nice with a very small driveway. It was pretty typical of downtown Smithfield. Across the street was a home that was considerably larger and it set on six or eight lots. It was the home that Mr. Gwaltney used to own with the brick fence. My next door neighbor had two lots. Mr. John Payne has two lots. Down the street where Ms. Renee Bevan used to live there were three lots. She used to have a little carriage house with a pool behind it. Each home was of similar style but they were different homes with different lot sizes and that is what made the neighborhood really cool. When you look at what this developer brings to us there are a lot of good things. I am not going to discount those. Improving our entrance corridor from Route 258 and Route 10 is something that this town would love to have. Anybody that comes to town

from I-95 generally comes that way. It is not the best entrance into our town so we would love to see that done. His plan to preserve the Pierceville property may have some flaws but there is a plan. There is currently not a plan. The Town Council which I am a member of is working on a plan but there is nothing in motion. If we did our best and Town Council gets it done while abiding by the laws we are a minimum of a year from having a court order to have it done. There is some benefit to preserving it. The product that they are putting in there I do not think it is conducive to what we currently have in downtown Smithfield, Grace Street, and Washington Street. I am supposed to tell you what is and I do not know. When I look at this project I am not against it being properly developed. It is our last large chunk in downtown Smithfield. Honestly if someone wanted to put a sport complex in I would look at that too. I think this is not a proposal that I can approve tonight or stand behind. We do not vote in September. This is automatically forwarded to Town Council and recommended by the Planning Commission if we do not tell them in September. We can certainly wait until September if you need more time. It was said tonight that if it was empty for a couple hundred years then a couple more years to make sure it is right is not a bad strategy. As we move forward if there are other proposals on the table whether it be ball fields or a different developer or Hearndon comes back with a modified proposal let each proposal stand on its own merits. Let this property be developed correctly so when we move forward we know that we did right thing. The reason that all of us serve on this commission is because we care about what goes on in this town. We want to make sure that it is done right. I hope that we make the right decision when we move forward. Do not rule anything out. Is the traffic study flawed? I do not know. I have heard a dozen different answers. VDOT sent us something in our packet but it does not say anything as far as a recommendation. With the product that is being put in it does not represent to me walking down Grace Street or any of the other neighborhoods that border Main Street.

Mr. Bryan – It has not been mentioned but the first thing that initiated all of this was the situation with the property owner. She did not let the property fall in disrepair by choice. She came to us because of the actions that were being taken by the town to bring the property up to code. I am not sure she is capable of doing that from a financial standpoint. The reason she requested this rezoning was to give her the option to let the

property be developed. I do not believe that it is within her means to correct the property and maintain it as a historical property the way a lot of people are suggesting. People are talking about leaving it Community Conservation or Parks and Recreation but that does not resolve anything. Leaving it as is you still have the dangerous traffic on Cary Street. You will still have the flooding. It does not resolve anything to leave it the way that it is. Some are suggesting that the town would take it as another park or recreation facility but the town is having enough strain maintaining Windsor Castle currently as is. We do not want another park. My position is that I am not really approving what is being offered as the development currently. But as far as giving the property owner what she would like to do with her property is what we should be doing here. We would all like to have some leeway with what we do with our property. She is looking at her choices as to how to resolve the issue of the dilapidation of the property and her ability to maintain it. A lot of us want to impose our ideas upon a property owner. If you feel you have a say in how it should be done then you should have some financial assistance to make that happen. That is not going to happen. My position right now tonight is that I am ready to vote on rezoning that property and adjusting the future land use but I am not ready to approve the development as proposed.

Chairman Davidson – I pretty much agree with Mr. Bryan. I have heard a lot of people want to leave the property as it is but the owner of the property wants to sell it. She wants two million dollars for it. Unless you all are willing to give her the money then we have to look at different considerations. I also have questions for the builder as far as some of the elevations, site plans, and whether they agree with what we look for in historic Smithfield. One thing that was brought up is that Pierceville as presented with their Homeowner's Association does not report to the Board of Historic and Architectural Review Board. It is not true. In fact there were a lot of things said tonight that are not true. One of them was increased crime. The statement from the Smithfield Police Department does not find that there would be increased crime with this neighborhood. We have an email saying there would be three hundred students dumped into the school district. Isle of Wight which we received yesterday that we requested in May comes up with fifty seven students. I also agree with Mr. Bryan that I am of the opinion that we should change the future land use map but I also have reservations on the

actual development without further meetings and more information. Next we have is the Comprehensive Plan Future Land Use Map Change Review – Cary & Main (Pierceville) Subdivision – William G. Darden, Hearndon MC Builders, LLC, applicants. I would like a motion for or against.

Town Attorney – You can be for or against or you can defer. There are three options.

Mr. Pack – Chairman, I would like to make a motion that we leave the future land use as designated as Parks and Recreation. As each proposal comes along we will allow it to stand on its own merits.

Mr. Swecker – Second.

Chairman Davidson – A motion has been made and properly seconded that we leave it as Parks and Recreation.

Town Attorney – Let me clarify the Planning Commission does not make a decision on this. It is a recommendation to the Town Council. I just want it to be clear for your benefit and for the public as well. Whatever action you take tonight is a recommendation. It does not approve or disapprove. It is a recommendation to Town Council.

Planning and Zoning Administrator – I would like to make one other clarification. Everything is not currently in Parks and Recreation. Part of it is in the Downtown Commercial. If you want everything to stay the way it is you may want to formulate your motion that way. We do not want to put anything that is Downtown Commercial into Parks and Recreation.

Mr. Pack – I understand.

Town Attorney – You have been eloquent in your remarks Mr. Pack. I think the appropriate motion would be to either recommend approval of the change or recommend denial of the change.

Mr. Pack – I will restate my motion. I would like to recommend to Town Council that the future land use map for Cary & Main remain unchanged.

Mr. Swecker – Second.

Chairman Davidson – A motion has been made and properly seconded that we leave the future land use map as stated. Part is Downtown Commercial and part of it is Parks and Recreation. All in favor signify by saying aye, opposed say nay.

On call for the vote, seven members were present. Mr. Bryan voted nay, Chairman Davidson voted nay, Vice Chair Hillegass voted nay, Mr. Pack voted aye, Dr. Pope voted aye, Mr. Swecker voted aye, and Mr. Torrey voted aye. There were three votes against the motion. The motion passed.

Planning and Zoning Administrator – This means that a yes vote is following the motion to not change it. The motion passes 4-3.

Chairman Davidson – The motion will be referred to Town Council with that information. The second part of this is the rezoning. We have a Rezoning Review – Cary & Main (Pierceville) Subdivision- William G. Darden, Hearndon MC Builders, LLC, applicants.

Mr. Pack – We cannot rezone without the change in the future land use map.

Chairman Davidson – That is true but we have to act on it.

Town Attorney – You have to act either tonight or next month.

Mr. Pack – I would like to make a motion to recommend denial of the rezoning application.

Mr. Swecker – Second.

Chairman Davidson – A motion has been made and properly seconded that we recommend denial of the rezoning application. Roll call vote.

On call for the vote, seven members were present. Mr. Bryan voted nay, Chairman Davidson voted nay, Vice Chair Hillegass voted nay, Mr. Pack voted aye, Dr. Pope voted aye, Mr. Swecker voted aye, and Mr. Torrey voted aye. There were three votes against the motion. The motion passed.

Planning and Zoning Administrator – The motion carries.

Chairman Davidson – Our next item is Approval of the June 9<sup>th</sup>, 2015 Meeting Minutes.

Town Attorney – Mr. Chairman and members of the Planning Commission, I would recommend that the minutes be approved with the minor corrections that I made.

Vice Chair Hillegass – So moved.

Mr. Swecker – Second.

Chairman Davidson – A motion has been made and properly seconded that we approve the minutes. All those in favor say aye, opposed say nay.

On call for the vote, seven members were present. Mr. Bryan voted aye, Chairman Davidson voted aye, Vice Chair Hillegass voted aye, Mr. Pack voted aye, Dr. Pope voted aye, Mr. Swecker voted aye, and Mr. Torrey voted aye. There were no votes against the motion. The motion passed.

Chairman Davidson - We are adjourned. The meeting adjourned at 9:34 p.m.

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Mr. Bill Davidson  
Chairman

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William G. Saunders, IV  
Planning and Zoning Administrator

February 20, 2015

TO: Town of Smithfield Council  
ATTN: T. Carter Williams, Mayor

CC: Peter Stephenson  
Town Manager

SUBJECT: Pierceville Development Project

Dear Mayor Williams,

As perhaps you are aware from recent Letters to the Editor that have been published in the Smithfield Times, we residents of Goose Hill Subdivision are strongly opposed to Town Council's plan for rezoning of the historic Pierceville property to accommodate intensive real-estate development. Lest our opposition be viewed as elitist, I would point out that current Goose Hill residents are multi-ethnic and multi-racial, and our collars are blue, white, and uniformed. What we enjoy in common is strong work ethic, appreciation for our neighbors' well-deserved privacy, and commitment to maintaining the excellence with which Lawrence Pitt, Ron Pack, and Rosalie Barlow established the development and its strict covenants more than twenty years ago.

The published Letters address a number of our concerns, among them: (1) blatant violation of the Town's Master Plan for preservation of historic/agricultural properties and green-space management; (2) extreme over-development by the builder with homes that do not complement those of Goose Hill, and that lack the Town's infrastructure to support adequately with sewage, traffic-control, and educational classroom opportunity; (3) serious degradation to property values of Goose Hill residents (among the most heavily taxed in Isle of Wight County); and (4) violation of the Town's covenant to preserve the beauty of Historic Smithfield—for which Goose Hill by-laws were crafted to support with uniqueness in home design and strict architectural review.

We appreciate that young families need housing opportunities that allow them to enter the market; that is how each of us began his/her quest to take care of family while pursuing professional-development opportunities that led us to Goose Hill. What we offer is that there are other locations in close proximity that achieve those social and economic-mobility objectives without destroying the uniqueness of Goose Hill. At a minimum, if real-estate development of Pierceville is a must at this time, we would ask that the Town forbid construction of more than twenty-five (25) homes on the designated property, and with covenants equally as strict as our own...and that the existing historic structures be restored to near-original condition.

Very Respectfully,

Residents of Goose Hill [Signatures Affixed]

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Dick and Betty Harrell  
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*Becky Gibson*  
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*Mark & Susie Gay*  
Mark and Susie Gay  
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*Dennis Arinello*  
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*Wheel and Ebony Andrews*  
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*Ronald Sims*  
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*Cliff Smith*  
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*Jim and Elisa Sharps*  
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121 Goose Hill Way

Bill and Elise Kennett  
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*Robert and Mary Anne Fry*  
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*Anne Morgan-Marshall & Edward House*  
Anne Morgan-Marshall & Edward House  
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March 10, 2015

TO: Town of Smithfield Council  
ATTN: T. Carter Williams, Mayor

CC: Peter Stephenson  
Town Manager

SUBJECT: Comprehensive Plan Modification and Pierceville Development Project

Dear Mayor Williams,

We residents of Historic Smithfield join with our Goose Hill neighbors in opposing ongoing initiatives within the Town's Planning Commission to modify the Future Land-Use Map of the Comprehensive Plan beyond Community-Conservation ("C-C"). Such modification might well allow for subsequent re-zoning of the historic Pierceville property to accommodate intensive real-estate development.

Our concerns mirror those of Goose Hill: (1) the potential for serious degradation to property values of Historic Smithfield residents; (2) significant increase in pedestrian and automobile traffic along already-congested streets in the Historic District; (3) inadequate safeguards for preservation of historic/agricultural properties and green-space management; (4) extreme over-development by the builder with homes that do not complement those of Goose Hill or the Historic District, and that lack the Town's infrastructure to support adequately with sewage, traffic-control, and educational classroom opportunity; and (5) violation of the Town's covenant to preserve the beauty and uniqueness of Historic Smithfield.

If real-estate development of Pierceville is a must at this time, we would ask that the Town forbid construction of more than one home per-acre on the designated property, and with very strict covenants that conform with our own...and that the existing historic structures be restored to near-original condition.

Very Respectfully,

Residents of Historic Smithfield

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B. Payne

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↓

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STEFFANIE HOWELL

Smithfield VA 23430

SILKIA ROBINETTE 341 MAIN ST

Jeanette Grandin - 212 Washington St Smithfield, Va

Bob Stockman - 114 THOMAS STREET, SMITHFIELD VA 23430

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prevett802@gmail.com

Paula Hughes 440 Sykes Ct  
Smithfield, VA 23430

RANDY KRAEMER 201 PLANTATION LN,  
SMITHFIELD, VA 23430

Suzana Jovic

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Smithfield, VA 23430

suzzykiss@live.com

George Wells

131 Sykes Ct 23430

George Wells  
131 Sykes Ct 23430

Gary Beebe - tammyb1965@gmail.com

Tammy Beebe - 1971 muddy coast DR. Santa, CA.

Ray SAND.

Gary Beebe ducking

Debi. Olsovicky - 241 oakwood lane - Santa, CA.

Mike Olsovicky -

August 4, 2015

TO: Town of Smithfield Council  
ATTN: T. Carter Williams, Mayor

CC: Peter Stephenson  
Town Manager

SUBJECT: Comprehensive Plan Modification and Pierceville Development Project

Dear Mayor Williams,

As residents of the Town of Smithfield and Isle of Wight County, we strongly support our neighbors in Goose Hill and the Historic District in opposing ongoing initiatives within the Town's Planning Commission to modify the Future Land-Use Map of the Comprehensive Plan beyond Community-Conservation ("C-C"). Such modification might well allow for subsequent re-zoning of the historic Pierceville property to accommodate intensive real-estate development.

We deplore the present deterioration/dilapidation of the Pierceville historic structures, and understand that innovative means must be used to finance their restoration. Our belief is that much better alternatives exist than the current Developer's proposal for 151 look-alike homes on fewer than sixty (60) acres. Part of the unique charm of our historic and quaint Town is its generous allocation of green-space to complement, and bound, commercial and residential activities. Thus, we share the concerns about: (1) the potential for serious degradation to property values of Historic Smithfield and Goose Hill residents; (2) significant increase in pedestrian and automobile traffic along already-congested streets in the Historic District; (3) inadequate safeguards for preservation of historic/agricultural properties and green-space management; (4) extreme over-development by the builder with homes that do not complement those of Goose Hill or the Historic District, and that lack the Town's infrastructure to support adequately with sewage, traffic-control, and educational classroom opportunity; and (5) violation of the Town's covenant to preserve the beauty and uniqueness of Historic Smithfield.

If real-estate development of Pierceville is a must at this time, we would ask that the Town forbid construction of more than one home per-acre on the designated property, and with very strict covenants that conform with those of the Historic District and Goose Hill...and that the existing historic structures be restored to near-original condition.

Very Respectfully,

Residents of Smithfield and/or Isle of Wight County

<u>Name</u>	<u>Address</u>	<u>E-Mail/Phone#</u>	<u>Signature</u>
1. Jennifer VanHoorebeck	509 Virginia Ave, Smithfield VA 23430	757-617-4274	<i>JV</i>
2. Mary B. Bland	10332 Penotha Drive, Smithfield	Mary B. Bland 357-3301	
3. Don H. Swartz	1500 Magnader Rd. Smithfield	Don H. Swartz	

4. James Thomas	25 clay st Homas	James Thomas	
5. Judy Bauder	24530 1/2 aq on Hill Rd Carrollton, Va 22314	Judy Bauder	
6. DAVE MARTIN	WYCATLING PT ROAD Smithfield VA 23430	dave.martin@gmail.com	
7. LAWRENCE PITT	322 GINGER Loop	lpitt322@gmail.com	

8. Susan Whitcher	SMITHFIELD VA 11308 Cinders Dr Smithfield, VA	swhitcher321@gmail.com	
9. Jessica Confield	12011 Smithsneck rd. Carrollton Va, 22314	schadsma@comcast.net	
10. Heather Jump	7453 maple Hall Lane Windsor VA 23487	dave.sgr134@yahoo.com	
11. Pam Moore	17131 TLUMP TOWN Rd Windsor, VA 23487	mtpj4moore@aol.com	
12. AUDREY KRAEMER	MEGATE'S BEACH	akraemer@smithfield.com 357-4639	

13.  
14.  
15.  
16.  
17.  
18.  
19.  
20.  
21.

Name	Address	E-Mail/Phone	Signature
1. [unclear]	[unclear]	[unclear]	[unclear]
2. Mary H. Island	101370 Pintha Drive	Smithfield	Mary H. Island
3. [unclear]	[unclear]	[unclear]	[unclear]
4. [unclear]	[unclear]	[unclear]	[unclear]
5. [unclear]	[unclear]	[unclear]	[unclear]
6. [unclear]	[unclear]	[unclear]	[unclear]
7. Kristy Clark	10030 millswamp Rd Smithfield VA 23130	[unclear]	Kristy Clark
8. Keith Pemberton	19025 White Oak	[unclear]	Keith Pemberton
9. Denise Pemberton	19025 White Oak, Smithfield	[unclear]	Denise Pemberton
10. [unclear]	[unclear]	[unclear]	[unclear]
11. Sarah Miller	13561 Court House Hwy	[unclear]	Sarah Miller
12. Carol Ford	18195 Cypress Run Dr.	Smithfield 231	[unclear]
13. Barbara E. Ford	9469 Ross Rd	Trer Va. 23866	Barbara E. Ford
14. Colores Mlecyski	223 S Church St	[unclear]	[unclear]
15. [unclear]	223 S Church St.	[unclear]	[unclear]
16. Wilhelmina van der Wal	223 S. Church St	[unclear]	[unclear]
17. Dorothy R. Rhodes	828 Smithfield Blvd.	[unclear]	[unclear]
18. Sue W. Norton	Frederick MD	[unclear]	Sue W. Norton
19. Elaine Couster	Muirfield, VA	[unclear]	Elaine Couster
20.			
21.			

FILE COPY

RECEIVED

PROPOSED PROFFERS BY OWNER AND DEVELOPERS IN CONNECTION WITH THE  
PROPOSED REZONING FOR THE DEVELOPMENT KNOWN AS CARY AND MAIN  
DATED October 20, 2015

OCT 21 2015

The undersigned applicant, Hearndon MC Builders, LLC, a Virginia limited liability company (hereinafter called "Developer"), states that the following conditions are voluntarily proffered for the reclassification of property identified as Cary and Main. The current titled owner of the subject property is Mary Crocker (hereinafter called "Owner"). The Developer and the Owner hereby voluntarily proffer that the development of the property proposed for reclassification under this application shall be in accordance with the conditions set forth below. The Owner grants consent to the following proffers as evidenced by their signatures hereto. Where exhibits are referenced in this proffer they are on file with the Town of Smithfield.

TOWN OF SMITHFIELD

1. Cary and Main shall be constructed in general conformance to the conceptual plan entitled "Cary and Main Conceptual Master Plan", drafted by Land Planning Solutions, dated September 18, 2015 which is occasionally referred to hereafter as "the Conceptual Plan". Substantial deviation, as determined by the Zoning Administrator of the Town of Smithfield, from general design and layout as submitted or amended herein shall require resubmission and approval by Planning Commission in accordance with all applicable provisions as established by Town of Smithfield Zoning Ordinance.
2. Cary and Main shall be constructed in general conformance to the architectural renderings, material specifications, and color selections made a part of the Conceptual Plan, and previously reviewed by the Board of Historic & Architectural Review. Substantial deviation, as determined by the Zoning Administrator of the Town of Smithfield, from the architectural renderings as submitted or amended herein shall require resubmission and approval by Board of Historic & Architectural Review in accordance with all applicable provisions as established by Town of Smithfield.
3. The maximum number of lots to be developed shall not exceed 151 consisting of a minimum of 6,000 square feet each.
4. Developer shall form a homeowners association in accordance with Virginia law which will own (or control through easements granted to homeowners association) and be responsible for the maintenance of the following:
  - a. Storm water management areas (BMP's).
  - b. 100 foot Resource Protection Areas (RPA's)
  - c. All common areas and all improvements thereon
5. The homeowners association shall create an Architectural Review Committee (ARC) to oversee, review and enforce the Architectural Standards. All construction and development within Cary & Main, shall be governed by strict Architectural Standards to insure consistency and compatibility of materials, elevations, architectural style, yard improvements and overall appearance. All construction documents will be reviewed by the Architectural Review Committee of the Property Owners Association for consistency with these Architectural Standards and detailed architectural regulations. Architectural review shall be performed to assure compliance with the Architectural Standards and detailed architectural regulations of Cary & Main, generally as follows:

- a. The ARC shall consist of up to three (3) persons who need not be members of the Property Owners Association, from time to time appointed by the Developer until 100% of the developable lots and 100% within Cary & Main have been developed and conveyed to owners other than builders or by the Board of Directors of the Property Owners Association from and after the date on which the Developer delegates this responsibility to the Property Owners Association by written instrument in recordable form executed by the Developer. Anything falling under the authority of the ARC herein or in the Declaration of Protective Covenants, Conditions, Restrictions and Easements, and the Cary & Main property owner's association (the "Association"), as the same may be amended, shall be deemed to fall under the authority of the Developer until such time as the Developer assigns such functions to the Association. At such time as the Board of Directors is empowered to appoint the members of the ARC, the ARC shall be composed of at least three (3) but no more than seven (7) members. The Developer or the Board of Directors, as the case may be, may appoint one (1) alternative member to the ARC, which alternative member may vote only in the absence of a regular member. The members of the ARC shall serve for such terms as may be determined by the Developer or the Board of Directors, as the case may be. The Declaration of Protective Covenants and Restrictions (the "Declaration") shall address but not be limited to the following: (1) establish the authority of the ARC; (2) contain provisions generally consistent with these Criteria; and (3) be recorded in the Clerk's Office of the Circuit Court of Isle of Wight County.
  - b. Before commencing the construction, erection, or installation of any building, walk, fence, swimming pool, deck, animal pen, or shelter, exterior lighting, sign, mailbox or mailbox support or other structure, land disturbance, landscaping or paving ("Improvement") on any Lot, including site work in preparation therefore, and before commencing any alteration, enlargement, demolition or removal of an Improvement or any portion thereof in a manner that alters the exterior appearance of the Improvement or the Lot on which it is situated, each Owner shall submit to the ARC a completed application on the form provided by the ARC.
  - c. The ARC shall review such plans for consistency with the Architectural Standards and the Declaration. The ARC shall promulgate additional regulations ("Detailed Architectural Regulations") for application by the ARC as reasonably necessary to ensure conformance with the Declaration and the standards which appear following this paragraph. Prior to the recordation of any subdivision plat, these Detailed Architectural Regulations shall be reviewed and approved by the Planning Director or the Board of Historic & Architectural Review (BHAR), or their designee, as the Town of Smithfield may require, to ensure consistency with the Development Criteria. The ARC regulations shall be in addition to the Board of Historic & Architectural Review but shall not supersede the BHAR.
6. The predominate arch. theme for Cary and Main will be traditional and encourage architecture that embodies the themes of Georgian, Colonial, Craftsman, Bungalow, and Victorian style architecture.

- a. **SIZE.** Single family residences shall have a minimum square footage of heated area of 2000 square feet. This footage is exclusive of garages, sheds, pool houses, terraces, screened porches, decks and overhangs.
- b. **DESIGN.** A minimum of 70% of the primary dwellings built shall have a front porch with a depth of at least six feet and no porch shall have a depth of less than five feet, all front loading garages shall have two separate garage doors with windows or a single carriage door with decorative features, all corner boards (excluding brick siding), windows and doors trim shall have a minimum four inch exposure.
- c. **FOUNDATIONS.** All foundations for the primary structure shall be a raised slab with a minimum sixteen inch exposure above final grade or a crawl space, both of which shall be skirted in brick or stone.
- d. **EXTERIOR FINISH.** All primary visible exterior surfaces shall have either fiber-cement siding, brick, stone, wood, or treated engineered wood lap siding with a minimum twenty-five year warranty or any combination thereof. Care will be given to exterior selections made for appropriate home styles. For example; partial brick exteriors shall be encouraged for Colonial Style Homes.
- e. **ROOF.** Roof appearance is critical to the overall appearance of a home. The pitch of the main structure's roof shall be no less than six (6) feet in twelve (12) feet. Pitches for porches, breezeways and other secondary structures could be less. Roof materials must be at a minimum an architectural grade asphalt shingle with a 35 year warranty.
- f. **DUPLICATION.** Not less than five residential dwelling models shall be used and each model shall have at least two different façades, roof lines, and multiple color combinations. No two dwellings shall be of the identical model and elevation on the same side of the street within three building lots of each other within a single block. Facade reversal and color and material change shall be treated as a different elevation.
- g. **ANTENNAS.** Only Antennas designed to receive direct broadcast satellite services or video programming that are one meter or less in diameter will be allowed and shall be installed to minimize visibility to surrounding property and public ROW. Antennas should be placed where least likely to detract from the character of the site. All subject Antennas must be submitted to the ARC for approval.
- h. **LIGHTING.** All exterior lighting should be installed so as not to shine on adjacent property or public space, and should be aesthetically planned for each location. ARC approval is required for all landscaping lights and security lighting. Temporary lighting for the holiday season does not require approval; however, holiday lighting shall not be operative and installed more than thirty-five (35) days prior to the holiday and shall be inoperative and removed no later than twenty (20) days after the holiday.
- i. **EXTERIOR COLORS.** All exterior colors must be approved by the ARC, including siding, roof, trim, doors, shutters, outbuildings, fences, and any other structures or exterior surfaces.
- j. **WINDOWS.** All windows must be wood or vinyl. Aluminum or metal windows are not allowed as the primary use. The ARC would consider an exception should no other alternative be available for a specific architectural feature or detail. Consideration shall be given to the recommendation for window types in particular home styles as referenced in the Town of Smithfield Historic District Design Guidelines.

- k. LANDSCAPING. All newly constructed dwellings must install Sod in the front yard and rough grade and seed where it does not have sod. At a minimum each lot will have eight 3 gallon plants with mulch beds and one Tree in the front yard. The remaining landscaping will be based on the Site Plan. All Town required tree and buffer landscaping located on an individual lot must be maintained by the homeowner. All decorative landscaping such as water or rock gardens must be approved by the ARC before installation.
  - l. UTILITY AREAS. Exposure of all areas where utilities meet the main housing structure or where HVAC or trash receptacles will be placed must be minimized to adjacent Street Right of Way.
  - m. RECREATIONAL EQUIPMENT. No recreational equipment, such as basketball goals, swings and other playground equipment will be permitted to be placed forward of the two rear corners of the main structure, or within five feet of the back lot line of the property and must be submitted to the ARC for approval.
  - n. OUTBUILDINGS. Any and all outbuildings, including proposed location of same, must be approved by the ARC and must be designed and constructed consistently with the styling, materials and colors of the main dwelling. Size and location must be compatible with the main dwelling and surrounding properties.
  - o. SWIMMING POOLS, HOT TUBS AND SPAS. All pools, whether above or in-ground require approval of the ARC. All pools require fencing and screening with permanent decking and underground utility connections. All pool equipment must be enclosed or screened from view. Hot tubs and spas require approval by the ARC and are considered a major addition with special consideration given to location and screening.
  - p. VEHICLE STORAGE. Except as necessary for ongoing construction activity, no commercial vehicles (including tractors, trailers and step vans) rated over one ton (as classified by the Department of Motor Vehicles) or recreational vehicles are to be stored on any part of the property at any time.
  - q. FENCING. All fencing must be approved by the ARC prior to installation. If front yard fencing is proposed it must be less than 3 ½ feet in height. Side and Rear yard fencing shall not exceed six feet in height. All fences shall have a visible surface of vinyl, anodized aluminum, or painted wood picket. Chain link fencing shall not be permitted.
7. Developer shall contract a professional management company to administer the homeowners association.
  8. If any BMP is designed to be “wet” it shall be aerated. Each BMP shall have a dedicated 20’ ingress/egress/maintenance easement.
  9. Restrictive covenants and restrictions, which shall contain all items referred to in these proffers, will be recorded, prior to any outsales, to protect the integrity of these proffers.
  10. Regardless of the desires of the property owners of Cary and Main, the homeowners association’s bylaws, architectural standards, rules and the restrictive covenants and restrictions shall not be modified without the consent of the Town Council, as they pertain to items number 3, 4, 5, 6, 7 and 8 listed above.

11. Developer proffers a cash contribution to the Town of Smithfield to offset the following fiscal impacts incurred , on a per lot basis, by the Town as a result of the rezoning and development of Cary and Main, namely, \$511.94 for Recreational Facilities, \$299.00 for the Rescue Squad, \$1,087.27 for the Fire Department and \$597.92 for the Smithfield Police Department. Said contributions would be paid at the rate of \$2496.13 per lot based on the number of lots approved on the final plat. Said contribution would be secured by a note and deed of trust, held by the Town, which would be subordinated to any construction, development or permanent financing placed upon the property by developer. The sum of \$2496.13 shall be paid at the time the certificate of occupancy is issued for a lot and the Town of Smithfield will release that lot from its deed of trust.
  
12. Subsequent to the successful rezoning and acquisition of the subject property by Developer, Developer shall take immediate steps to seal the exterior envelope of the Pierce house against moisture penetration and other necessary steps to preserve the remaining structural integrity of the primary dwelling and outbuildings as agreed to by the Smithfield Board of Historic and Architectural Review. The intent of which, would be to prevent demolition by neglect. Developer shall post a \$100,000.00 Letter of Credit with the Town of Smithfield within 75 days of the date of the successful rezoning or the date Developer acquires the subject property, whichever shall occurs first, to ensure the property is adequately preserved from further decay. Developer shall complete the preservation measures within 120 days from that time. Said letter of credit shall be released once the preservation measures have been completed. In addition, the Developer will have the Pierce house and outbuildings preserved in accordance with guidelines of the Board of Historic and Architectural and returned to use as a primary residence. If the Developer is unable to find a suitable entity or individual to take over and complete the restoration within one year of Developer's acquisition of the property, then Developer will undertake the renovation and upon completion, offer the Pierce home and outbuildings for sell as a Single Family residence.

Hearndon MC Builders, LLC, DEVELOPER

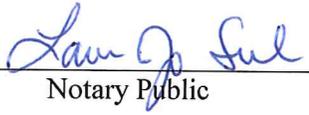


By: \_\_\_\_\_  
Managing member

STATE OF VIRGINIA  
COUNTY OF ISLE OF WIGHT, to wit:

The foregoing instrument was acknowledged before me this 21<sup>st</sup> day of October, 2015, by

William G Darden, Managing Member, of behalf of Hearndon MC Builders, LLC.

  
\_\_\_\_\_  
Notary Public

My commission expires: 6-30-17

My commission ID No.: 312859



MARY DELK CROCKER, OWNER

*Nancy Lynn Delk POA*

By: ~~Nancy Lynn Delk~~, Attorney in fact  
David M. Delk

STATE OF VIRGINIA  
COUNTY OF ISLE OF WIGHT, to wit:

The foregoing instrument was acknowledged before me this 20<sup>th</sup> day of October,  
2015, by David M. Delk  
~~Nancy Lynn Delk~~, Attorney in fact for Mary Delk Crocker.

*Laura Jo Sullivan*

Notary Public

My commission expires: 6-30-17

My commission ID No.: 312859



# *Cary & Main*

SMITHFIELD, VIRGINIA

APRIL 2015 - REVISED SEPTEMBER 18, 2015



PREPARED FOR:  
HEARNDON MC BUILDERS, LLC

PREPARED BY:



LAND PLANNING SOLUTIONS

5857 HARBOUR VIEW BLVD, STE. 202  
SUFFOLK VA. 23435-2657

© 757.935.9014 F 757.935.9015

[www.landplanningsolutions.com](http://www.landplanningsolutions.com)

# Cary & Main



Smithfield, Virginia  
 April 8, 2015, Revised. September 18, 2015

## SITE DATA:

Total Parcel Size: +/-58 a.c.  
 Net Site Area: +/-45.64 a.c.  
 Current Zoning: C-C Community Conservation

Proposed Zoning: DN-R Downtown Neighborhood Residential and 1+-Ac to be zoned to Downtown for future commercial growth

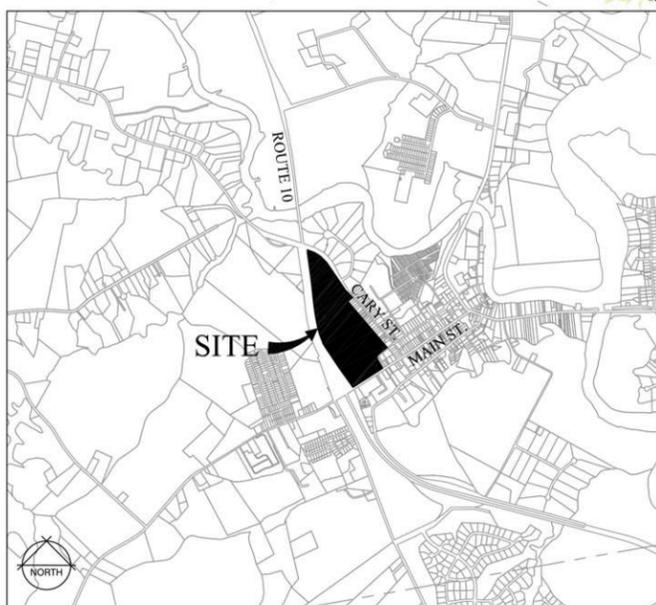
Max Density: 5 du/ac  
 Min Lot area: 6,000 s.f.  
 Min Lot Width: 50'  
 Building Height: 35' Max  
 Setbacks:  
 Front: 25'  
 Side: 10'  
 Corner: 20'  
 Rear: 25', 5' for Accessory Use

Open Space Required: 10% (5% active)  
 Buffers: 40' buffer req. adjacent to Route 10

## Proposed Development:

Lots Provided:  
 70'x100 or larger 15 Lots  
 60'x110' : 121 Lots  
 55'x110': 15 Lots  
 Total Lots Provided: 151 Lots  
 Gross Density: 2.60 du/ac

## Location Map



**LPS** LAND PLANNING SOLUTIONS  
 5857 HARBOUR VIEW BLVD. STE. 202  
 SUFFOLK VA. 23435-2657  
 ☎ 757.935.9014 F 757.935.9015  
 www.landplanningsolutions.com

# Cary & Main

PIERCE MANOR & PLANTATION

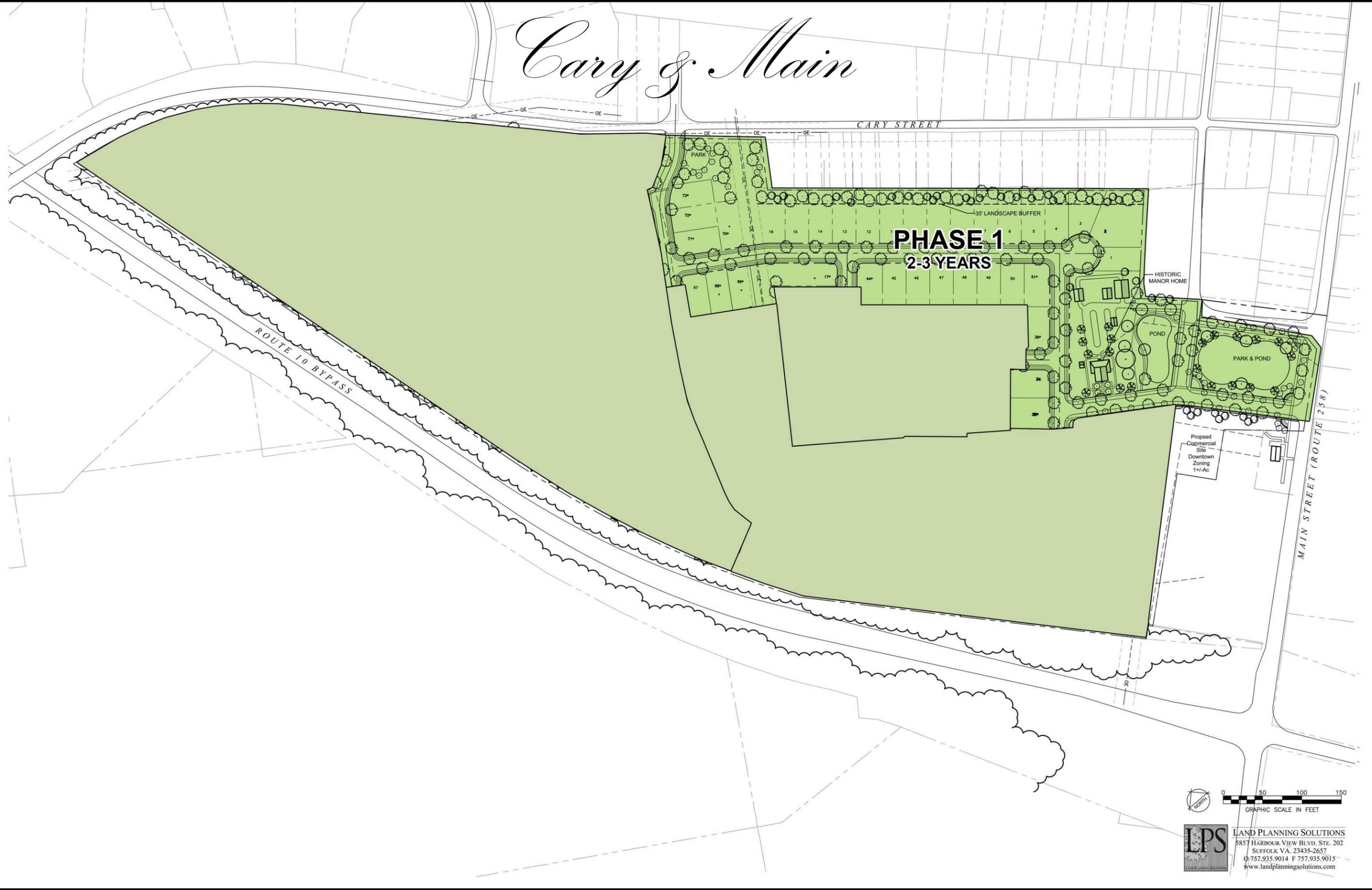


CONCEPTUAL PLANTATION PLAN

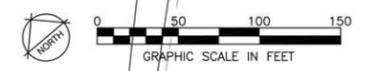


HISTORIC PHOTO OF MANOR HOUSE

# Cary & Main

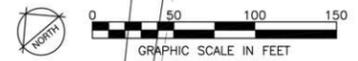
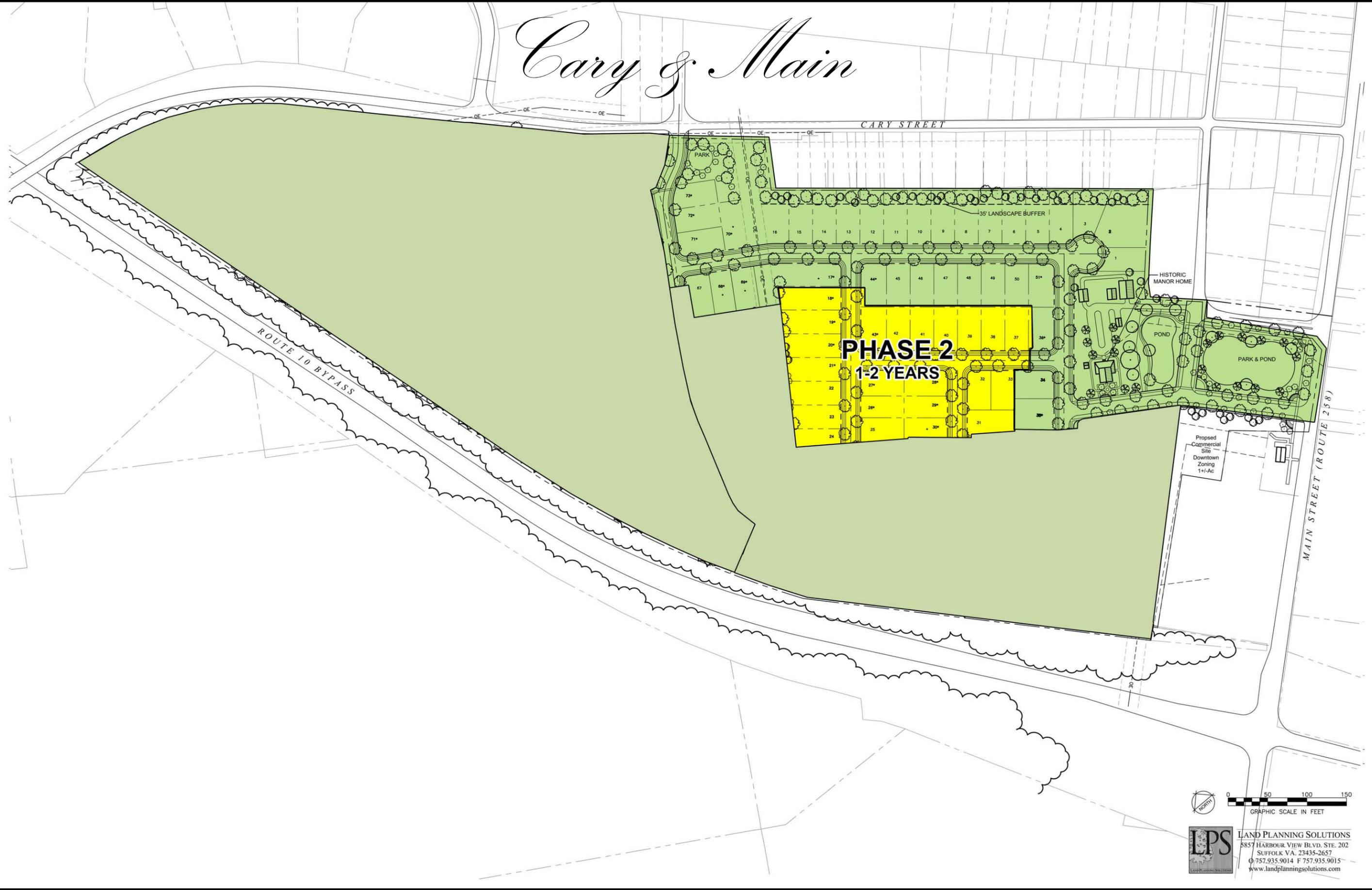


**PHASE 1**  
**2-3 YEARS**



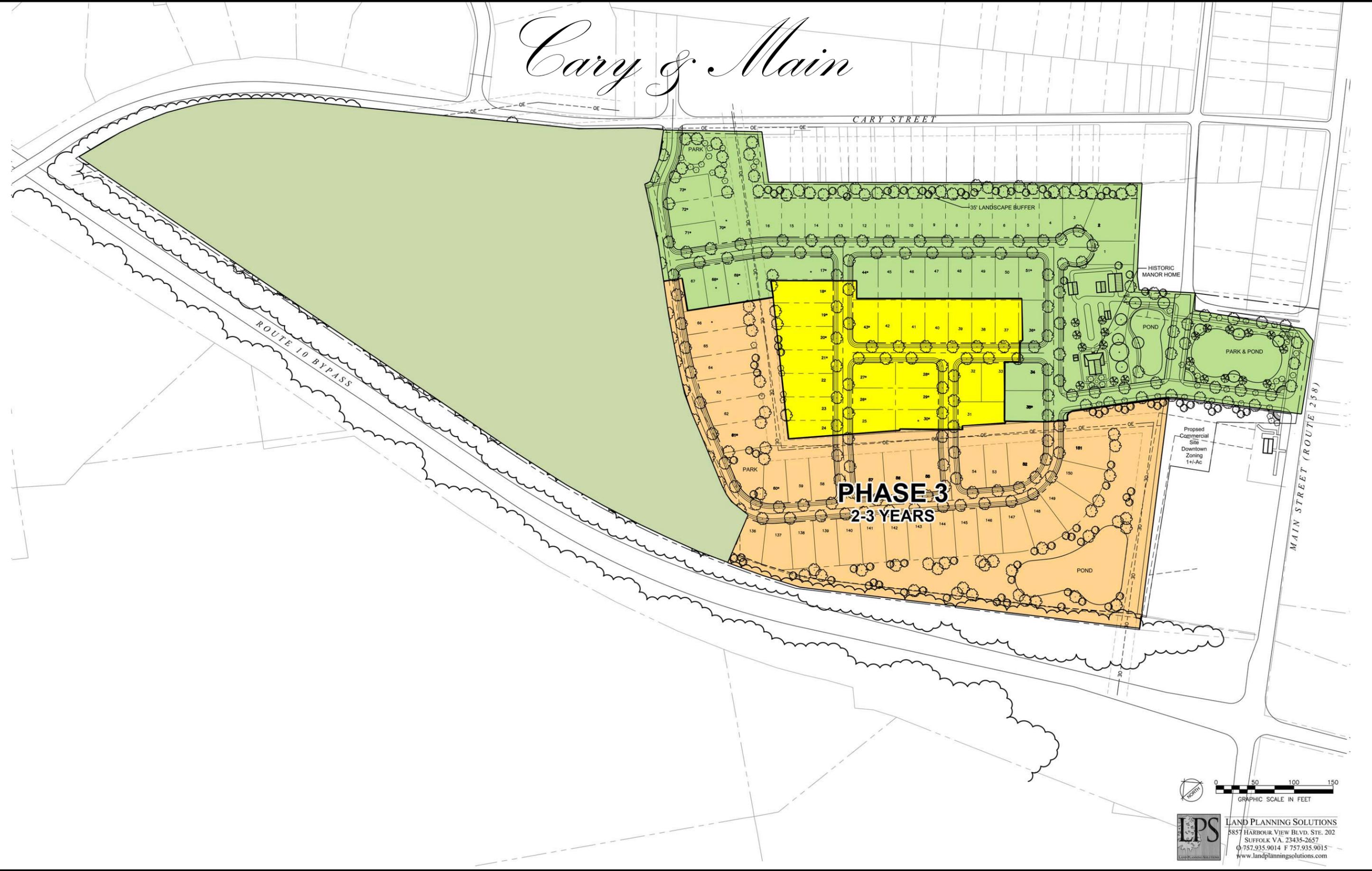
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# Cary & Main

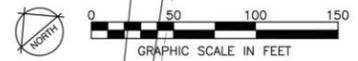


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SUFFOLK VA. 23435-2657  
O: 757.935.9014 F: 757.935.9015  
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# Cary & Main



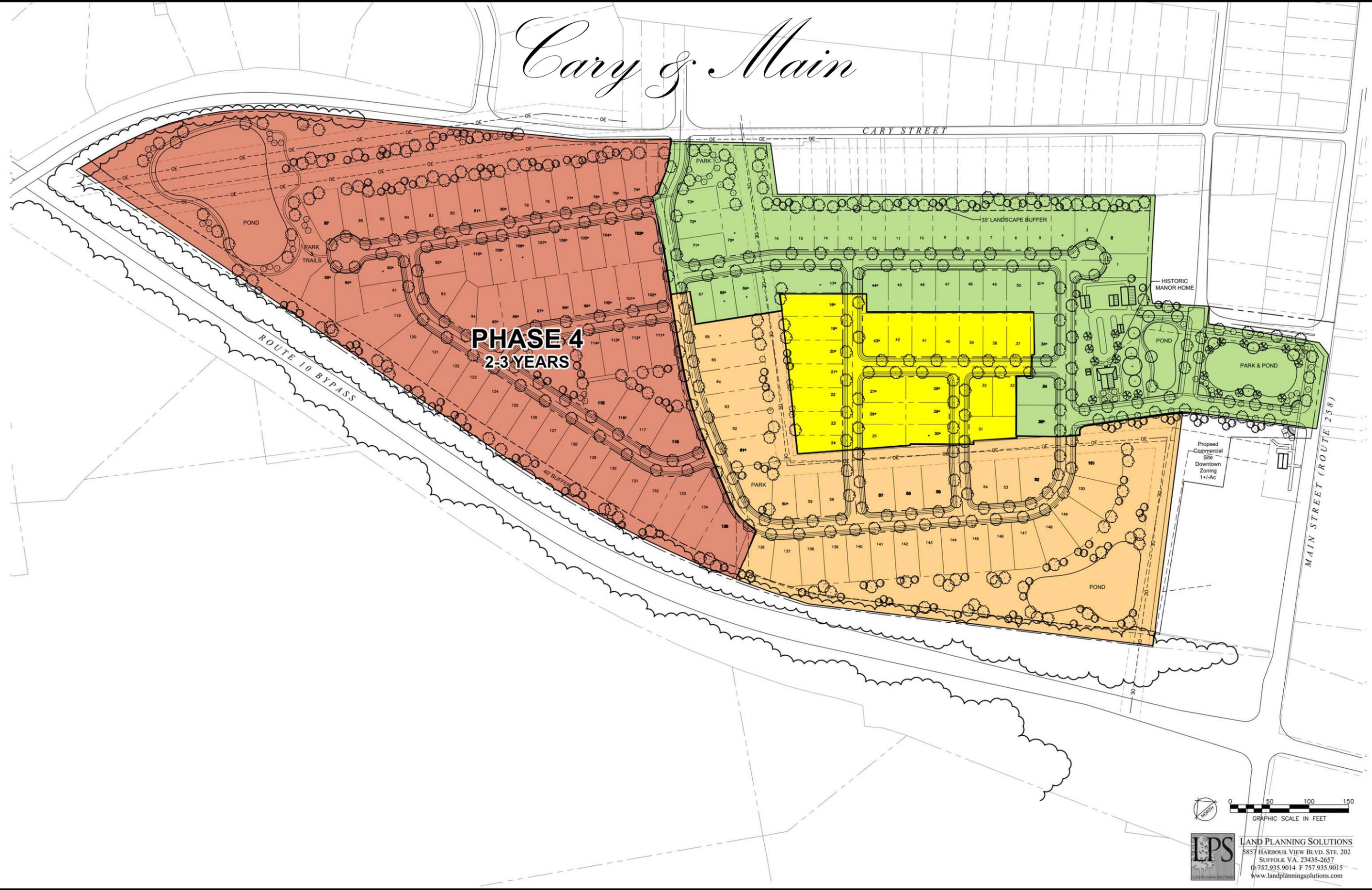
**PHASE 3**  
2-3 YEARS



**LPS** LAND PLANNING SOLUTIONS  
5857 HARBOUR VIEW BLVD. STE. 202  
SUFFOLK VA. 23435-2657  
O 757.935.9014 F 757.935.9015  
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# Cary & Main

**PHASE 4**  
2-3 YEARS



**LPS** LAND PLANNING SOLUTIONS  
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SUFFOLK VA. 23435-2657  
P 757.935.9014 F 757.935.9015  
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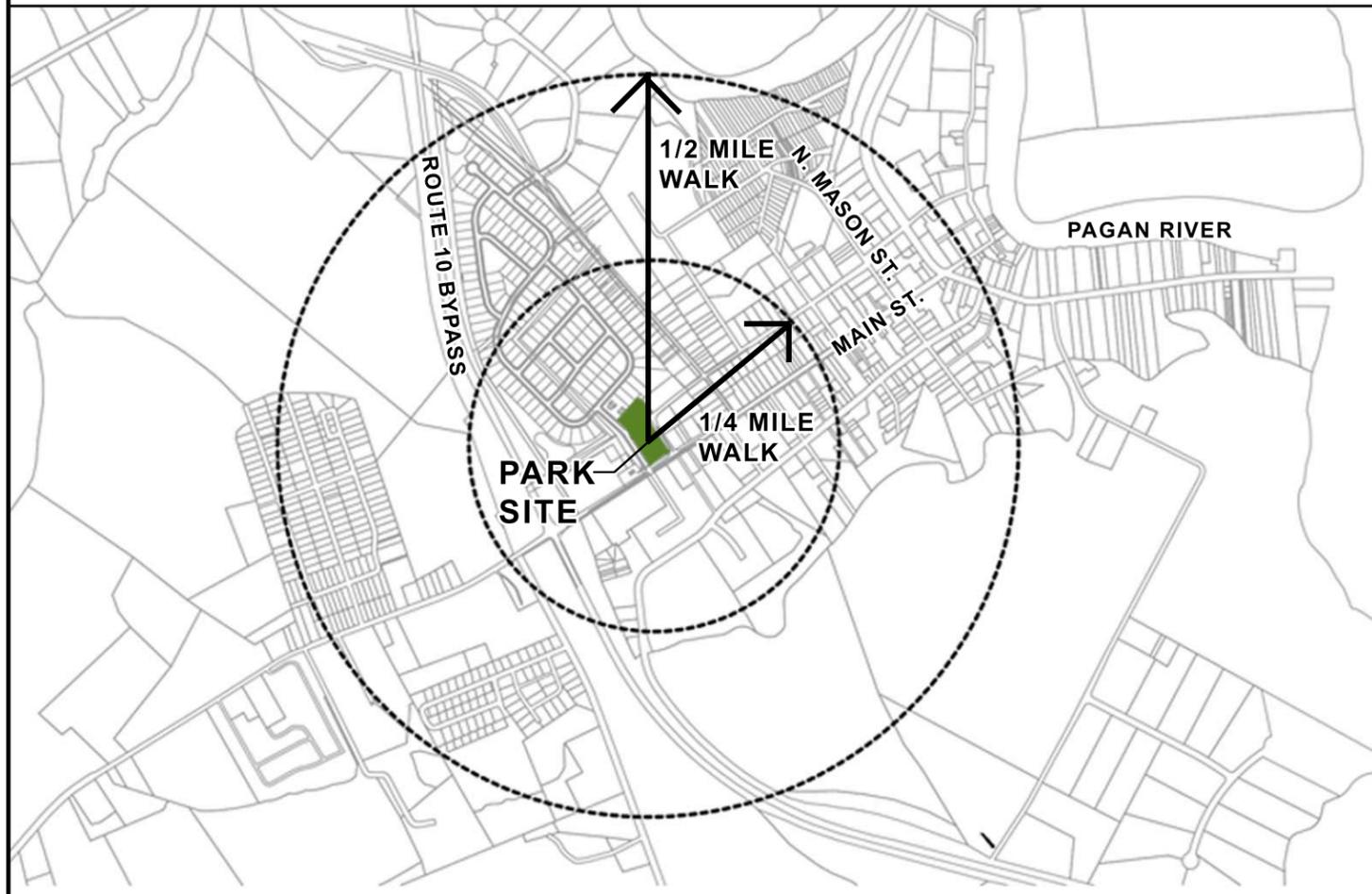


*Cary & Main*

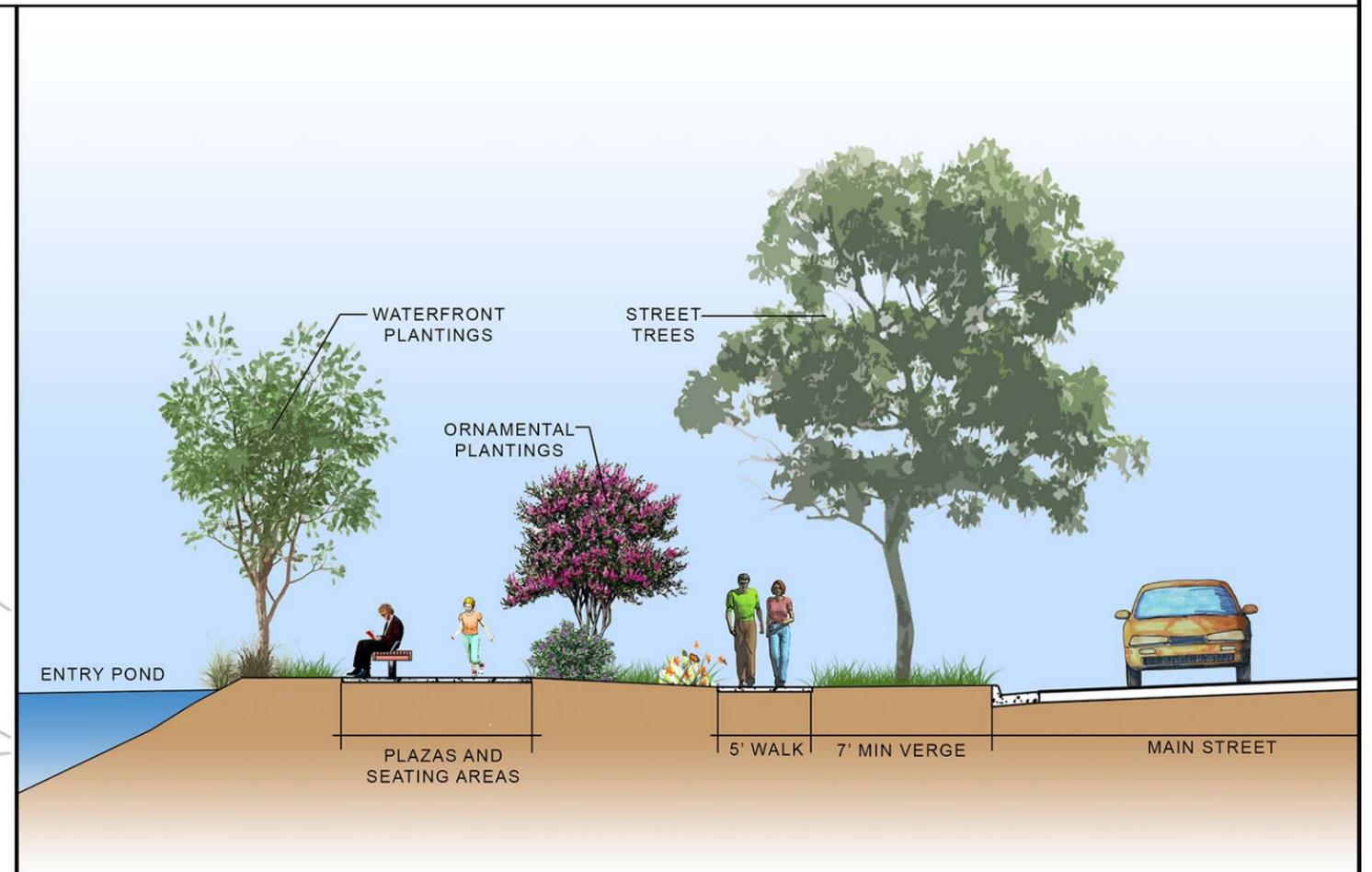
CONCEPTUAL PARK DESIGN

# Cary & Main

CONCEPTUAL PARK DESIGN



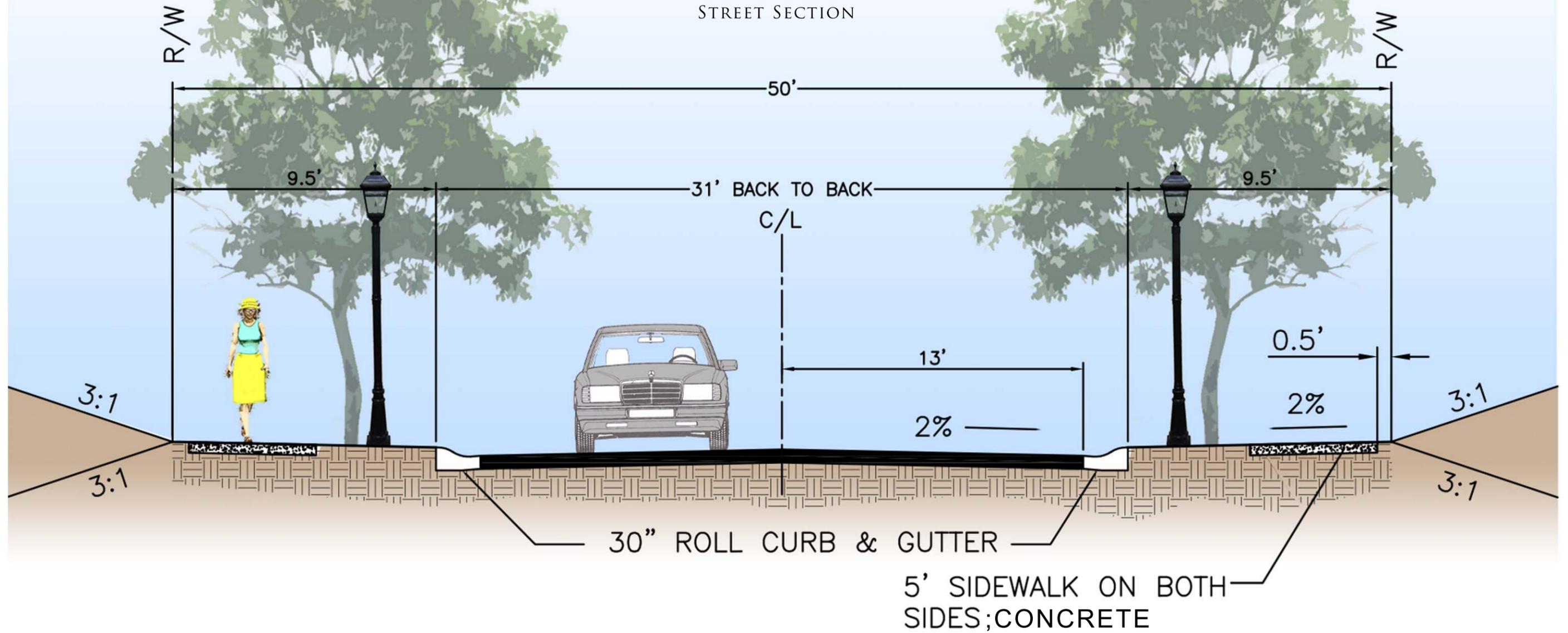
WALKING DISTANCE FROM MAIN ST, PARK



PARK SECTION AT MAIN ST.

# Cary & Main

STREET SECTION



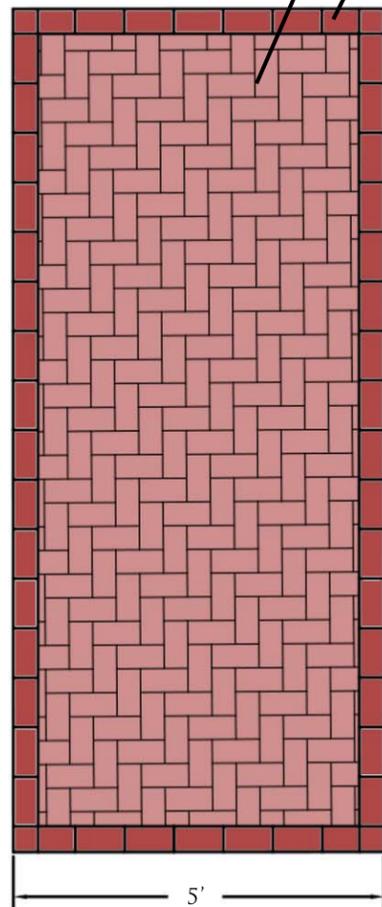
## TYPICAL 50' R/W SECTION

NOT TO SCALE

# Cary & Main

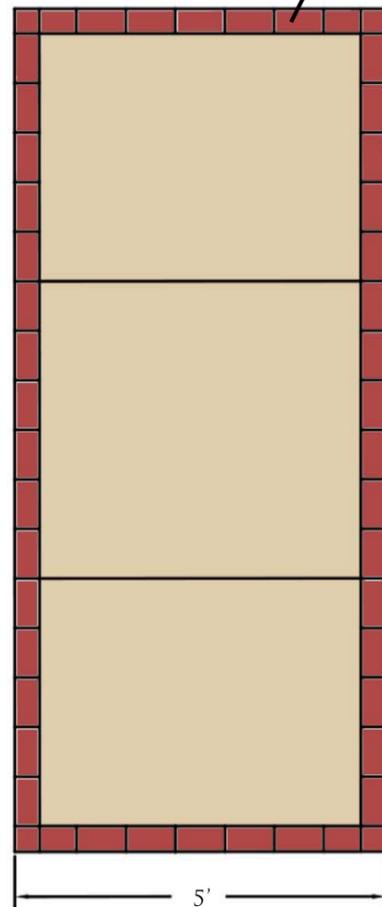
## SITE AMENITIES

BRICK STRETCHER COURSE  
AT EDGES  
90 DEGREE BRICK  
HERRINGBONE PATTERN



MAIN STREET BRICK WALK

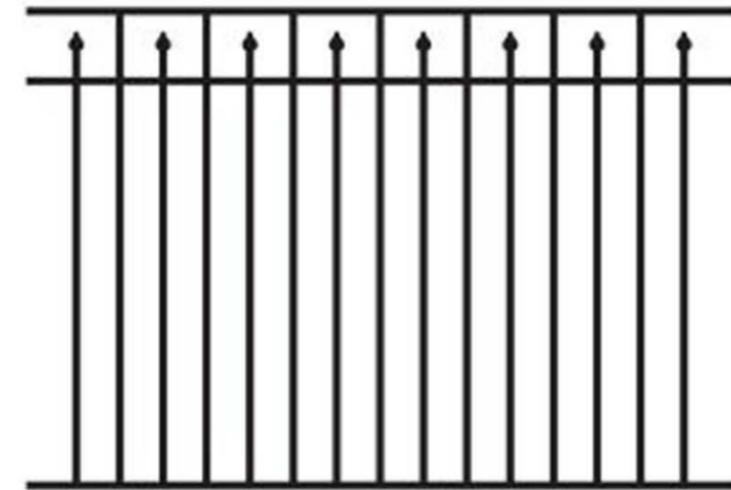
BRICK STRETCHER  
COURSE AT EDGES



BRICK & CONCRETE WALKS  
AT MAIN ST. & CARY ST.  
ENTRANCES



LIGHTING



FENCING



WASTE RECEPTACLES



BENCHES

# *Cary & Main*





# Cary & Main

ELEVATIONS FOR HEARNDON MODEL 32'x32'

First Floor



Second Floor



First Floor: 1024 sqft  
 Second Floor: 989 sqft  
 TOTAL Heated: 2013 sqft

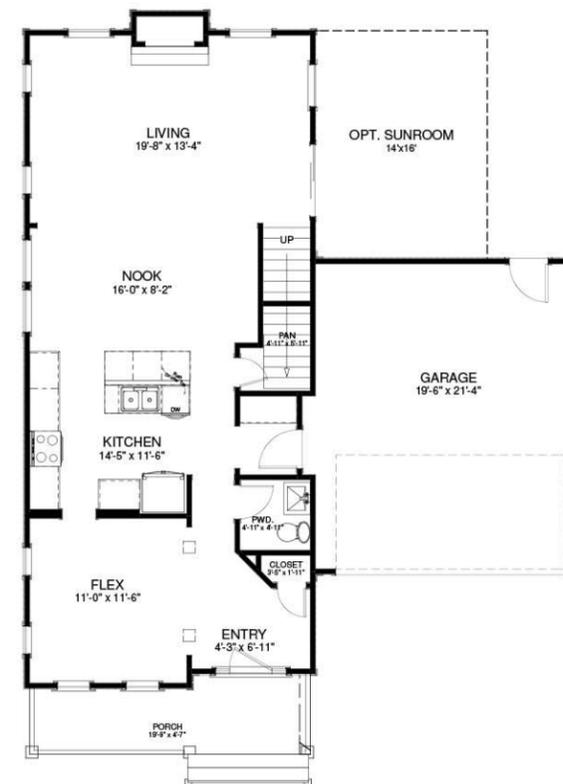
Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.



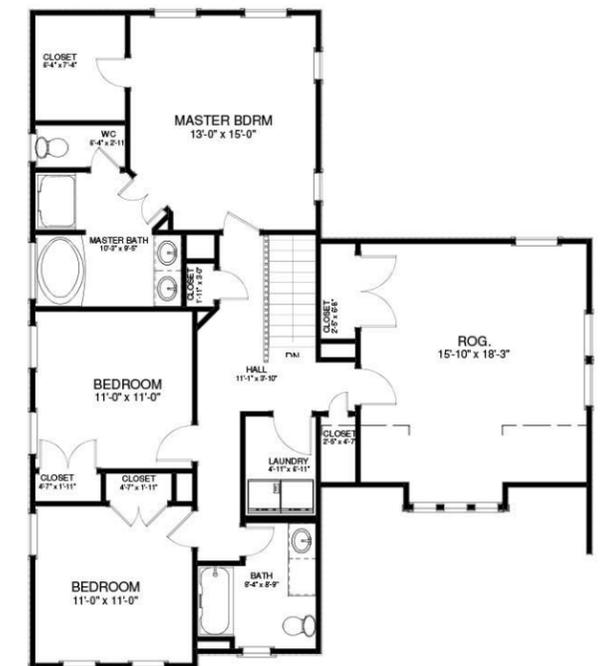
# Cary & Main

ELEVATIONS FOR HEARNDON MODEL 465

First Floor



Second Floor



Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.

First Floor: 918 sqft  
 Second Floor: 1237 sqft  
 TOTAL Heated: 2155 sqft



# Cary & Main

ELEVATIONS FOR HEARNDON MODEL 475



Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.

First Floor: 1120 sqft  
 Second Floor: 1282 sqft  
 TOTAL Heated: 2402 sqft



# Cary & Main

ELEVATIONS FOR HEARNDON MODEL 36'X36'

First Floor



Second Floor



First Floor: 1296 sqft  
 Second Floor: 1219 sqft  
 TOTAL Heated: 2515 sqft

Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.

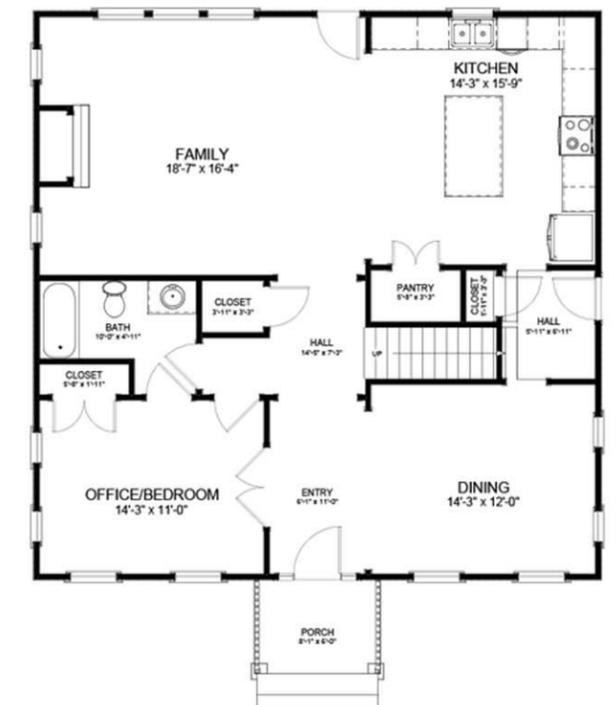


# Cary & Main

ELEVATIONS FOR HEARNDON MODEL 36'x36' MANSARD ALT.

Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.

First Floor



Second Floor



First Floor: 1296 sqft  
 Second Floor: 1219 sqft  
 TOTAL Heated: 2515 sqft



# Cary & Main

ELEVATIONS FOR HEARNDON MODEL 480



Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.

First Floor: 1182 sqft  
 Second Floor: 1390 sqft  
 TOTAL Heated: 2572 sqft

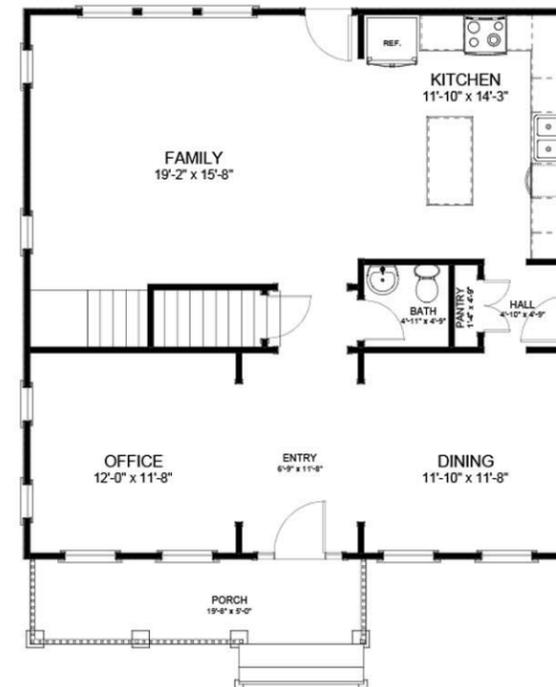


SEE ELEVATION FOR HEARNDON MODEL 36'X36' FOR CONCEPTUAL FLOOR PLAN

# Cary & Main

ELEVATIONS FOR HEARNDON MODEL 36'X36' & 32'X32'

First Floor



Second Floor



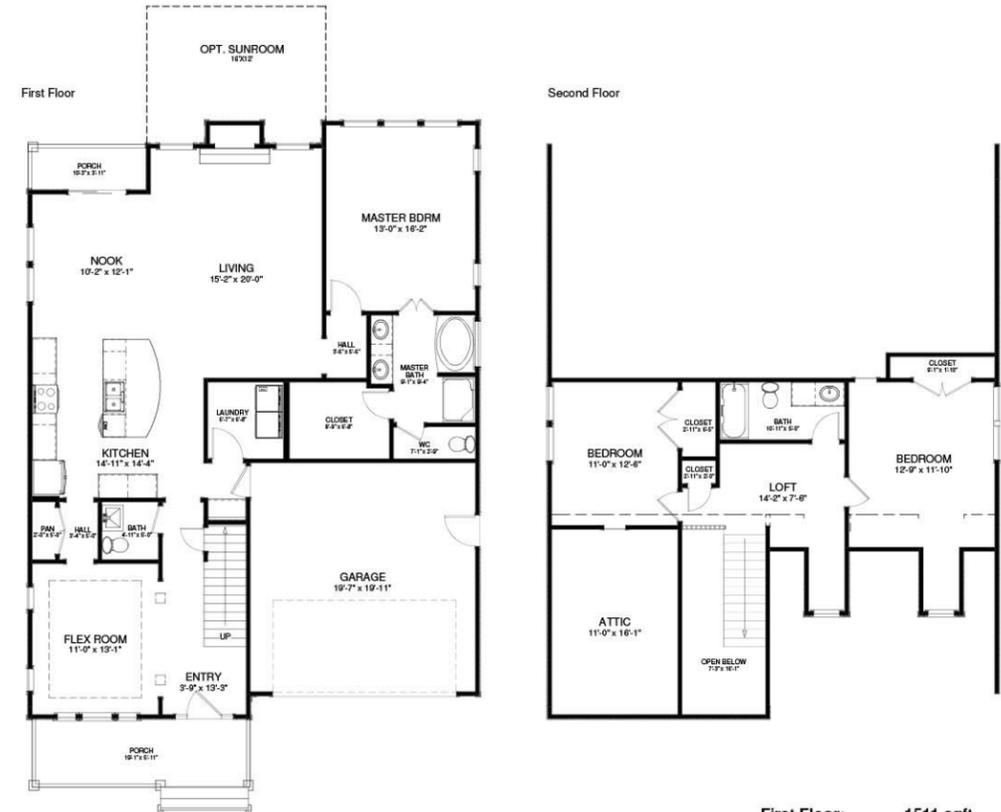
First Floor: 1024 sqft  
 Second Floor: 989 sqft  
 TOTAL Heated: 2013 sqft

Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.



# Cary & Main

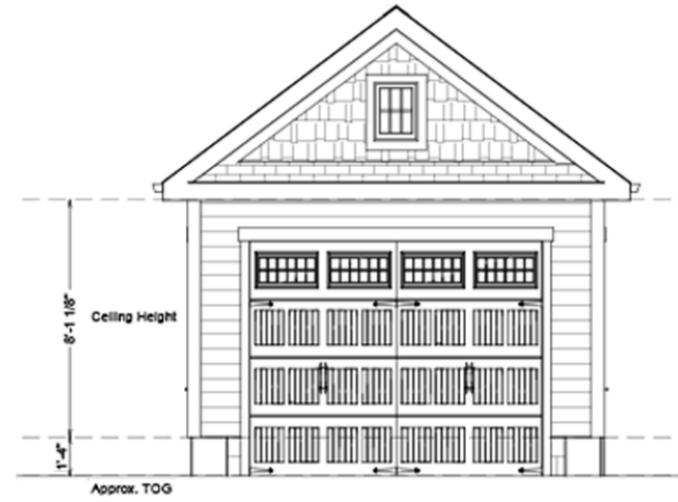
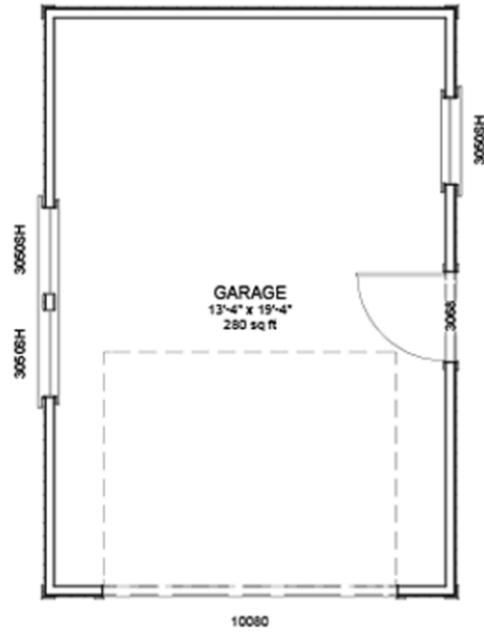
ELEVATIONS FOR HEARNDON MODEL 470



First Floor: 1511 sqft  
 Second Floor: 737 sqft  
 TOTAL Heated: 2248 sqft

Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.

First Floor



Front Elevation



Left Elevation



Rear Elevation



Right Elevation

*Cary & Main*

ELEVATIONS FOR HEARNDON DETACHED GARAGES

*Note: Elevation materials, trim, columns and windows are approximated. May appear different on actual final product. Subject to change. Optional handrail shown, or to be installed as code requires.*

---

*Cary & Main*

SMITHFIELD, VIRGINIA

SEPTEMBER 2015

# Cary & Main



Smithfield, Virginia  
 April 8, 2015, Revised. September 18, 2015

**SITE DATA:**

Total Parcel Size: +/-58 a.c.  
 Net Site Area: +/-45.64 a.c.  
 Current Zoning: C-C Community Conservation

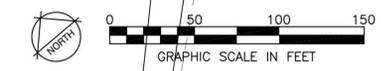
Proposed Zoning: DN-R Downtown Neighborhood Residential  
 and 1+/-Ac to be zoned to Downtown for future commercial growth

Max Density: 5 du/ac  
 Min Lot area: 6,000 s.f.  
 Min Lot Width: 50'  
 Building Height: 35' Max  
 Setbacks:  
 Front: 25'  
 Side: 10'  
 Corner: 20'  
 Rear: 25', 5' for Accessory Use

Open Space Required: 10% (5% active)  
 Buffers: 40' buffer req. adjacent to Route 10

Proposed Development:  
 Lots Provided:  
 70'x100 or larger 15 Lots  
 60'x110' : 121 Lots  
 55'x110': 15 Lots  
 Total Lots Provided: 151 Lots  
 Gross Density: 2.60 du/ac

**Location Map**



**LPS** LAND PLANNING SOLUTIONS  
 5857 HARBOUR VIEW BLVD. STE. 202  
 SUFFOLK VA. 23435-2657  
 O 757.935.9014 F 757.935.9015  
 www.landplanningsolutions.com

O:\Projects\Hearndon\HEA023 - Smithfield 58 acres\Cadd\Prelim\Smithfield 58 acres 09b.dwg, Plotted By: ergalvin, Plotted: Oct 20, 2015 - 3:12pm

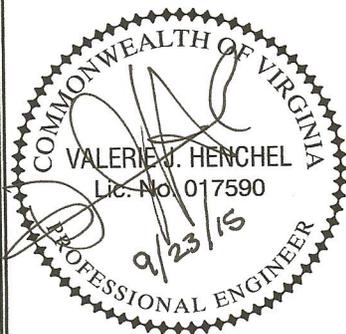
**TRAFFIC IMPACT STUDY**

**FOR**

**CARY & MAIN**

**IN**

**TOWN OF SMITHFIELD, VA**



**INTERMODAL ENGINEERING, P.C.**  
**SEPTEMBER, 2015**

C:\Projects\Hearndon\HEA023 - Smithfield 58 acres\Cadd\Prelim\Preliminary Smithfield 58 acres 09b.dwg, Plotted By: Melissa, Plotted: Sep 18, 2015 - 2:52pm

Smithfield, Virginia  
April 8, 2015, Revised. September 18, 2015

**SITE DATA:**

Total Parcel Size: +/-58 a.c.  
Net Site Area: +/-45.64 a.c.  
Current Zoning: C-C Community Conservation

Proposed Zoning: DN-R Downtown Neighborhood Residential  
and 1+/-Ac to be zoned to Downtown for  
future commercial growth

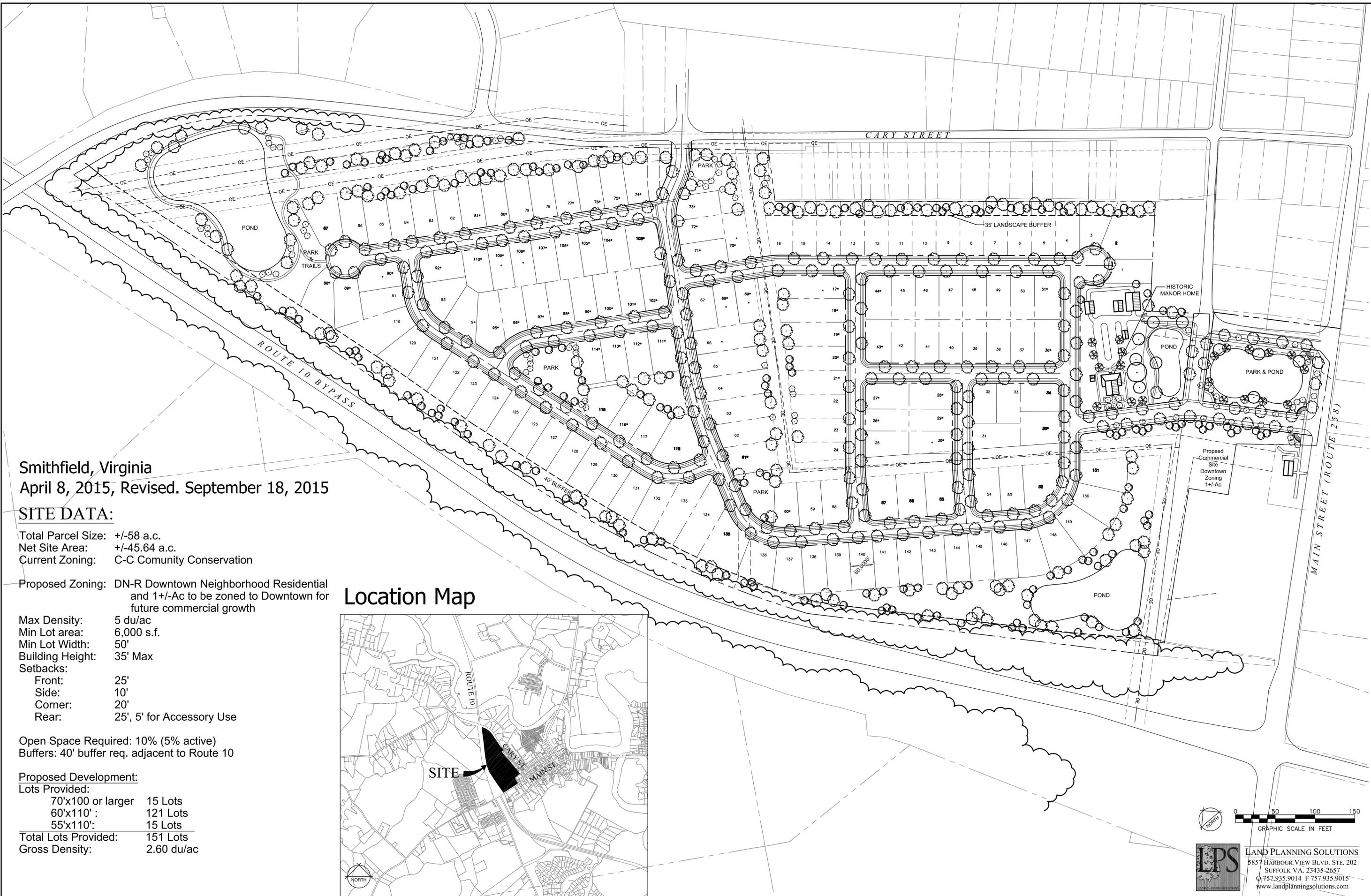
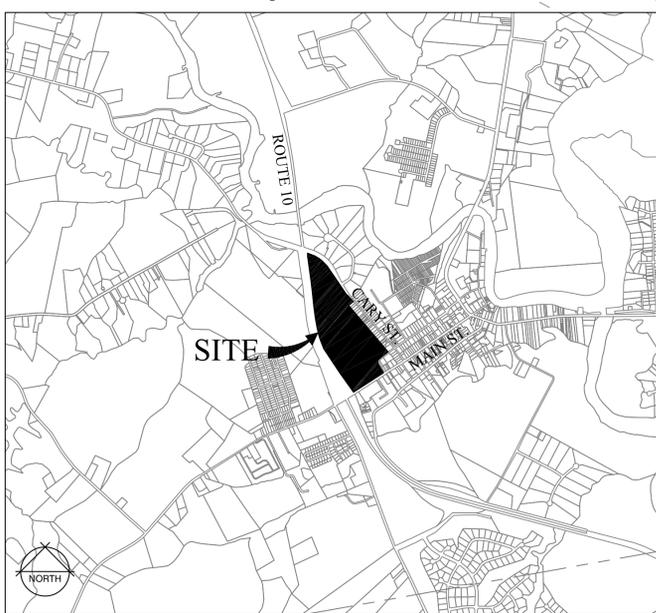
Max Density: 5 du/ac  
Min Lot area: 6,000 s.f.  
Min Lot Width: 50'  
Building Height: 35' Max  
Setbacks:  
Front: 25'  
Side: 10'  
Corner: 20'  
Rear: 25', 5' for Accessory Use

Open Space Required: 10% (5% active)  
Buffers: 40' buffer req. adjacent to Route 10

**Proposed Development:**

Lots Provided:  
70'x100 or larger 15 Lots  
60'x110' : 121 Lots  
55'x110': 15 Lots  
Total Lots Provided: 151 Lots  
Gross Density: 2.60 du/ac

**Location Map**



**LPS** LAND PLANNING SOLUTIONS  
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SUFFOLK VA. 23435-2657  
O 757.935.9014 F 757.935.9015  
www.landplanningsolutions.com

Cary & Main subdivision is a proposed residential development off of Main Street, north of Route 10 Bypass, in Isle of Wight, VA. Intermodal Engineering, P.C. was retained by Hearndon Construction to perform a traffic impact analysis for this development to determine its impact on the existing road system. The analysis considers existing conditions and post development impacts on the adjacent roadways, as well as, identifies any needed modifications to minimize these impacts and provide adequate access to the development.

This memorandum summarizes the traffic impact analysis, identifies the procedures and assumptions used in its development and also identifies the road system requirements.

#### **PROJECT DESCRIPTION**

The proposed Cary & Main subdivision development will construct 152 single houses. The proposed site is approximately 58 acres on the west side of Main Street in the Town of Smithfield, VA. The site is currently zoned C-C, Community Conservation, and the proposed zoning is DN-R, Downtown Neighborhood Residential. The main access to Cary & Main will be at an entrance off Main Street approximately 800 feet north of Route 10 Bypass. There will also be two secondary accesses: one to Cary Street across from Goose Hill

Way and the other providing a connection from the main access to Grace Street.

#### **EXISTING ROADWAY NETWORK**

The existing major roadways adjacent to the site are as follows:

- 1) Main Street (Bus. Rt. 258) is a two-lane north-south roadway with a 25 mile per hour speed limit in the vicinity of the site. Main Street runs north into downtown Smithfield and south, becoming Courthouse Highway, toward Windsor, VA.
- 2) Route 10 Bypass is a two-lane east-west roadway with a speed limit of 45 miles per hour. In the vicinity of the site, Route 10 Bypass runs east past Benns Church and west to Surry. Its intersection with Main Street is signalized.
- 3) Cary Street is a two-lane east-west roadway with a 30 mile per hour speed limit in the vicinity of the site. Cary Street runs west overpassing Route 10 becoming Mill Swamp Road and east to Main Street with the block between Grace Street and Main Street being one-way westbound.
- 4) Grace Street is a two-lane roadway with a 25 mile per hour speed limit. Grace Street curves to connect Main Street and Cary Street.

#### **TRAFFIC COUNT DATA**

Present traffic demand in the study area was determined from a review of traffic count data. Manual intersection turning

movement counts were conducted by Intermodal Engineering, P.C. from 7am to 9am and from 4pm to 6pm on typical week day at the following intersections:

- 1) Main Street and Route 10 Bypass (week of 2/2/2015)
- 2) Main Street and Grace Street (week of 2/2/2015)
- 3) Main Street and Church Manor entrance (9/15/2015)
- 4) Cary Street and Goose Hill Way (9/15/2015)

Automatic 24-hour traffic counts were also conducted by Intermodal Engineering, P.C. during the week of February 2, 2015 and indicate the following existing two-way through volume in the vicinity of the site:

Main Street (b/t Rt 10 Bypass & Grace)	8,470 vpd
Cary Street (b/t Grace & Overpass)	2,961 vpd
Grace Street (b/t Main & Cary)	3,458 vpd

The traffic volumes, balanced for the volumes between Church Manor and Grace Street since they are so close to each other, are indicated on Figures 1 and 2.

### **EXISTING**

While these volumes provide a measure of activity on the area road system, it is also important to evaluate how well that system can accommodate these volumes. A comparison of the amount of delay experienced by vehicles is commonly used to determine the levels of service. The delay was analyzed for morning and afternoon peak hours at Main Street and Route 10 Bypass and at Main Street and Grace Street under existing

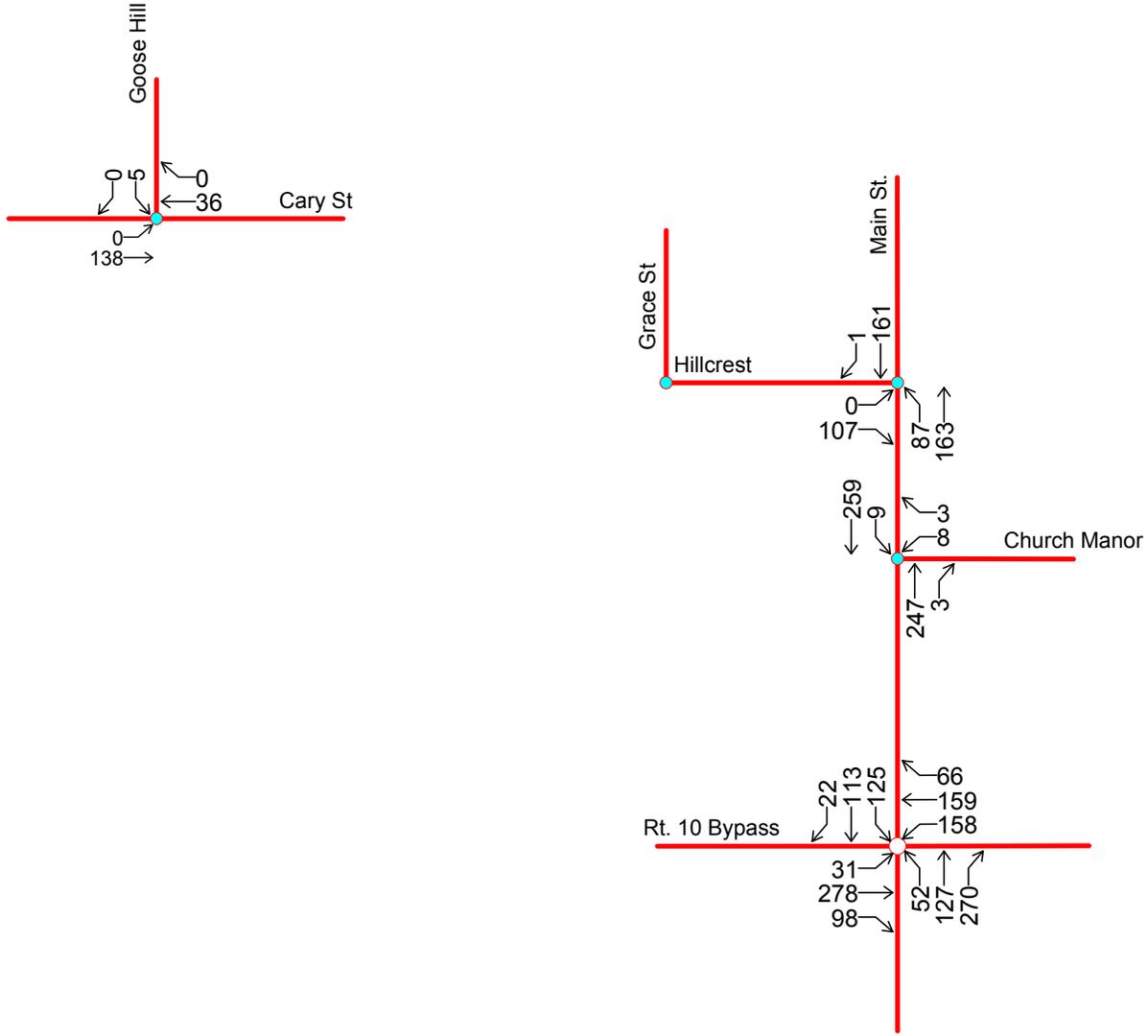


Figure 1

AM EXISTING

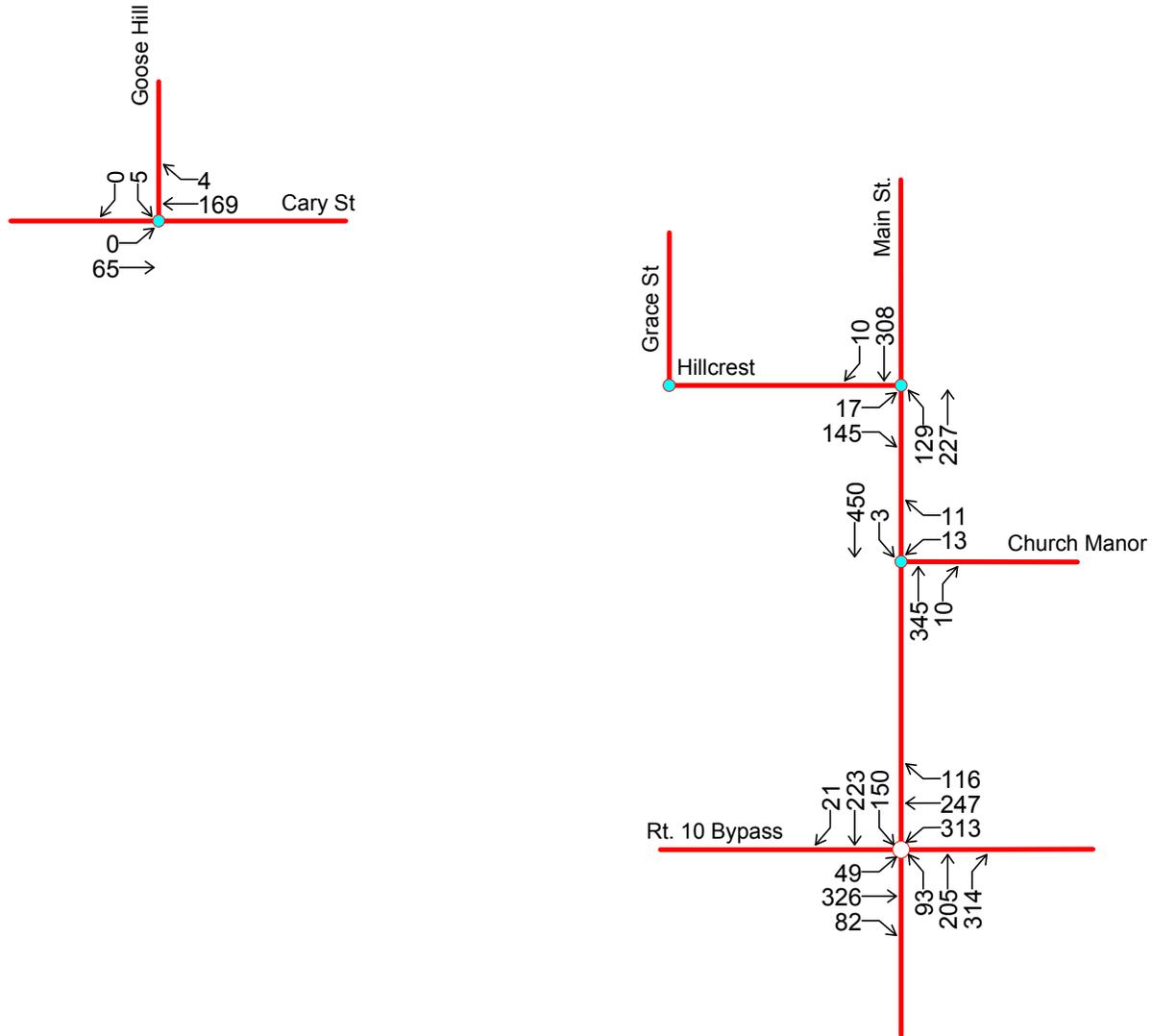


Figure 2

conditions utilizing SYNCHRO, an overlay program for the Highway Capacity Manual (FHWA) software. The results of this analysis indicate the following levels of service and corresponding approach delay in seconds:

**EXISTING CONDITIONS**

<u>Signalized</u> -	<u>AM</u>	<u>PM</u>
Main/Rt. 10 Bypass	B (19.6s)	C (28.6s)
NB	C (22.2s)	C (34.6s)
SB	C (21.1s)	C (29.3s)
EB	C (20.4s)	C (31.4s)
WB	B (14.7s)	C (20.8s)
<u>Unsignalized</u> -		
Main/Grace		
NB left	A ( 7.8s)	A ( 8.4s)
EB	A ( 9.8s)	B (13.3s)
Main/Church Manor drvwy		
SB left	A ( 7.8s)	A ( 8.1s)
WB	B (11.9s)	B (14.2s)
Cary/Goose Hill		
EB left	A ( 0.0s)	A ( 0.0s)
SB	A ( 9.5s)	B (10.0s)

As can be seen, the intersections operate acceptably. Consequently, no traffic control improvements are needed under existing conditions.

**FUTURE (No Build)**

The studied intersections were further analyzed with consideration for growth of traffic volumes on the existing road system at the build-out of the development. Build-out is anticipated to occur within two years, by 2017. At the time of scoping, neither VDOT nor the town of Smithfield identified any "other approved" developments to be included in the study.

Background growth was also considered and the Virginia Department of Transportation (VDOT) traffic count data was reviewed for Route 10 Bypass and for Main Street. The historical traffic volumes are as follows:

	<b><u>Rt. 10 Bypass</u></b>	<b><u>Main Street</u></b>
2015	n/a	8,470 vpd
2014	n/a	n/a
2013	19,000 vpd	8,800 vpd
2012	19,000 vpd	8,700 vpd
2011	19,000 vpd	8,900 vpd
2011-2015	0%	-4.8%
Per Annum	0%	-1.2%
growth	0%	0%

As can be seen there has been no growth on Route 10 Bypass and negative growth on Main Street. Consequently, no growth factor will be applied to the existing traffic volumes.

**FUTURE (With Cary & Main)**

The development plan for Cary & Main subdivision is to construct 152 single family houses, 151 house contained within subdivision proper plus the refurbishment of the Pierceville Manor House. In order to forecast future traffic conditions upon the completion of Cary & Main, it is necessary to determine the amount of new traffic which will be generated by its development. To accomplish this, trip rates were based

upon the Trip Generation: An ITE Informational Report (Institute of Transportation Engineers, 9<sup>th</sup> Edition, 2012) for Land Use 210 - Single Family Detached Housing. The trip generation is as follows:

Land Use	Size	Daily	AM		PM	
			Enter	Exit	Enter	Exit
Homes	152 sfus	1,544 vpd	29 vph	87 vph	96 vph	57 vph

The following is the distribution that was used for the site based on existing traffic patterns:

From the N on Main:	30%
From the W on Cary:	20%
From the E on Rt. 10 Bypass:	15%
From the W on Rt. 10 Bypass:	5%
From the S on Main (S of Rt 10):	30%
To the N on Main:	30%
To the W on Cary:	15%
To the E on Rt. 10 Bypass:	20%
To the W on Rt. 10 Bypass:	5%
To the S on Main (S of Rt 10):	30%

In addition, the following was assumed:

- 20% of the vehicles to and from the north on Main Street will use the Cary Street access.
- 10% of the vehicles to and from the north on Main Street will use the Grace Street access.

The generated trips were then distributed to and from the site based on these percentages and are shown on Figures 3 and 4. The generated trips from Cary & Main were then combined with the existing traffic and are shown on Figures 5 and 6.

It is noted that the new connector road from Grace Street to the Cary & Main entrance road will include geometric

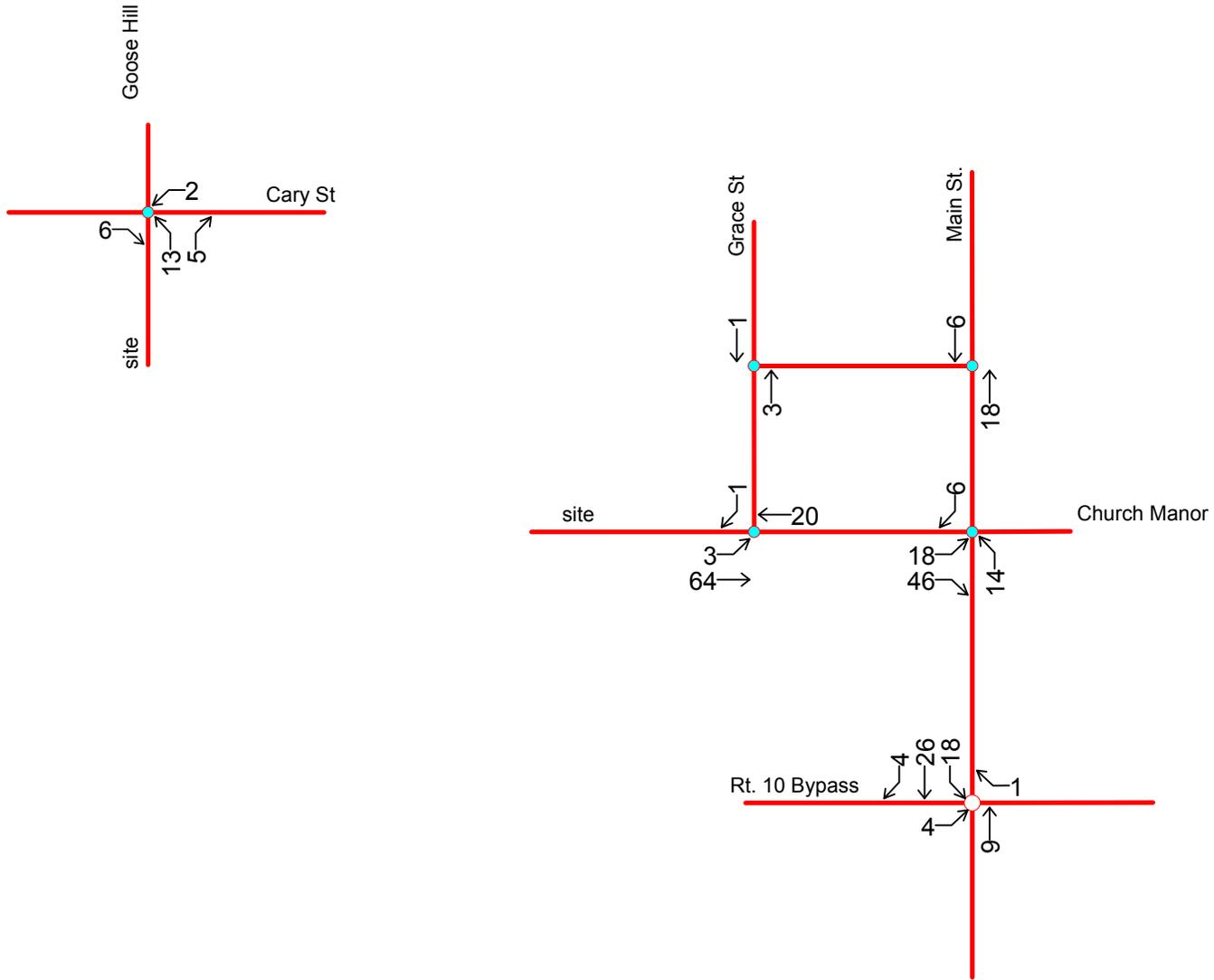


Figure 3

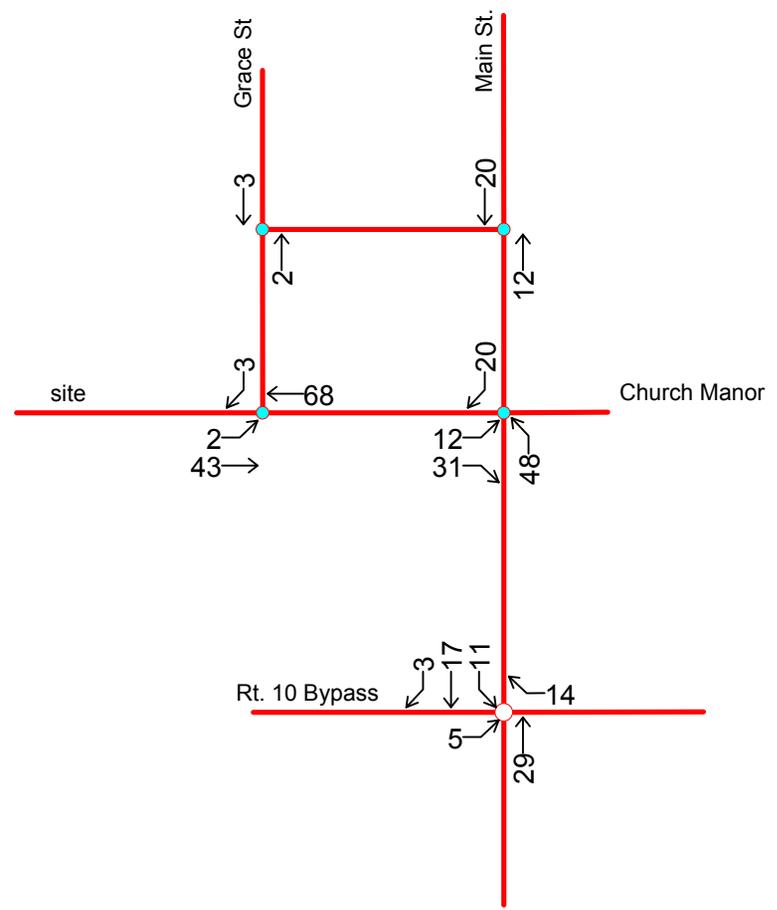
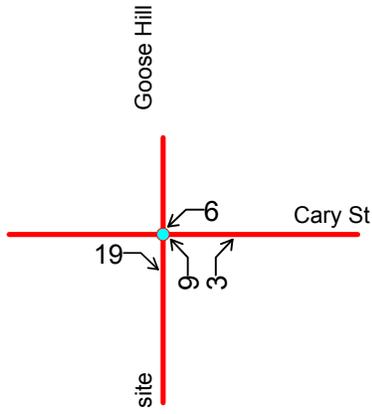


Figure 3

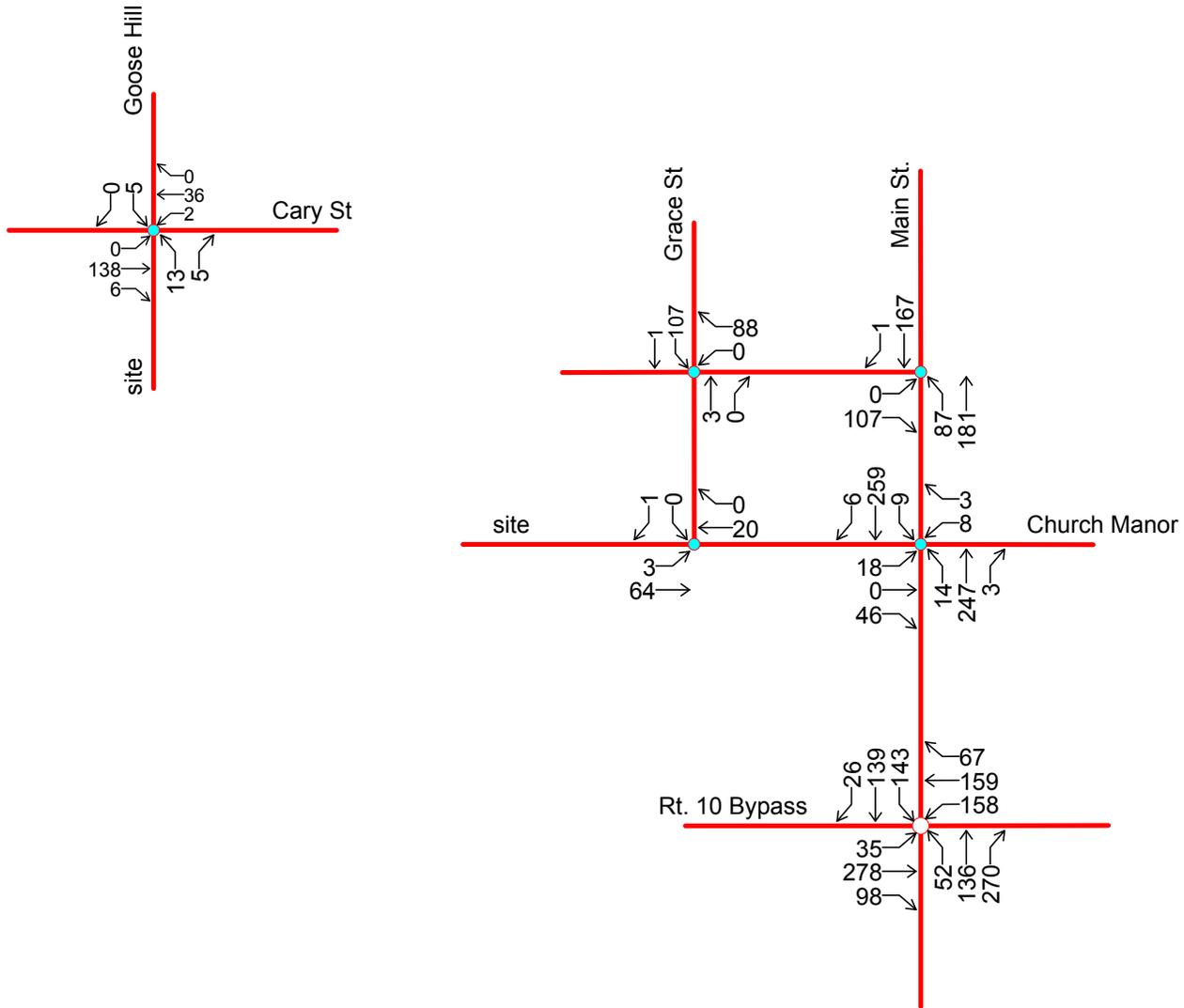


Figure 5

AM FUTURE (w/Cary & Main Subdivision)

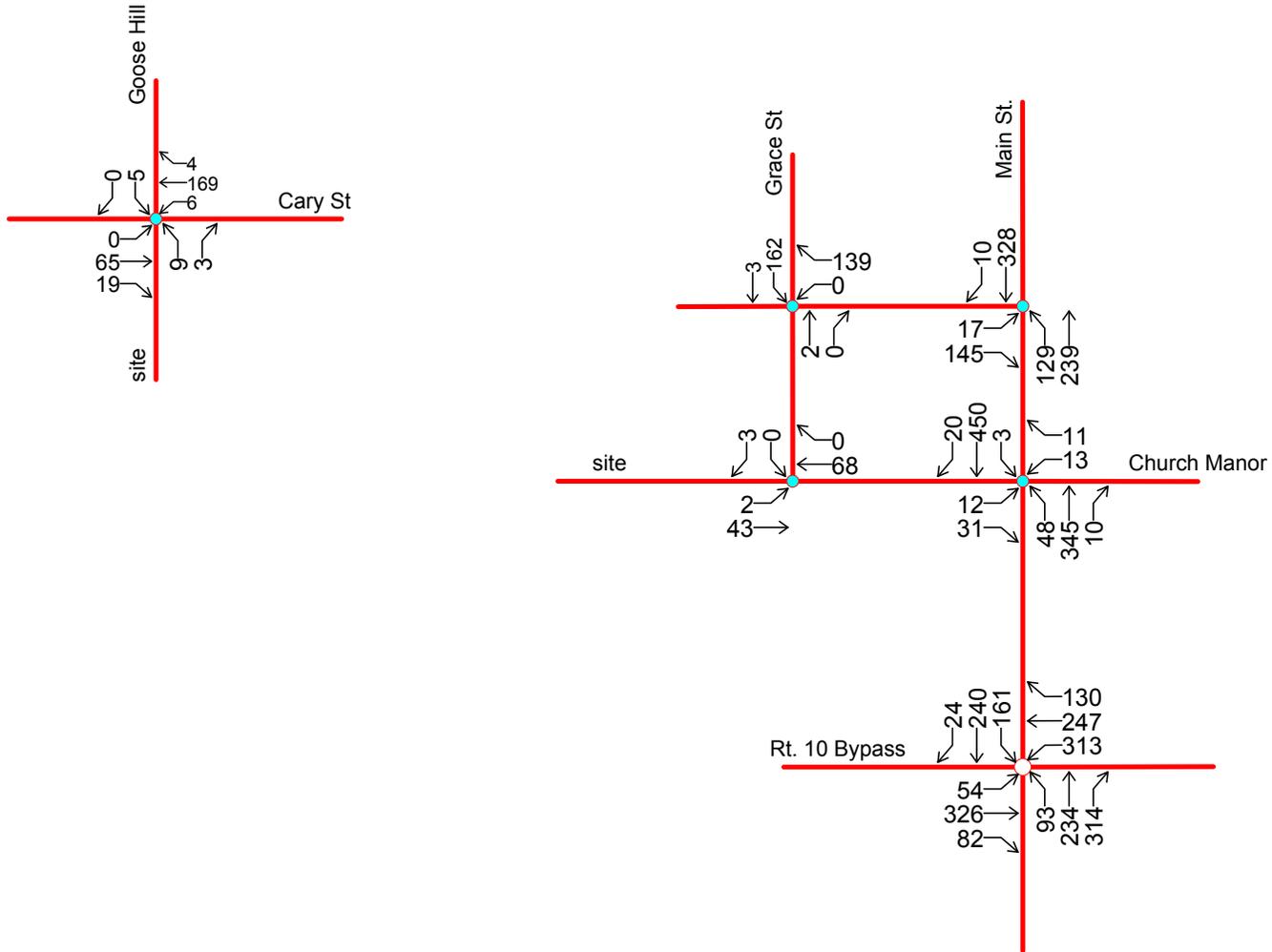


Figure 6

PM FUTURE (w/Cary & Main Subdivision)

improvements to reconfigure the curve on Grace Street to a T-intersection. Also, with the driveway for the Pierceville Manor House creating the fourth leg of this intersection, a four-way stop was determined to be the most appropriate and safest form of traffic control for this intersection.

Using the combined volumes, the delay for the studied intersections along Main Street as well as for the newly created unsignalized intersections at Main Street access and the Cary Street access were analyzed for future conditions. The results of this analysis indicate the following levels of service and corresponding approach delay in seconds:

**FUTURE (w/Cary & Main)**

<u>Signalized</u> -	<u>AM</u>	<u>PM</u>
Main/Rt. 10 Bypass	C (20.5s)	C (29.4s)
NB	C (24.5s)	C (34.5s)
SB	C (21.0s)	C (30.3s)
EB	C (20.7s)	C (32.4s)
WB	B (15.0s)	C (22.1s)
<u>Unsignalized</u> -		
Main/Grace		
NB left	A ( 7.8s)	A ( 8.4s)
EB	A ( 9.8s)	B (13.7s)
Main/Church Manor/Cary & Main		
NB left	A ( 7.9s)	A ( 8.6s)
SB left	A ( 7.8s)	A ( 8.1s)
EB	B (11.7s)	C (15.6s)
WB	B (13.8s)	C (18.5s)
Cary/Goose Hill/Cary & Main		
EB left	A ( 0.0s)	A ( 0.0s)
WB left	A ( 7.5s)	A ( 7.4s)
NB	A ( 9.6s)	B (10.0s)
SB	A ( 9.8s)	B (10.5s)
Cary & Main entrance/connector		
EB left	A ( 7.3s)	A ( 7.4s)
SB	A ( 8.4s)	A ( 8.7s)

Grace & connector			
NB	A ( 7.3s)	A ( 7.5s)	
SB	A ( 8.0s)	A ( 8.7s)	
WB	A ( 7.0s)	A ( 7.5s)	

As can be seen, the existing intersections continue to operate acceptably with little change and the newly created intersections at the accesses also function acceptably. Consequently, no traffic control improvements are needed with the development of Cary & Main.

**TURN LANE ANALYSIS**

While highway capacity analysis gives an indication of traffic flow, review of turn lane requirements at the proposed entrances to Cary & Main is needed to determine what, if any, improvements may be needed in accordance with requirements established by VDOT.

**Main Street Access**

The need for a right turn lane was reviewed utilizing VDOT Access Management Design Standards, Figure 3-23. A summary of this review is presented below:

**Main Street & Site Entrance  
Right Turn Review**

	SB Rts	Adjd Rts	Appch Vol	Meet Criteria?
AM Peak - Future w/Cary & Main	6 vph	n/a	265 vph	no
PM Peak - Future w/Cary & Main	20 vph	n/a	470 vph	no

Based on VDOT Standards, a southbound right turn lane would not be needed at the intersection of Main Street and site entrance.

The need for a left turn lane was also reviewed utilizing VDOT Access Management Design Standards, Table 3-4 and 3-6. A summary of this review is presented below:

**Main Street & Site Entrance  
Left Turn Review**

	NB Lts	Adv Volume	% Lts	Opp. Volume	Meet Criteria?
AM Peak - Future w/Cary & Main	14 vph	264 vph	5%	265 vph	no
PM Peak - Future w/Cary & Main	48 vph	403 vph	12%	470 vph	100' turn lane

Based on VDOT Standards, a 100 foot northbound left turn lane would be needed at the intersection of Main Street and site entrance. Currently, a two-way continuous left turn lane already exists on Main Street for a distance over 500 feet to the south of the proposed access. Consequently, the width already exists to create a left turn lane and the pavement markings just need to be restriped specifically as a 100 foot turn lane with a 100 foot taper for the access. It is noted that there are no existing accesses on the east side of Main Street that this change would impede.

Cary Street Access

The need for a right turn lane was reviewed utilizing VDOT Access Management Design Standards, Figure 3-23. A summary of this review is presented below:

**Cary Street & Site Entrance  
Right Turn Review**

	EB Rts	Adjd Rts	Appch Vol	Meet Criteria?
AM Peak - Future w/Cary & Main	6 vph	n/a	144 vph	no
PM Peak - Future w/Cary & Main	19 vph	n/a	84 vph	no

Based on VDOT Standards, an eastbound right turn lane would not be needed at the intersection of Cary Street and site entrance.

The need for a left turn lane was also reviewed utilizing VDOT Access Management Design Standards, Table 3-4. A summary of this review is presented below:

**Cary Street & Site Entrance  
Left Turn Review**

	WB Lts	Adv Volume	% Lts	Opp. Volume	Meet Criteria?
AM Peak - Future w/Cary & Main	2 vph	38 vph	5%	144 vph	no
PM Peak - Future w/Cary & Main	6 vph	175 vph	3%	84 vph	no

Based on VDOT Standards, a westbound left turn lane would not be needed at the intersection of Cary Street and site entrance.

## RECOMMENDATIONS

In conclusion, this report finds that the development of Cary & Main can be approved with the following improvements:

- 1) Restripe the two-way continuous left turn lane on Main Street at the proposed Cary & Main entrance to create a 100 foot left turn lane with a 100 foot taper.

# **APPENDIX:**

## **TRAFFIC COUNTS CAPACITY ANALYSES**

# INTERMODAL ENGINEERING, P.C.

3656 E. Stratford Road  
Virginia Beach, VA 23455  
intermodalengr@aol.com

Cary & Main TIA

File Name : Pierce11572 Main & Rt 10  
Site Code : 00011572  
Start Date : 2/3/2015  
Page No : 1

AM Counted: 2/4/2015  
PM Counted: 2/3/2015

### Groups Printed- Unshifted

Start Time	Main St Southbound				Rt 10 Bypass Westbound				Main St Northbound				Rt 10 Bypass Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks			
07:00 AM	37	23	7	0	31	41	15	4	15	28	83	2	12	80	25	2	8	397	405
07:15 AM	38	26	6	1	32	38	10	1	16	20	75	2	8	98	26	1	5	393	398
07:30 AM	26	32	4	0	44	36	21	0	11	35	70	2	6	62	21	1	3	368	371
07:45 AM	24	32	5	0	51	44	20	1	10	44	42	1	5	38	26	0	2	341	343
<b>Total</b>	<b>125</b>	<b>113</b>	<b>22</b>	<b>1</b>	<b>158</b>	<b>159</b>	<b>66</b>	<b>6</b>	<b>52</b>	<b>127</b>	<b>270</b>	<b>7</b>	<b>31</b>	<b>278</b>	<b>98</b>	<b>4</b>	<b>18</b>	<b>1499</b>	<b>1517</b>
08:00 AM	20	28	1	0	35	25	15	1	10	33	46	0	11	32	7	1	2	263	265
08:15 AM	16	42	3	0	52	21	12	1	16	31	24	1	5	28	17	0	2	267	269
08:30 AM	13	56	4	0	50	20	14	0	26	43	81	2	7	54	18	3	5	386	391
08:45 AM	19	41	1	1	59	43	19	2	29	60	124	3	7	60	19	4	10	481	491
<b>Total</b>	<b>68</b>	<b>167</b>	<b>9</b>	<b>1</b>	<b>196</b>	<b>109</b>	<b>60</b>	<b>4</b>	<b>81</b>	<b>167</b>	<b>275</b>	<b>6</b>	<b>30</b>	<b>174</b>	<b>61</b>	<b>8</b>	<b>19</b>	<b>1397</b>	<b>1416</b>
04:00 PM	34	61	13	0	79	68	24	2	13	60	78	0	7	50	35	6	8	522	530
04:15 PM	39	61	9	0	82	66	29	4	12	38	54	1	7	88	37	4	9	522	531
04:30 PM	34	62	5	0	93	70	25	5	29	52	77	2	8	63	18	0	7	536	543
04:45 PM	29	48	5	0	91	57	27	0	9	44	93	2	17	108	19	0	2	547	549
<b>Total</b>	<b>136</b>	<b>232</b>	<b>32</b>	<b>0</b>	<b>345</b>	<b>261</b>	<b>105</b>	<b>11</b>	<b>63</b>	<b>194</b>	<b>302</b>	<b>5</b>	<b>39</b>	<b>309</b>	<b>109</b>	<b>10</b>	<b>26</b>	<b>2127</b>	<b>2153</b>
05:00 PM	55	55	6	1	74	60	25	5	35	56	59	2	9	75	19	1	9	528	537
05:15 PM	32	58	5	0	55	60	39	1	20	53	85	1	15	80	26	2	4	528	532
05:30 PM	41	56	11	0	82	70	41	3	19	49	65	2	14	67	21	0	5	536	541
05:45 PM	30	59	23	0	89	77	21	1	8	45	59	1	15	90	27	1	3	543	546
<b>Total</b>	<b>158</b>	<b>228</b>	<b>45</b>	<b>1</b>	<b>300</b>	<b>267</b>	<b>126</b>	<b>10</b>	<b>82</b>	<b>203</b>	<b>268</b>	<b>6</b>	<b>53</b>	<b>312</b>	<b>93</b>	<b>4</b>	<b>21</b>	<b>2135</b>	<b>2156</b>
<b>Grand Total</b>	<b>487</b>	<b>740</b>	<b>108</b>	<b>3</b>	<b>999</b>	<b>796</b>	<b>357</b>	<b>31</b>	<b>278</b>	<b>691</b>	<b>1115</b>	<b>24</b>	<b>153</b>	<b>1073</b>	<b>361</b>	<b>26</b>	<b>84</b>	<b>7158</b>	<b>7242</b>
Apprch %	36.5	55.4	8.1		46.4	37	16.6		13.3	33.2	53.5		9.6	67.6	22.7				
Total %	6.8	10.3	1.5		14	11.1	5		3.9	9.7	15.6		2.1	15	5		1.2	98.8	

Start Time	Main St Southbound				Rt 10 Bypass Westbound				Main St Northbound				Rt 10 Bypass Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	37	23	7	67	31	41	15	87	15	28	83	126	12	80	25	117	397
07:15 AM	38	26	6	70	32	38	10	80	16	20	75	111	8	98	26	132	393
07:30 AM	26	32	4	62	44	36	21	101	11	35	70	116	6	62	21	89	368
07:45 AM	24	32	5	61	51	44	20	115	10	44	42	96	5	38	26	69	341
Total Volume	125	113	22	260	158	159	66	383	52	127	270	449	31	278	98	407	1499
% App. Total	48.1	43.5	8.5		41.3	41.5	17.2		11.6	28.3	60.1		7.6	68.3	24.1		
PHF	.822	.883	.786	.929	.775	.903	.786	.833	.813	.722	.813	.891	.646	.709	.942	.771	.944

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	34	62	5	101	93	70	25	188	29	52	77	158	8	63	18	89	536
04:45 PM	29	48	5	82	91	57	27	175	9	44	93	146	17	108	19	144	547
05:00 PM	55	55	6	116	74	60	25	159	35	56	59	150	9	75	19	103	528
05:15 PM	32	58	5	95	55	60	39	154	20	53	85	158	15	80	26	121	528
Total Volume	150	223	21	394	313	247	116	676	93	205	314	612	49	326	82	457	2139
% App. Total	38.1	56.6	5.3		46.3	36.5	17.2		15.2	33.5	51.3		10.7	71.3	17.9		
PHF	.682	.899	.875	.849	.841	.882	.744	.899	.664	.915	.844	.968	.721	.755	.788	.793	.978

# INTERMODAL ENGINEERING, P.C.

3656 E. Stratford Road  
Virginia Beach, VA 23455  
intermodalengr@aol.com

Cary & Main TIA

File Name : Pierce11571 Main & Grace  
Site Code : 00011571  
Start Date : 2/3/2015  
Page No : 1

AM Counted: 2/5/2015  
PM Counted: 2/3/2015

### Groups Printed- Unshifted

Start Time	Main St Southbound				Westbound				Main St Northbound				Grace St Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks			
07:00 AM	0	34	0	0	0	0	0	0	25	36	0	0	0	0	32	0	0	127	127
07:15 AM	0	41	0	0	0	0	0	0	15	23	0	0	0	0	28	0	0	107	107
07:30 AM	0	38	1	0	0	0	0	0	25	38	0	0	0	0	25	0	0	127	127
07:45 AM	0	37	0	0	0	0	0	0	22	39	0	0	0	0	22	0	0	120	120
<b>Total</b>	<b>0</b>	<b>150</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>481</b>	<b>481</b>
08:00 AM	0	30	0	0	0	0	0	0	25	36	0	0	1	0	23	0	0	115	115
08:15 AM	0	38	2	0	0	0	0	0	18	27	0	0	1	0	26	0	0	112	112
08:30 AM	0	48	2	0	0	0	0	0	19	30	0	0	1	0	25	0	0	125	125
08:45 AM	0	31	0	0	0	0	0	0	23	41	0	0	1	0	17	0	0	113	113
<b>Total</b>	<b>0</b>	<b>147</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>465</b>	<b>465</b>
04:00 PM	0	71	1	0	0	0	0	0	36	61	0	1	6	0	32	0	1	207	208
04:15 PM	0	63	2	0	0	0	0	0	35	52	0	0	2	0	35	0	0	189	189
04:30 PM	0	60	6	0	0	0	0	0	28	53	0	0	4	0	45	0	0	196	196
04:45 PM	0	71	1	0	0	0	0	0	30	75	0	2	5	0	33	0	2	215	217
<b>Total</b>	<b>0</b>	<b>265</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>241</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>145</b>	<b>0</b>	<b>3</b>	<b>807</b>	<b>810</b>
05:00 PM	0	58	2	0	0	0	0	0	30	45	0	0	1	0	44	0	0	180	180
05:15 PM	0	53	4	0	0	0	0	0	46	75	0	0	2	0	25	0	0	205	205
05:30 PM	0	44	3	0	0	0	0	0	24	53	0	0	1	0	29	0	0	154	154
05:45 PM	0	39	1	0	0	0	0	0	32	62	0	0	2	0	30	0	0	166	166
<b>Total</b>	<b>0</b>	<b>194</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>235</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>128</b>	<b>0</b>	<b>0</b>	<b>705</b>	<b>705</b>
<b>Grand Total</b>	<b>0</b>	<b>756</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>433</b>	<b>746</b>	<b>0</b>	<b>3</b>	<b>27</b>	<b>0</b>	<b>471</b>	<b>0</b>	<b>3</b>	<b>2458</b>	<b>2461</b>
Apprch %	0	96.8	3.2		0	0	0		36.7	63.3	0		5.4	0	94.6				
Total %	0	30.8	1		0	0	0		17.6	30.3	0		1.1	0	19.2		0.1	99.9	

Start Time	Main St Southbound				Westbound				Main St Northbound				Grace St Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	34	0	34	0	0	0	0	25	36	0	61	0	0	32	32	127
07:15 AM	0	41	0	41	0	0	0	0	15	23	0	38	0	0	28	28	107
07:30 AM	0	38	1	39	0	0	0	0	25	38	0	63	0	0	25	25	127
07:45 AM	0	37	0	37	0	0	0	0	22	39	0	61	0	0	22	22	120
<b>Total Volume</b>	<b>0</b>	<b>150</b>	<b>1</b>	<b>151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>136</b>	<b>0</b>	<b>223</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>107</b>	<b>481</b>
% App. Total	0	99.3	0.7		0	0	0		39	61	0		0	0	100		
PHF	.000	.915	.250	.921	.000	.000	.000	.000	.870	.872	.000	.885	.000	.000	.836	.836	.947

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	71	1	72	0	0	0	0	36	61	0	97	6	0	32	38	207
04:15 PM	0	63	2	65	0	0	0	0	35	52	0	87	2	0	35	37	189
04:30 PM	0	60	6	66	0	0	0	0	28	53	0	81	4	0	45	49	196
04:45 PM	0	71	1	72	0	0	0	0	30	75	0	105	5	0	33	38	215
<b>Total Volume</b>	<b>0</b>	<b>265</b>	<b>10</b>	<b>275</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>241</b>	<b>0</b>	<b>370</b>	<b>17</b>	<b>0</b>	<b>145</b>	<b>162</b>	<b>807</b>
% App. Total	0	96.4	3.6		0	0	0		34.9	65.1	0		10.5	0	89.5		
PHF	.000	.933	.417	.955	.000	.000	.000	.000	.896	.803	.000	.881	.708	.000	.806	.827	.938

# INTERMODAL ENGINEERING, P.C.

3656 E. Stratford Road  
Virginia Beach, VA 23455  
intermodalengr@aol.com

Cary & Main TIA

File Name : Pierce91573 Main & Church Manor

Site Code : 00091531

AM Counted: 9/15/2015

Start Date : 9/15/2015

PM Counted: 9/15/2015

Page No : 1

Groups Printed- All Vehicles

Start Time	Main St Southbound				Church Manor Westbound				Main St Northbound				Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	1	52	0	0	0	0	0	0	1	37	0	0	0	0	0	0	0	91	91
07:15 AM	2	47	0	0	2	0	0	0	1	46	0	0	0	0	0	0	0	98	98
07:30 AM	2	68	0	0	1	0	1	0	1	47	3	0	0	0	0	0	0	123	123
07:45 AM	0	72	0	0	3	0	1	0	0	54	2	0	0	0	0	0	0	132	132
<b>Total</b>	5	239	0	0	6	0	2	0	3	184	5	0	0	0	0	0	0	444	444
08:00 AM	2	70	0	0	2	0	2	0	0	49	2	0	0	0	0	0	0	127	127
08:15 AM	3	47	0	0	1	0	0	0	0	61	1	0	0	0	0	0	0	113	113
08:30 AM	1	84	0	0	4	0	1	0	0	91	2	0	0	0	0	0	0	183	183
08:45 AM	3	58	3	0	1	0	0	0	0	73	2	0	0	0	0	0	0	140	140
<b>Total</b>	9	259	3	0	8	0	3	0	0	274	7	0	0	0	0	0	0	563	563
04:00 PM	1	117	0	0	1	0	1	0	0	78	2	0	0	0	0	0	0	200	200
04:15 PM	0	98	0	0	0	0	1	0	0	73	5	0	0	0	0	0	0	177	177
04:30 PM	3	98	0	0	5	0	3	0	0	90	3	0	0	0	0	0	0	202	202
04:45 PM	1	97	0	0	6	0	3	1	1	69	2	0	0	0	0	0	1	179	180
<b>Total</b>	5	410	0	0	12	0	8	1	1	310	12	0	0	0	0	0	1	758	759
05:00 PM	1	137	0	0	4	0	1	0	0	107	3	0	0	0	0	0	0	253	253
05:15 PM	1	105	0	0	2	0	4	0	0	81	3	0	0	0	0	0	0	196	196
05:30 PM	0	111	0	0	1	0	3	2	0	87	2	0	0	0	0	0	2	204	206
05:45 PM	4	85	0	0	2	0	1	0	0	72	1	0	0	0	0	0	0	165	165
<b>Total</b>	6	438	0	0	9	0	9	2	0	347	9	0	0	0	0	0	2	818	820
<b>Grand Total</b>	25	1346	3	0	35	0	22	3	4	1115	33	0	0	0	0	0	3	2583	2586
Apprch %	1.8	98	0.2		61.4	0	38.6		0.3	96.8	2.9		0	0	0				
Total %	1	52.1	0.1		1.4	0	0.9		0.2	43.2	1.3		0	0	0		0.1	99.9	

Start Time	Main St Southbound				Church Manor Westbound				Main St Northbound				Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	2	70	0	72	2	0	2	4	0	49	2	51	0	0	0	0	0	127
08:15 AM	3	47	0	50	1	0	0	1	0	61	1	62	0	0	0	0	0	113
08:30 AM	1	84	0	85	4	0	1	5	0	91	2	93	0	0	0	0	0	183
08:45 AM	3	58	3	64	1	0	0	1	0	73	2	75	0	0	0	0	0	140
<b>Total Volume</b>	9	259	3	271	8	0	3	11	0	274	7	281	0	0	0	0	0	563
<b>% App. Total</b>	3.3	95.6	1.1		72.7	0	27.3		0	97.5	2.5		0	0	0			
PHF	.750	.771	.250	.797	.500	.000	.375	.550	.000	.753	.875	.755	.000	.000	.000	.000	.000	.769

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	1	97	0	98	6	0	3	9	1	69	2	72	0	0	0	0	0	179
05:00 PM	1	137	0	138	4	0	1	5	0	107	3	110	0	0	0	0	0	253
05:15 PM	1	105	0	106	2	0	4	6	0	81	3	84	0	0	0	0	0	196
05:30 PM	0	111	0	111	1	0	3	4	0	87	2	89	0	0	0	0	0	204
<b>Total Volume</b>	3	450	0	453	13	0	11	24	1	344	10	355	0	0	0	0	0	832
<b>% App. Total</b>	0.7	99.3	0		54.2	0	45.8		0.3	96.9	2.8		0	0	0			
PHF	.750	.821	.000	.821	.542	.000	.688	.667	.250	.804	.833	.807	.000	.000	.000	.000	.000	.822

# INTERMODAL ENGINEERING, P.C.

3656 E. Stratford Road  
Virginia Beach, VA 23455  
intermodalengr@aol.com

Cary & Main TIA

File Name : Pierce91574 Cary & Goosehill

AM Counted: 9/15/2015

Site Code : 00091531

PM Counted: 9/15/2015

Start Date : 9/15/2015

Page No : 1

Groups Printed- All Vehicles

Start Time	Goosehill Rd Southbound				Cary St Westbound				Northbound				Cary St Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	3	0	0	0	0	7	0	0	0	0	0	0	0	38	0	0	0	48	48
07:15 AM	1	0	0	0	0	14	0	0	0	0	0	0	0	38	0	0	0	53	53
07:30 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	31	0	0	0	39	39
07:45 AM	1	0	0	0	0	7	0	0	0	0	0	0	0	31	0	0	0	39	39
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>179</b>	<b>179</b>
08:00 AM	1	0	0	0	0	5	1	0	0	0	0	0	0	27	0	0	0	34	34
08:15 AM	0	0	0	0	0	8	1	0	0	0	0	0	0	33	0	0	0	42	42
08:30 AM	0	0	0	0	0	13	1	0	0	0	0	0	0	21	0	0	0	35	35
08:45 AM	0	0	0	0	0	13	2	0	0	0	0	0	0	24	0	0	0	39	39
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>150</b>
04:00 PM	1	0	0	0	0	33	1	0	0	0	0	0	0	24	0	0	0	59	59
04:15 PM	1	0	0	0	0	37	2	0	0	0	0	0	0	10	0	0	0	50	50
04:30 PM	3	0	0	0	0	32	1	0	0	0	0	0	0	14	0	0	0	50	50
04:45 PM	2	0	0	0	0	39	1	0	0	0	0	0	0	13	0	0	0	55	55
<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>141</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>214</b>	<b>214</b>
05:00 PM	0	0	0	0	0	41	0	0	0	0	0	0	0	18	0	0	0	59	59
05:15 PM	0	0	0	0	0	36	0	0	0	0	0	0	0	20	0	0	0	56	56
05:30 PM	3	0	0	0	0	53	3	0	0	0	0	0	0	14	0	0	0	73	73
05:45 PM	0	0	0	0	0	33	0	0	0	0	0	0	0	16	0	0	0	49	49
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>163</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>237</b>	<b>237</b>
<b>Grand Total</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>379</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>372</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>780</b>	<b>780</b>
Apprch %	100	0	0		0	96.7	3.3		0	0	0		0	100	0		0	100	
Total %	2.1	0	0		0	48.6	1.7		0	0	0		0	47.7	0		0	100	

Start Time	Goosehill Rd Southbound				Cary St Westbound				Northbound				Cary St Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	0	0	3	0	7	0	7	0	0	0	0	0	38	0	38	48
07:15 AM	1	0	0	1	0	14	0	14	0	0	0	0	0	38	0	38	53
07:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	31	0	31	39
07:45 AM	1	0	0	1	0	7	0	7	0	0	0	0	0	31	0	31	39
<b>Total Volume</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>0</b>	<b>138</b>	<b>179</b>
<b>% App. Total</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>100</b>	
PHF	.417	.000	.000	.417	.000	.643	.000	.643	.000	.000	.000	.000	.000	.908	.000	.908	.844

Start Time	Goosehill Rd Southbound				Cary St Westbound				Northbound				Cary St Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	0	0	2	0	39	1	40	0	0	0	0	0	13	0	13	55
05:00 PM	0	0	0	0	0	41	0	41	0	0	0	0	0	18	0	18	59
05:15 PM	0	0	0	0	0	36	0	36	0	0	0	0	0	20	0	20	56
05:30 PM	3	0	0	3	0	53	3	56	0	0	0	0	0	14	0	14	73
<b>Total Volume</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>169</b>	<b>4</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>65</b>	<b>243</b>
<b>% App. Total</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>97.7</b>	<b>2.3</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>100</b>	
PHF	.417	.000	.000	.417	.000	.797	.333	.772	.000	.000	.000	.000	.000	.813	.000	.813	.832

Cary & Main TIA

# INTERMODAL ENGINEERING, P.C.

3656 E. Stratford Road  
 Virginia Beach, VA 23455  
 757-464-5129  
 intermodalengr@aol.com

Site Code: 11573

Main St  
 b/t Grace St & Rt 10 By-pass

Start Time	02-Feb-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	22	17	16	22	20	19	*	*	19	19	*	*	*	*
01:00	*	*	11	24	6	26	14	31	*	*	10	27	*	*	*	*
02:00	*	*	3	15	10	16	5	19	*	*	6	17	*	*	*	*
03:00	*	*	7	18	9	10	9	18	*	*	8	15	*	*	*	*
04:00	*	*	31	40	29	43	26	40	*	*	29	41	*	*	*	*
05:00	*	*	99	94	113	103	109	97	*	*	107	98	*	*	*	*
06:00	*	*	151	179	147	172	146	191	*	*	148	181	*	*	*	*
07:00	*	*	233	247	260	271	243	246	*	*	245	255	*	*	*	*
08:00	*	*	<b>296</b>	<b>287</b>	<b>295</b>	<b>279</b>	<b>305</b>	<b>262</b>	*	*	<b>299</b>	<b>276</b>	*	*	*	*
09:00	*	*	263	217	232	223	278	201	*	*	258	214	*	*	*	*
10:00	*	*	192	202	203	216	210	233	*	*	202	217	*	*	*	*
11:00	*	*	229	260	231	258	243	253	*	*	234	257	*	*	*	*
12:00 PM	*	*	269	282	219	277	243	263	*	*	244	274	*	*	*	*
01:00	*	*	257	267	273	261	240	260	*	*	257	263	*	*	*	*
02:00	*	*	253	266	274	278	231	257	*	*	253	267	*	*	*	*
03:00	*	*	331	328	323	327	339	351	*	*	331	335	*	*	*	*
04:00	*	*	339	<b>453</b>	359	<b>429</b>	<b>370</b>	<b>429</b>	*	*	356	<b>437</b>	*	*	*	*
05:00	*	*	<b>417</b>	448	<b>406</b>	425	367	415	*	*	<b>397</b>	429	*	*	*	*
06:00	*	*	279	268	260	276	*	*	*	*	270	272	*	*	*	*
07:00	*	*	148	210	155	173	*	*	*	*	152	192	*	*	*	*
08:00	*	*	111	104	132	145	*	*	*	*	122	124	*	*	*	*
09:00	*	*	65	91	74	85	*	*	*	*	70	88	*	*	*	*
10:00	*	*	49	41	49	48	*	*	*	*	49	44	*	*	*	*
11:00	*	*	24	30	40	30	*	*	*	*	32	30	*	*	*	*
Total	0	0	4079	4388	4115	4393	3398	3585	0	0	4098	4372	0	0	0	0
Day	0	0	8467		8508		6983		0	0	8470		0	0	0	
AM Peak	-	-	08:00	08:00	08:00	08:00	08:00	08:00	-	-	08:00	08:00	-	-	-	-
Vol.	-	-	296	287	295	279	305	262	-	-	299	276	-	-	-	-
PM Peak	-	-	17:00	16:00	17:00	16:00	16:00	16:00	-	-	17:00	16:00	-	-	-	-
Vol.	-	-	417	453	406	429	370	429	-	-	397	437	-	-	-	-

Comb. Total	0	8467	8508	6983	0	8470	0	0
ADT	ADT 8,365	AADT 8,365						

# INTERMODAL ENGINEERING, P.C.

3656 E. Stratford Road  
 Virginia Beach, VA 23455  
 757-464-5129  
 intermodalengr@aol.com

Cary & Main TIA

Site Code: 11574

Grace St.  
 b/t Cary St & Main St

Start Time	02-Feb-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	To Cary	To Main	To Cary	To Main	To Cary	To Main	To Cary	To Main	To Cary	To Main	To Cary	To Main	To Cary	To Main	To Cary	To Main
12:00 AM	*	*	8	8	6	9	9	8	*	*	8	8	*	*	*	*
01:00	*	*	2	12	3	10	7	17	*	*	4	13	*	*	*	*
02:00	*	*	2	6	4	8	0	7	*	*	2	7	*	*	*	*
03:00	*	*	2	8	3	3	2	7	*	*	2	6	*	*	*	*
04:00	*	*	14	25	16	28	14	27	*	*	15	27	*	*	*	*
05:00	*	*	51	51	62	54	69	46	*	*	61	50	*	*	*	*
06:00	*	*	78	83	79	81	79	92	*	*	79	85	*	*	*	*
07:00	*	*	82	117	98	133	96	115	*	*	92	122	*	*	*	*
08:00	*	*	105	116	98	110	88	94	*	*	97	107	*	*	*	*
09:00	*	*	85	86	88	109	85	81	*	*	86	92	*	*	*	*
10:00	*	*	60	88	56	103	63	86	*	*	60	92	*	*	*	*
11:00	*	*	68	119	78	123	67	120	*	*	71	121	*	*	*	*
12:00 PM	*	*	78	123	70	109	78	118	*	*	75	117	*	*	*	*
01:00	*	*	75	105	84	116	81	108	*	*	80	110	*	*	*	*
02:00	*	*	98	109	90	93	75	102	*	*	88	101	*	*	*	*
03:00	*	*	144	115	123	125	132	132	*	*	133	124	*	*	*	*
04:00	*	*	126	190	139	172	147	177	*	*	137	180	*	*	*	*
05:00	*	*	165	168	170	181	166	189	*	*	167	179	*	*	*	*
06:00	*	*	147	105	112	114	*	*	*	*	130	110	*	*	*	*
07:00	*	*	66	101	68	110	*	*	*	*	67	106	*	*	*	*
08:00	*	*	44	42	56	96	*	*	*	*	50	69	*	*	*	*
09:00	*	*	34	28	30	38	*	*	*	*	32	33	*	*	*	*
10:00	*	*	19	15	20	25	*	*	*	*	20	20	*	*	*	*
11:00	*	*	7	10	15	14	*	*	*	*	11	12	*	*	*	*
Total Day	0	0	1560	1830	1568	1964	1258	1526	0	0	1567	1891	0	0	0	0
AM Peak	-	-	08:00	11:00	07:00	07:00	07:00	11:00	-	-	08:00	07:00	-	-	-	-
Vol.	-	-	105	119	98	133	96	120	-	-	97	122	-	-	-	-
PM Peak	-	-	17:00	16:00	17:00	17:00	17:00	17:00	-	-	17:00	16:00	-	-	-	-
Vol.	-	-	165	190	170	181	166	189	-	-	167	180	-	-	-	-

Comb. Total	0	3390	3532	2784	0	3458	0	0
ADT	ADT 3,412	AADT 3,412						

# INTERMODAL ENGINEERING, P.C.

3656 E. Stratford Road  
Virginia Beach, VA 23455  
intermodalengr@aol.com

Cary & Main TIA

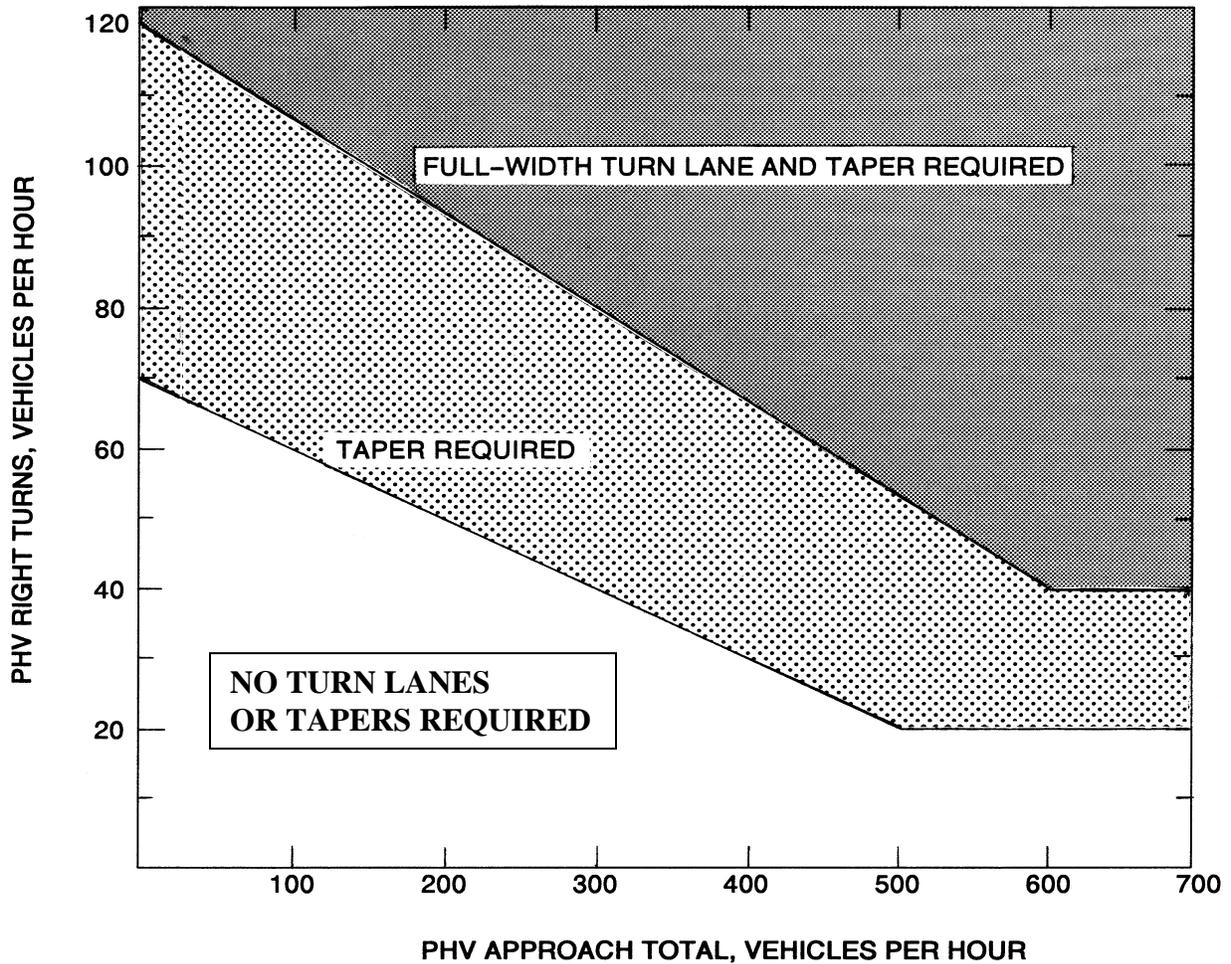
Site Code: 11575

Cary St  
W of Grace St

Start Time	02-Feb-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	11	2	6	0	12	2	*	*	*	*	*	*	10	1
01:00	*	*	2	2	6	0	6	2	*	*	*	*	*	*	5	1
02:00	*	*	4	1	3	1	3	3	*	*	*	*	*	*	3	2
03:00	*	*	2	5	4	3	3	4	*	*	*	*	*	*	3	4
04:00	*	*	4	41	3	44	4	38	*	*	*	*	*	*	4	41
05:00	*	*	17	67	27	62	22	64	*	*	*	*	*	*	22	64
06:00	*	*	23	103	33	115	27	111	*	*	*	*	*	*	28	110
07:00	*	*	42	138	55	143	47	142	*	*	*	*	*	*	48	141
08:00	*	*	60	121	64	106	48	112	*	*	*	*	*	*	57	113
09:00	*	*	68	59	78	93	76	70	*	*	*	*	*	*	74	74
10:00	*	*	54	82	55	74	55	86	*	*	*	*	*	*	55	81
11:00	*	*	69	82	69	98	80	77	*	*	*	*	*	*	73	86
12:00 PM	*	*	80	83	86	65	78	77	*	*	*	*	*	*	81	75
01:00	*	*	72	89	75	72	82	67	*	*	*	*	*	*	76	76
02:00	*	*	97	78	89	64	74	67	*	*	*	*	*	*	87	70
03:00	*	*	127	58	123	69	130	74	*	*	*	*	*	*	127	67
04:00	*	*	151	71	175	81	167	69	*	*	*	*	*	*	164	74
05:00	*	*	227	89	227	105	233	110	*	*	*	*	*	*	229	101
06:00	*	*	190	85	144	76	*	*	*	*	*	*	*	*	167	80
07:00	*	*	87	89	95	56	*	*	*	*	*	*	*	*	91	72
08:00	*	*	67	41	73	43	*	*	*	*	*	*	*	*	70	42
09:00	*	*	41	15	37	21	*	*	*	*	*	*	*	*	39	18
10:00	*	*	16	15	19	13	*	*	*	*	*	*	*	*	18	14
11:00	*	*	12	8	18	9	*	*	*	*	*	*	*	*	15	8
Lane	0	0	1523	1424	1564	1413	1147	1175	0	0	0	0	0	0	1546	1415
Day	0		2947		2977		2322		0		0		0		2961	
AM Peak	-	-	11:00	07:00	09:00	07:00	11:00	07:00	-	-	-	-	-	-	09:00	07:00
Vol.	-	-	69	138	78	143	80	142	-	-	-	-	-	-	74	141
PM Peak	-	-	17:00	13:00	17:00	17:00	17:00	17:00	-	-	-	-	-	-	17:00	17:00
Vol.	-	-	227	89	227	105	233	110	-	-	-	-	-	-	229	101

Comb. Total	0	2947	2977	2322	0	0	0	2961
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ADT	ADT 2,908	AADT 2,908
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Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

**LEGEND**

**PHV** - Peak Hour Volume (also Design Hourly Volume equivalent)

**Adjustment for Right Turns**

For posted speeds at or under 45 mph, PHV right turns > 40, and PHV total < 300.

Adjusted right turns = PHV Right Turns - 20

If PHV is not known use formula:  $PHV = ADT \times K \times D$

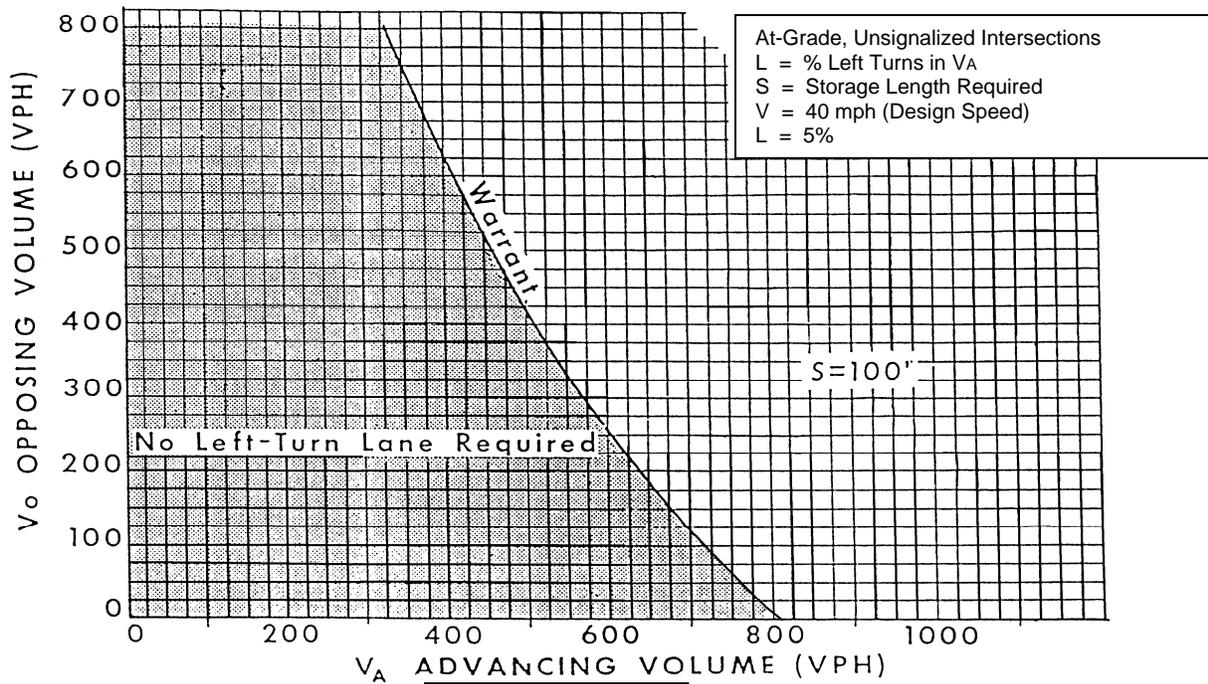
K = the percent of AADT occurring in the peak hour

D = the percent of traffic in the peak direction of flow

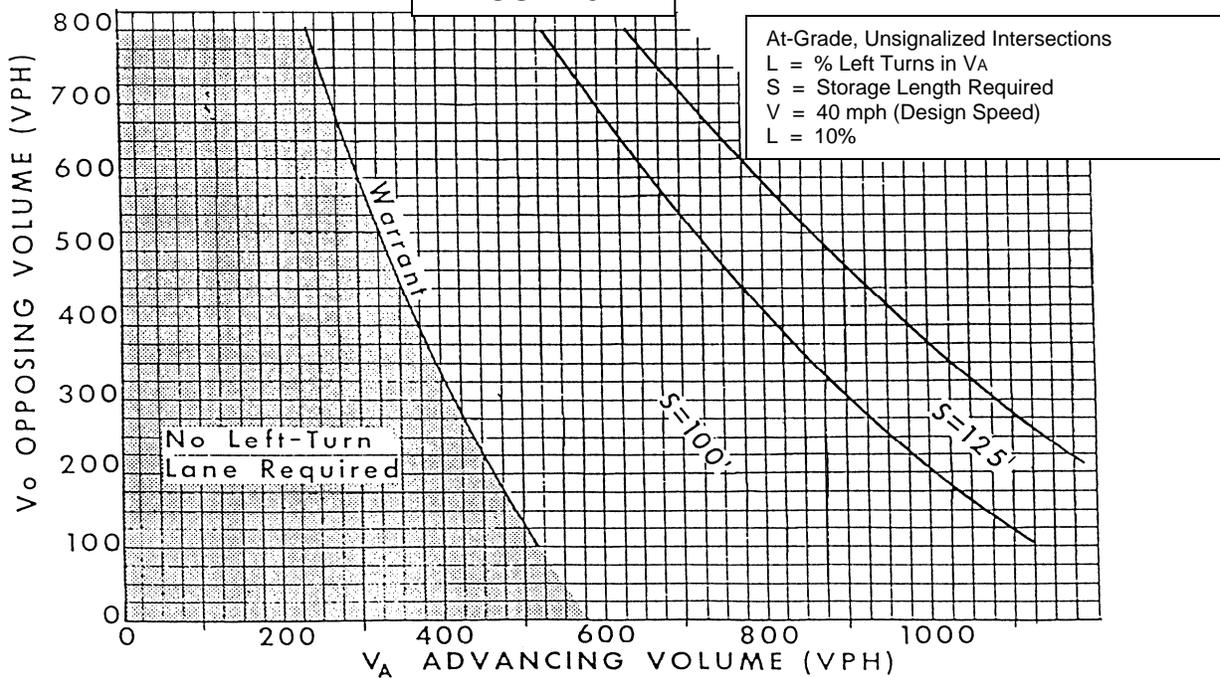
Note: An average of 11% for K x D will suffice.

**FIGURE 3-23 GUIDELINES FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)**

WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAYS



**FIGURE 3-4**



**FIGURE 3-5**

HCM 2010 Signalized Intersection Summary  
 1: Rt. 10 Bypass & Main St

2/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	31	278	98	158	159	66	52	127	270	125	113	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	34	302	107	172	173	72	57	138	293	136	123	24
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	449	381	418	575	488	104	470	399	207	578	491
Arrive On Green	0.05	0.24	0.24	0.11	0.31	0.31	0.06	0.25	0.25	0.12	0.31	0.31
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	34	302	107	172	173	72	57	138	293	136	123	24
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.8	8.5	3.2	3.8	4.1	1.9	1.8	3.5	9.8	4.2	2.8	0.6
Cycle Q Clear(g_c), s	0.8	8.5	3.2	3.8	4.1	1.9	1.8	3.5	9.8	4.2	2.8	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	475	449	381	418	575	488	104	470	399	207	578	491
V/C Ratio(X)	0.07	0.67	0.28	0.41	0.30	0.15	0.55	0.29	0.73	0.66	0.21	0.05
Avail Cap(c_a), veh/h	546	868	738	522	1029	875	214	707	601	459	965	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	19.9	17.9	13.2	15.3	14.5	26.5	17.5	19.9	24.5	14.8	14.0
Incr Delay (d2), s/veh	0.1	1.8	0.4	0.6	0.3	0.1	4.4	0.3	2.6	3.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.6	1.4	1.9	2.2	0.8	1.0	1.8	4.6	2.3	1.5	0.3
LnGrp Delay(d),s/veh	15.1	21.7	18.3	13.8	15.6	14.6	30.9	17.8	22.5	28.0	14.9	14.0
LnGrp LOS	B	C	B	B	B	B	C	B	C	C	B	B
Approach Vol, veh/h		443			417			488			283	
Approach Delay, s/veh		20.4			14.7			22.2			21.1	
Approach LOS		C			B			C			C	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	18.6	10.6	18.0	7.4	22.0	6.7	21.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	14.0	21.0	9.0	26.0	6.0	29.0	4.0	31.0				
Max Q Clear Time (g_c+I1), s	6.2	11.8	5.8	10.5	3.8	4.8	2.8	6.1				
Green Ext Time (p_c), s	0.2	1.8	0.2	2.4	0.0	2.5	0.0	2.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.6									
HCM 2010 LOS			B									

# Timing Report, Sorted By Phase

## 1: Rt. 10 Bypass & Main St

2/24/2015

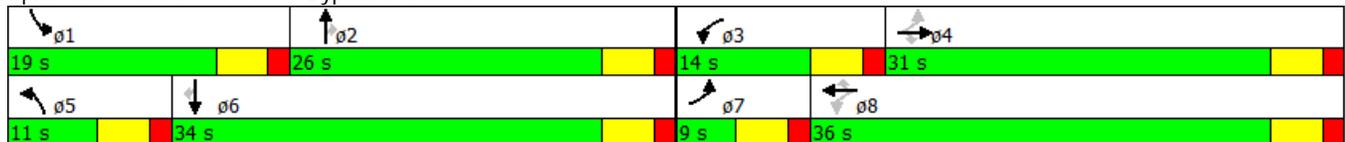


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBTL	NBL	SBT	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes							
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	19	26	14	31	11	34	9	36
Maximum Split (%)	21.1%	28.9%	15.6%	34.4%	12.2%	37.8%	10.0%	40.0%
Minimum Split (s)	9	15	9	15	9	15	9	15
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		1		1		1		1
Flash Dont Walk (s)		1		1		1		1
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes							
Start Time (s)	0	19	45	59	0	11	45	54
End Time (s)	19	45	59	0	11	45	54	0
Yield/Force Off (s)	14	40	54	85	6	40	49	85
Yield/Force Off 170(s)	14	40	54	84	6	40	49	84
Local Start Time (s)	71	0	26	40	71	82	26	35
Local Yield (s)	85	21	35	66	77	21	30	66
Local Yield 170(s)	85	21	35	65	77	21	30	65

### Intersection Summary

Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	55

### Splits and Phases: 1: Rt. 10 Bypass & Main St



HCM 2010 TWSC  
2: Main St & Grace St

9/22/2015

**Intersection**

Int Delay, s/veh 3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	107	87	163	161	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	116	95	177	175	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	542	176	176 0
Stage 1	176	-	- -
Stage 2	366	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	501	867	1400 -
Stage 1	855	-	- -
Stage 2	702	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	467	867	1400 -
Mov Cap-2 Maneuver	467	-	- -
Stage 1	855	-	- -
Stage 2	654	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	9.8	2.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1400	-	867	-	-
HCM Lane V/C Ratio	0.068	-	0.134	-	-
HCM Control Delay (s)	7.8	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

**Intersection**

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	3	247	3	9	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	268	3	10	282

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	571	270	0	0	272	0
Stage 1	270	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	482	769	-	-	1291	-
Stage 1	775	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	478	769	-	-	1291	-
Mov Cap-2 Maneuver	478	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	533	1291	-
HCM Lane V/C Ratio	-	-	0.022	0.008	-
HCM Control Delay (s)	-	-	11.9	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	138	36	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	150	39	0	5	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	39	0	189
Stage 1	-	-	39
Stage 2	-	-	150
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1571	-	800
Stage 1	-	-	983
Stage 2	-	-	878
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1571	-	800
Mov Cap-2 Maneuver	-	-	800
Stage 1	-	-	983
Stage 2	-	-	878

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	800
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 2010 Signalized Intersection Summary  
 1: Rt. 10 Bypass & Main St

2/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	326	82	313	247	116	93	205	314	150	223	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	53	354	89	340	268	126	101	223	341	163	242	23
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	448	381	457	683	580	151	483	411	222	557	474
Arrive On Green	0.05	0.24	0.24	0.17	0.37	0.37	0.09	0.26	0.26	0.13	0.30	0.30
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	53	354	89	340	268	126	101	223	341	163	242	23
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	1.7	14.1	3.6	10.5	8.4	4.3	4.4	8.0	16.1	7.0	8.3	0.8
Cycle Q Clear(g_c), s	1.7	14.1	3.6	10.5	8.4	4.3	4.4	8.0	16.1	7.0	8.3	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	448	381	457	683	580	151	483	411	222	557	474
V/C Ratio(X)	0.13	0.79	0.23	0.74	0.39	0.22	0.67	0.46	0.83	0.73	0.43	0.05
Avail Cap(c_a), veh/h	440	540	459	485	775	659	224	540	459	291	611	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	28.2	24.2	17.8	18.6	17.3	35.2	24.7	27.7	33.4	22.4	19.8
Incr Delay (d2), s/veh	0.1	6.5	0.3	5.8	0.4	0.2	5.0	0.7	11.2	6.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.1	1.6	5.7	4.4	1.9	2.3	4.2	8.3	3.8	4.3	0.4
LnGrp Delay(d),s/veh	20.9	34.8	24.6	23.6	19.0	17.5	40.2	25.4	38.9	40.0	22.9	19.8
LnGrp LOS	C	C	C	C	B	B	D	C	D	D	C	B
Approach Vol, veh/h		496			734			665			428	
Approach Delay, s/veh		31.4			20.8			34.6			29.3	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	24.6	17.8	23.1	10.7	27.7	7.8	33.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	12.0	22.0	14.0	22.0	9.0	25.0	4.0	32.0				
Max Q Clear Time (g_c+I1), s	9.0	18.1	12.5	16.1	6.4	10.3	3.7	10.4				
Green Ext Time (p_c), s	0.1	1.4	0.2	1.9	0.1	3.2	0.0	3.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			28.6									
HCM 2010 LOS			C									

# Timing Report, Sorted By Phase

## 1: Rt. 10 Bypass & Main St

2/24/2015

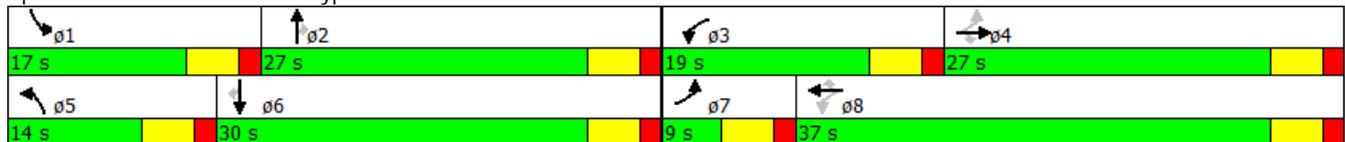


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBTL	NBL	SBT	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes							
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	17	27	19	27	14	30	9	37
Maximum Split (%)	18.9%	30.0%	21.1%	30.0%	15.6%	33.3%	10.0%	41.1%
Minimum Split (s)	9	15	9	15	9	15	9	15
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		1		1		1		1
Flash Dont Walk (s)		1		1		1		1
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes							
Start Time (s)	0	17	44	63	0	14	44	53
End Time (s)	17	44	63	0	14	44	53	0
Yield/Force Off (s)	12	39	58	85	9	39	48	85
Yield/Force Off 170(s)	12	39	58	84	9	39	48	84
Local Start Time (s)	73	0	27	46	73	87	27	36
Local Yield (s)	85	22	41	68	82	22	31	68
Local Yield 170(s)	85	22	41	67	82	22	31	67

### Intersection Summary

Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	60

### Splits and Phases: 1: Rt. 10 Bypass & Main St



**Intersection**

Int Delay, s/veh 3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	17	145	129	227	308	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	158	140	247	335	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	867	340	346 0
Stage 1	340	-	- -
Stage 2	527	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	323	702	1213 -
Stage 1	721	-	- -
Stage 2	592	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	286	702	1213 -
Mov Cap-2 Maneuver	286	-	- -
Stage 1	721	-	- -
Stage 2	524	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	13.3	3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1213	-	609	-	-
HCM Lane V/C Ratio	0.116	-	0.289	-	-
HCM Control Delay (s)	8.4	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.2	-	-

**Intersection**

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	13	11	345	10	3	450
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	12	375	11	3	489

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	876	380	0
Stage 1	380	-	-
Stage 2	496	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	319	667	1172
Stage 1	691	-	-
Stage 2	612	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	318	667	1172
Mov Cap-2 Maneuver	318	-	-
Stage 1	691	-	-
Stage 2	610	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	418	1172
HCM Lane V/C Ratio	-	-	0.062	0.003
HCM Control Delay (s)	-	-	14.2	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

**Intersection**

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	65	169	5	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	184	5	5	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	189	0	257
Stage 1	-	-	186
Stage 2	-	-	71
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1385	-	732
Stage 1	-	-	846
Stage 2	-	-	952
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1385	-	732
Mov Cap-2 Maneuver	-	-	732
Stage 1	-	-	846
Stage 2	-	-	952

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1385	-	-	-	732
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s)	0	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

# HCM 2010 Signalized Intersection Summary

## 1: Rt. 10 Bypass & Main St

9/22/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	278	98	158	159	67	52	136	270	143	139	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	38	302	107	172	173	73	57	148	293	155	151	28
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	473	447	380	415	570	484	103	455	386	231	589	500
Arrive On Green	0.05	0.24	0.24	0.11	0.31	0.31	0.06	0.24	0.24	0.13	0.32	0.32
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	38	302	107	172	173	73	57	148	293	155	151	28
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.9	8.7	3.2	3.9	4.2	2.0	1.8	3.8	10.1	4.9	3.6	0.7
Cycle Q Clear(g_c), s	0.9	8.7	3.2	3.9	4.2	2.0	1.8	3.8	10.1	4.9	3.6	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	473	447	380	415	570	484	103	455	386	231	589	500
V/C Ratio(X)	0.08	0.67	0.28	0.41	0.30	0.15	0.55	0.33	0.76	0.67	0.26	0.06
Avail Cap(c_a), veh/h	538	885	752	544	1074	913	211	569	484	512	885	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	20.3	18.2	13.4	15.6	14.9	27.0	18.3	20.7	24.4	15.0	14.0
Incr Delay (d2), s/veh	0.1	1.8	0.4	0.7	0.3	0.1	4.6	0.4	5.3	3.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.7	1.5	1.9	2.2	0.9	1.0	2.0	4.9	2.6	1.8	0.3
LnGrp Delay(d),s/veh	15.3	22.1	18.6	14.1	15.9	15.0	31.6	18.7	26.0	27.8	15.2	14.1
LnGrp LOS	B	C	B	B	B	B	C	B	C	C	B	B
Approach Vol, veh/h		447			418			498			334	
Approach Delay, s/veh		20.7			15.0			24.5			21.0	
Approach LOS		C			B			C			C	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	18.4	10.7	18.2	7.4	22.6	6.9	22.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	16.0	17.0	10.0	27.0	6.0	27.0	4.0	33.0				
Max Q Clear Time (g_c+I1), s	6.9	12.1	5.9	10.7	3.8	5.6	2.9	6.2				
Green Ext Time (p_c), s	0.3	1.3	0.2	2.5	0.0	2.6	0.0	2.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			20.5									
HCM 2010 LOS			C									

# Timing Report, Sorted By Phase

## 1: Rt. 10 Bypass & Main St

9/22/2015

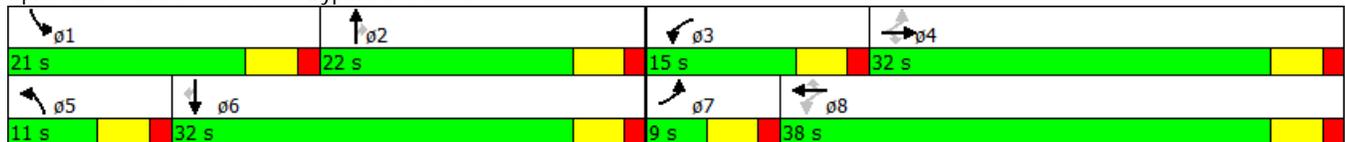


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBTL	NBL	SBT	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes							
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	21	22	15	32	11	32	9	38
Maximum Split (%)	23.3%	24.4%	16.7%	35.6%	12.2%	35.6%	10.0%	42.2%
Minimum Split (s)	9	15	9	15	9	15	9	15
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		1		1		1		1
Flash Dont Walk (s)		1		1		1		1
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes							
Start Time (s)	0	21	43	58	0	11	43	52
End Time (s)	21	43	58	0	11	43	52	0
Yield/Force Off (s)	16	38	53	85	6	38	47	85
Yield/Force Off 170(s)	16	38	53	84	6	38	47	84
Local Start Time (s)	69	0	22	37	69	80	22	31
Local Yield (s)	85	17	32	64	75	17	26	64
Local Yield 170(s)	85	17	32	63	75	17	26	63

### Intersection Summary

Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	55

### Splits and Phases: 1: Rt. 10 Bypass & Main St



**Intersection**

Int Delay, s/veh 3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	107	87	181	167	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	116	95	197	182	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	568	182	183 0
Stage 1	182	-	- -
Stage 2	386	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	484	861	1392 -
Stage 1	849	-	- -
Stage 2	687	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	451	861	1392 -
Mov Cap-2 Maneuver	451	-	- -
Stage 1	849	-	- -
Stage 2	640	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	9.8	2.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1392	-	861	-	-
HCM Lane V/C Ratio	0.068	-	0.135	-	-
HCM Control Delay (s)	7.8	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

**Intersection**

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	18	0	46	8	0	3	14	247	3	9	259	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	0	50	9	0	3	15	268	3	10	282	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	606	606	285	630	609	270	288	0	0	272	0	0
Stage 1	304	304	-	301	301	-	-	-	-	-	-	-
Stage 2	302	302	-	329	308	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	409	411	754	394	410	769	1274	-	-	1291	-	-
Stage 1	705	663	-	708	665	-	-	-	-	-	-	-
Stage 2	707	664	-	684	660	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	401	403	754	362	402	769	1274	-	-	1291	-	-
Mov Cap-2 Maneuver	401	403	-	362	402	-	-	-	-	-	-	-
Stage 1	697	658	-	700	657	-	-	-	-	-	-	-
Stage 2	696	656	-	634	655	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	13.8	0.4	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1274	-	-	604	423	1291	-	-
HCM Lane V/C Ratio	0.012	-	-	0.115	0.028	0.008	-	-
HCM Control Delay (s)	7.9	-	-	11.7	13.8	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

**Intersection**

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	138	6	2	36	0	13	0	5	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	150	7	2	39	0	14	0	5	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	157	0	0	196	196	153	199	200	39
Stage 1	-	-	-	-	-	-	153	153	-	43	43	-
Stage 2	-	-	-	-	-	-	43	43	-	156	157	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1571	-	-	1423	-	-	763	699	893	760	696	1033
Stage 1	-	-	-	-	-	-	849	771	-	971	859	-
Stage 2	-	-	-	-	-	-	971	859	-	846	768	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1571	-	-	1423	-	-	762	698	893	755	695	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	762	698	-	755	695	-
Stage 1	-	-	-	-	-	-	849	771	-	971	858	-
Stage 2	-	-	-	-	-	-	970	858	-	841	768	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	9.6	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	794	1571	-	-	1423	-	-	755
HCM Lane V/C Ratio	0.025	-	-	-	0.002	-	-	0.007
HCM Control Delay (s)	9.6	0	-	-	7.5	0	-	9.8
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	64	20	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	70	22	0	0	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	22	0	98
Stage 1	-	-	22
Stage 2	-	-	76
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1593	-	901
Stage 1	-	-	1001
Stage 2	-	-	947
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1593	-	899
Mov Cap-2 Maneuver	-	-	899
Stage 1	-	-	1001
Stage 2	-	-	945

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1593	-	-	-	1055
HCM Lane V/C Ratio	0.002	-	-	-	0.001
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection									
Intersection Delay, s/veh	7.5								
Intersection LOS	A								
Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	0	88	0	3	0	0	107	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	0	3	0	0	116	1
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7	7.3	8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	99%
Vol Thru, %	100%	0%	1%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	3	88	108
LT Vol	0	0	107
Through Vol	3	0	1
RT Vol	0	88	0
Lane Flow Rate	3	96	117
Geometry Grp	1	1	1
Degree of Util (X)	0.004	0.094	0.14
Departure Headway (Hd)	4.192	3.542	4.303
Convergence, Y/N	Yes	Yes	Yes
Cap	849	998	835
Service Time	2.242	1.614	2.321
HCM Lane V/C Ratio	0.004	0.096	0.14
HCM Control Delay	7.3	7	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.3	0.5

HCM 2010 Signalized Intersection Summary  
 1: Rt. 10 Bypass & Main St

2/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	326	82	313	247	130	93	234	314	161	240	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	59	354	89	340	268	141	101	254	341	175	261	26
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	445	378	449	673	572	150	486	414	233	573	487
Arrive On Green	0.05	0.24	0.24	0.17	0.36	0.36	0.08	0.26	0.26	0.13	0.31	0.31
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	59	354	89	340	268	141	101	254	341	175	261	26
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	2.0	14.5	3.7	10.9	8.7	5.1	4.5	9.5	16.4	7.7	9.1	0.9
Cycle Q Clear(g_c), s	2.0	14.5	3.7	10.9	8.7	5.1	4.5	9.5	16.4	7.7	9.1	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	445	378	449	673	572	150	486	414	233	573	487
V/C Ratio(X)	0.14	0.80	0.24	0.76	0.40	0.25	0.67	0.52	0.82	0.75	0.46	0.05
Avail Cap(c_a), veh/h	431	529	449	452	735	625	219	552	469	285	620	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	29.0	24.9	18.4	19.3	18.1	36.0	25.6	28.2	33.9	22.6	19.7
Incr Delay (d2), s/veh	0.2	7.1	0.3	7.1	0.4	0.2	5.1	0.9	10.4	8.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	8.2	1.6	6.1	4.5	2.2	2.4	5.0	8.4	4.3	4.8	0.4
LnGrp Delay(d),s/veh	21.4	36.0	25.2	25.6	19.7	18.4	41.1	26.5	38.6	42.5	23.1	19.8
LnGrp LOS	C	D	C	C	B	B	D	C	D	D	C	B
Approach Vol, veh/h		502			749			696			462	
Approach Delay, s/veh		32.4			22.1			34.5			30.3	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	25.2	17.9	23.4	10.9	28.9	7.9	33.3				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	12.0	23.0	13.0	22.0	9.0	26.0	4.0	31.0				
Max Q Clear Time (g_c+I1), s	9.7	18.4	12.9	16.5	6.5	11.1	4.0	10.7				
Green Ext Time (p_c), s	0.1	1.7	0.0	1.9	0.1	3.5	0.0	3.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			29.4									
HCM 2010 LOS			C									

# Timing Report, Sorted By Phase

## 1: Rt. 10 Bypass & Main St

2/24/2015

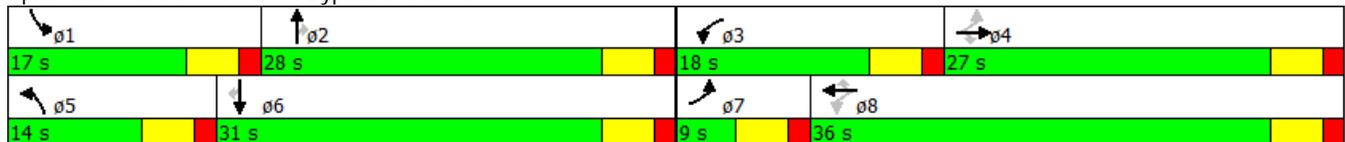


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBTL	NBL	SBT	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes							
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	17	28	18	27	14	31	9	36
Maximum Split (%)	18.9%	31.1%	20.0%	30.0%	15.6%	34.4%	10.0%	40.0%
Minimum Split (s)	9	15	9	15	9	15	9	15
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Initial (s)	4	4	4	4	4	4	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		1		1		1		1
Flash Dont Walk (s)		1		1		1		1
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes							
Start Time (s)	0	17	45	63	0	14	45	54
End Time (s)	17	45	63	0	14	45	54	0
Yield/Force Off (s)	12	40	58	85	9	40	49	85
Yield/Force Off 170(s)	12	40	58	84	9	40	49	84
Local Start Time (s)	73	0	28	46	73	87	28	37
Local Yield (s)	85	23	41	68	82	23	32	68
Local Yield 170(s)	85	23	41	67	82	23	32	67

### Intersection Summary

Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	60

### Splits and Phases: 1: Rt. 10 Bypass & Main St



**Intersection**

Int Delay, s/veh 3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	17	145	129	239	328	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	158	140	260	357	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	902	362	367 0
Stage 1	362	-	- -
Stage 2	540	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	308	683	1192 -
Stage 1	704	-	- -
Stage 2	584	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	272	683	1192 -
Mov Cap-2 Maneuver	272	-	- -
Stage 1	704	-	- -
Stage 2	515	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	13.7	3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1192	-	590	-	-
HCM Lane V/C Ratio	0.118	-	0.298	-	-
HCM Control Delay (s)	8.4	-	13.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.2	-	-

HCM 2010 TWSC  
3: Main St & entrance

9/22/2015

**Intersection**

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	12	0	31	13	0	11	48	345	10	3	450	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	34	14	0	12	52	375	11	3	489	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	998	997	500	1008	1002	380	511	0	0	386	0	0
Stage 1	507	507	-	485	485	-	-	-	-	-	-	-
Stage 2	491	490	-	523	517	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	223	244	571	219	242	667	1054	-	-	1172	-	-
Stage 1	548	539	-	563	552	-	-	-	-	-	-	-
Stage 2	559	549	-	537	534	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	210	231	571	198	229	667	1054	-	-	1172	-	-
Mov Cap-2 Maneuver	210	231	-	198	229	-	-	-	-	-	-	-
Stage 1	521	538	-	535	525	-	-	-	-	-	-	-
Stage 2	522	522	-	504	533	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.6			18.5			1			0.1		
HCM LOS	C			C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1054	-	-	386	292	1172	-	-
HCM Lane V/C Ratio	0.05	-	-	0.121	0.089	0.003	-	-
HCM Control Delay (s)	8.6	-	-	15.6	18.5	8.1	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.3	0	-	-

**Intersection**

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	65	19	6	169	4	9	0	3	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	71	21	7	184	4	10	0	3	5	0	0

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	188	0	0	91	0	0	280	282	81	282	290	186
Stage 1	-	-	-	-	-	-	81	81	-	199	199	-
Stage 2	-	-	-	-	-	-	199	201	-	83	91	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1386	-	-	1504	-	-	672	627	979	670	620	856
Stage 1	-	-	-	-	-	-	927	828	-	803	736	-
Stage 2	-	-	-	-	-	-	803	735	-	925	820	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1386	-	-	1504	-	-	669	624	979	665	617	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	669	624	-	665	617	-
Stage 1	-	-	-	-	-	-	927	828	-	803	732	-
Stage 2	-	-	-	-	-	-	799	731	-	922	820	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	10	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	727	1386	-	-	1504	-	-	665
HCM Lane V/C Ratio	0.018	-	-	-	0.004	-	-	0.008
HCM Control Delay (s)	10	0	-	-	7.4	0	-	10.5
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	43	68	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	47	74	0	0	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	74	0	125
Stage 1	-	-	74
Stage 2	-	-	51
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1526	-	870
Stage 1	-	-	949
Stage 2	-	-	971
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1526	-	869
Mov Cap-2 Maneuver	-	-	869
Stage 1	-	-	949
Stage 2	-	-	970

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1526	-	-	-	988
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection										
Intersection Delay, s/veh	8.1									
Intersection LOS	A									
Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT	
Vol, veh/h	0	0	139	0	2	0	0	162	3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	
Mvmt Flow	0	0	151	0	2	0	0	176	3	
Number of Lanes	0	1	0	0	1	0	0	0	1	

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.5	7.5	8.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	98%
Vol Thru, %	100%	0%	2%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	2	139	165
LT Vol	0	0	162
Through Vol	2	0	3
RT Vol	0	139	0
Lane Flow Rate	2	151	179
Geometry Grp	1	1	1
Degree of Util (X)	0.003	0.158	0.219
Departure Headway (Hd)	4.443	3.765	4.397
Convergence, Y/N	Yes	Yes	Yes
Cap	810	958	812
Service Time	2.443	1.765	2.445
HCM Lane V/C Ratio	0.002	0.158	0.22
HCM Control Delay	7.5	7.5	8.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.6	0.8