

A G E N D A

JAMES CITY COUNTY BOARD OF SUPERVISORS

County Government Center Board Room

October 25, 2011

7:00 P.M.

- A. CALL TO ORDER**
- B. ROLL CALL**
- C. MOMENT OF SILENCE**
- D. PLEDGE OF ALLEGIANCE** – Angela Shaw, a fourth-grade student at Rawls Byrd Elementary School
- E. PUBLIC COMMENT**
- F. BOARD REQUESTS AND DIRECTIVES**
- G. CONSENT CALENDAR**
 - 1. Minutes – October 11, 2011, Regular Meeting
 - 2. Approval of the Peninsula Hazard Mitigation Plan 2011 Update
 - 3. Grant Appropriation – Litter Prevention and Recycling Grant – \$10,224
 - 4. Endorsement of the Proposed Virginia Transportation Enhancement Grant for Improvement to the Route 60 East Corridor from the Colonial Williamsburg Area to the Busch Gardens/I-64 Interchange
 - 5. Termination of Project Administration Agreements Regarding Administration of the Route 60 East Relocation Project
- H. PUBLIC HEARINGS**
 - 1. Amendments to Appropriations in the Capital Budget
 - 2. HW-0002-2011 and HW-0003-2011. Jamestown and Warhill High Schools Athletic Field Lighting
- I. BOARD CONSIDERATION**
 - 1. Jolly Pond Dam
 - 2. Resolution to Rescind Approval of Commercial Districts Zoning Ordinances
- J. PUBLIC COMMENT**
- K. REPORTS OF THE COUNTY ADMINISTRATOR**
- L. BOARD REQUESTS AND DIRECTIVES**

-CONTINUED-

M. CLOSED SESSION

1. Consultation with legal counsel and staff members pertaining to actual or probable litigation, pursuant to Section 2.2-3711(A)(7) of the Code of Virginia

N. ADJOURNMENT to 7 p.m. on November 8, 2011

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AT A REGULAR MEETING OF THE BOARD OF SUPERVISORS OF THE COUNTY OF JAMES CITY, VIRGINIA, HELD ON THE 11TH DAY OF OCTOBER 2011, AT 7:00 P.M. IN THE COUNTY GOVERNMENT CENTER BOARD ROOM, 101 MOUNTS BAY ROAD, JAMES CITY COUNTY, VIRGINIA.

A. CALL TO ORDER

B. ROLL CALL

Mary K. Jones, Chairman, Berkeley District
Bruce C. Goodson, Vice Chair, Roberts District
James G. Kennedy, Stonehouse District
James O. Icenhour, Jr., Powhatan District
John J. McGlennon, Jamestown District

Robert C. Middaugh, County Administrator
Leo P. Rogers, County Attorney

C. MOMENT OF SILENCE

D. PLEDGE OF ALLEGIANCE – Hannah Fulton, a tenth-grade home schooled student, led the Board and citizens in the Pledge of Allegiance.

Ms. Jones recognized Mr. Tim O’Connor, representing the Planning Commission.

E. PUBLIC COMMENT

1. Mr. Keith Sadler, 9929 Mountain Berry Court, commended the Board for its opposition to the principals espoused by the International Council for Local Environmental Initiatives (ICLEI) and government’s efforts to control private property in an unconstitutional manner.

2. Ms. Linda Reese, 511 Spring Trace, expressed her opposition to the mausoleum at St. Bede’s and recommended that the Board watch the Planning Commission public hearing.

3. Mr. Ed Oyer, 139 Indian Circle, commented that he agreed with the recent Daily Press editorials concerning the Williamsburg-James City County Schools.

4. Mr. Bill Dowling, 176 Heritage Point, commended the Board’s rejection of the sustainability issue and the concepts included under ICLEI and UN Agenda 21.

F. BOARD REQUESTS AND DIRECTIVES

Mr. Goodson commented on his recent visit to the Volunteer Fire Department Fish Fry and complimented Mr. Tony Berkeley, Henrico firefighter but also a volunteer, for designing a fund-raising T-shirt.

Mr. McGlennon advised the Board of a new policy of the Virginia Department of Transportation (VDOT) when resurfacing subdivision and corridor streets. The approach includes slurry, rough, and dusty roads with pebbles that damage cars and wash into the ditches. The roads cannot be striped for weeks at a time and act as a deterrent to bicycle or pedestrian traffic. It appears environmentally unfriendly to adjoining waterways. Mr. McGlennon suggested that VDOT return to the traditional repaving methods and that the County communicate its concerns to the Governor, the Secretary of Transportation, and legislators

Mr. Icenhour advised the Board that the Hampton Roads Workforce Development Council has established a Hampton Roads Healthcare Workforce Partnership initiative and received a \$5 million grant for technical training in healthcare services. In addition, a long-anticipated Youth Career Café will have its grand opening at the Thomas Nelson Community College Historic Triangle campus on October 25 at noon.

Ms. Jones advised the Board that she welcomed the Virginia Community College Association to James City County at its conference on September 29.

G. CONSENT CALENDAR

Mr. Goodson requested the removal of Item No. 3 from the Consent Calendar.

Mr. Kennedy asked that Item No. 2 be removed as well.

1. Minutes -
 - a. September 27, 2011, Work Session
 - b. September 27, 2011, Regular Meeting

4. Appropriation of Grant Award - Virginia Department of Emergency Management - \$15,600

RESOLUTION

GRANT AWARD – CITIZEN CORPS PROGRAM – \$15,600

WHEREAS, the James City County Fire Department’s Division of Emergency Management has been awarded a Citizen Corps grant in the amount of \$15,600 from the Virginia Department of Emergency Management (VDEM) using funds from the Federal Department of Homeland Security’s State Homeland Security Program Grant; and

WHEREAS, the grant funds will be used to increase the safety, preparedness and resiliency of County citizens through citizen-focused programs including the Citizen Corps Council, Community Emergency Response Teams (CERT), Neighborhood Watch, and Volunteers In Police Service (VIPS); and

WHEREAS, the grant requires no match.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the acceptance of this grant and authorizes the following budget appropriation to the Special Projects/Grants fund:

Revenue:

Citizen Corps-VDEM

\$15,600

Expenditure:

Citizen Corps-VDEM \$15,600

Mr. McGlennon made a motion to approve the Consent Calendar, as amended.

On a roll call vote, the vote was: AYE: Kennedy, Goodson, McGlennon, Icenhour, Jones (5). NAY (0).

2. Contract Award – Warhill Trail Dam Decommissioning – \$429,741.50

Mr. Darryl Cook, County Engineer, made a presentation of the proposal.

This project consists of modifications to an existing dam on Warhill Trail (State Route 830) to allow for its decommissioning – removal of its function as a dam. The Warhill Trail dam is owned by the County; the road is contained within an easement to VDOT. The dam is large enough to be regulated under the Virginia Dam Safety Program and needs to either be brought up to State standards or be modified so that it no longer functions as a dam. Staff decided, in consultation with the project design engineers, to decommission the dam as it is a less expensive alternative than improving the dam to meet State standards.

Mr. Kennedy asked if the absence of the impoundment would interfere with any current recreation activities on the lake, such as fishing or boating. Mr. Cook indicated that, to his knowledge, no one uses the impoundment for recreation purposes.

Mr. Cook also indicated, in a response to a question from Mr. McGlennon, that beavers have not been seen in the impoundment.

Mr. Kennedy made a motion to approve the resolution.

On a roll call vote, the vote was: AYE: Kennedy, Goodson, McGlennon, Icenhour, Jones (5). NAY (0).

RESOLUTION

CONTRACT AWARD - WARHILL TRAIL DAM DECOMMISSIONING - \$429,741.50

WHEREAS, bids were publicly advertised for Warhill Trail Dam Decommissioning and funded by the Capital Improvement Program appropriated by the Board of Supervisors for FY 2010 on April 28, 2009, and FY 2012 on April 26, 2011; and

WHEREAS, nine bids were considered for award and Howard Brothers Contractors, Inc. was the lower responsive and responsible bidder; and

WHEREAS, sufficient funds are available to award the Base Bid amount of \$429,741.50.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the County Administrator to execute a contract up to the amount of \$429,741.50 with Howard Brothers Contractors, Inc. for Warhill Trail Dam Decommissioning.

3. Request of Appropriation for Fire Station 1 – \$30,000

Fire Chief Tal Luton presented the proposal for consideration. He introduced Mr. Phillip Murdoch, President of the James City-Bruton Volunteer Fire Department, and Mr. Richard Stone, Assistant Chief.

Concern exists regarding the structural integrity of Fire Station 1 in Toano. The Volunteer Fire Department owns the building, and James City County leases the land that it sits on to them. The building was constructed 50 years ago and is situated on the corner of Richmond Road and Forge Road in Toano. The apparatus floor that supports very heavy fire and EMS vehicles is sinking below the foundation footings in some areas, and with walls that are cracked and leaning, it has become necessary to conduct an emergency analysis of the structural integrity of the building and the land upon which it sits. The purpose of the analysis will determine if repair is possible. If repair is indicated, the analysis will provide the basis for a priority list of those repairs. If repair is not possible, the site will be analyzed to determine if it is suitable for a replacement building.

Mr. Middaugh commented on the very positive relationship between the County’s Fire Department and the Volunteers and the long-standing service provided by the Volunteers.

Mr. Kennedy asked whether the capability existed on staff for the kind of structural engineering research needed.

Mr. Middaugh responded that the building’s deficiencies could be determined by staff, but that a professional engineer would be needed to provide the Volunteers and the Board with the full range of options to correct the deficiencies.

Mr. Kennedy commented that the future of fire service in the upper end of the County should be considered and the current facility is inadequate. If a decision is made to build a new station on this site, including adding a second floor, this facility needs to be designed with the area’s growth in mind.

Mr. Goodson made a motion to approve the resolution.

On a roll call vote, the vote was: AYE: Kennedy, Goodson, McGlennon, Icenhour, Jones (5). NAY (0).

RESOLUTION

REQUEST OF APPROPRIATION FOR FIRE STATION 1 - \$30,000

WHEREAS, the James City Bruton Volunteer Fire Department has identified extensive repair needs for their building; and

WHEREAS, the James City Bruton Volunteer Fire Department has identified that a Structural and Site Engineering Analysis is necessary before continuation with needed repairs; and

WHEREAS, the cost for said analysis could be as much as \$30,000; and

WHEREAS, the Volunteer Fire Department provides a vital emergency response service to the citizens and visitors of James City County.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes a donation to the James City Bruton Volunteer Fire Department and authorizes the following budget transfer:

County Contingency (\$30,000)

Fire Department-Capital Campaign \$30,000

H. PUBLIC HEARINGS

1. Case No. ZO-0004-2011. Commercial Districts

Mr. Chris Johnson, Principal Planner, presented the proposed zoning ordinance amendments.

Planning staff has been working on the commercial districts (LB, B-1, M-1, and M-2) ordinances as well as the Commercial Special Use Permit (SUP) triggers (Section 24-11) and Development Review Committee (DRC) review criteria (Section 24-147) since the Board of Supervisors adopted the Zoning Ordinance update process methodology in May 2010. Draft ordinances included data from the Business Climate Taskforce were presented to the Policy Committee in June 2011, and comments from that meeting were further researched by staff prior to being incorporated into draft ordinances reviewed by the Board of Supervisors in June 2011. Staff presented the Board's changes to the Planning Commission at its meeting on September 7, 2011. The Planning Commission voted 6-0 (Krapf: Absent) to recommend approval of the four commercial district ordinances and the DRC review criteria ordinance. The Planning Commission voted 5-1 (Poole: NAY; Krapf: Absent) to recommend approval of the Commercial SUP trigger ordinance.

Mr. Johnson also extended his appreciation to the work of employees in several departments who have assisted in preparing these amendments.

Staff recommended approval of the six ordinance amendments.

Mr. McGlennon asked about the provision in several of these ordinances that set out tasks for a designee of the Planning Commission (PC) or the DRC.

Mr. Johnson indicated that the provision had been included in a 1999 amendment and focused on significant economic development projects that are provided expedited review. The Chairs of the PC and DRC appoint themselves or other members to meet critical timelines. Mr. Johnson did indicate that, to his knowledge, there is no formal designation of the "designees" identified in the ordinance, but the process is, and has been, used for projects such as those in the James River Commerce Park.

Mr. McGlennon indicated that he had previously asked for a comprehensive list of projects that have required an SUP in the past that would not with the proposed amendments to the ordinances.

Mr. Johnson indicated that the increase in the building size from 10,000 square feet to 20,000 would reduce the number, but that some projects under 20,000 square feet would still require a commercial SUP based on traffic generation.

Mr. McGlennon indicated that there have been several instances where the public interest was best served by a public hearing involving an SUP application and the proposed changes in the ordinances would reduce public involvement.

Mr. Goodson indicated his support for limiting the use of SUPs and that the process has been time-consuming and expensive for applicants in the past.

Ms. Jones opened the Public Hearing and, with no one choosing to speak, closed the Public Hearing.

After discussion the Board agreed to consider each amendment separately.

ARTICLE I. IN GENERAL. Sec. 24-11. Special use permit requirements for certain commercial uses; exemptions.

Mr. Goodson made a motion to approve the ordinance amendment.

Mr. Icenhour indicated that he would not support the amendment and would prefer to accelerate the current process rather than exclude public comments by changing the requirements for SUPs.

Mr. Goodson indicated his support of the amendment, that the study by the Business Climate Taskforce indicated that the County had the lowest threshold for SUPs of any neighboring community, and that some businesses did not even consider a James City County location because of the costs of the SUP process.

On a roll call vote, the vote was: AYE: Kennedy, Goodson, Jones (3). NAY: McGlennon, Icenhour (2).

ARTICLE III. SITE PLAN. Sec. 24-147. Criteria for review.

Mr. Goodson made a motion to approve the ordinance amendment.

Mr. Icenhour expressed his concern that this transferred many decisions from a public process to an administrative function.

Mr. Goodson indicated his support to trust professional staff for these decisions with an appeal process to the DRC.

On a roll call vote, the vote was: AYE: Kennedy, Goodson, Jones (3). NAY: McGlennon, Icenhour (2).

ARTICLE V. DISTRICTS. DIVISION 9, LIMITED BUSINESS, LB

Mr. Goodson made a motion to approve the ordinance amendment.

On a roll call vote, the vote was: AYE: Kennedy, Goodson, Icenhour, Jones (4). NAY: McGlennon (1).

ARTICLE V. DISTRICTS. DIVISION 10. GENERAL BUSINESS DISTRICT, B-1

Mr. Goodson made a motion to approve the ordinance amendment.

On a roll call vote, the vote was: AYE: Kennedy, Goodson, Icenhour, Jones (4). NAY: McGlennon (1).

ARTICLE V. DISTRICTS. DIVISION 11. LIMITED BUSINESS/INDUSTRIAL DISTRICT, M-1

Mr. Goodson made a motion to approve the ordinance amendment.

On a roll call vote, the vote was: AYE: Kennedy, Goodson, Icenhour, Jones (4). NAY: McGlennon (1).

ARTICLE V. DISTRICTS. DIVISION 12. GENERAL INDUSTRY DISTRICT, M-2

Mr. Goodson made a motion to approve the ordinance amendment.

On a roll call vote, the vote was: AYE: Kennedy, Goodson, Icenhour, Jones (4). NAY: McGlennon (1).

I. PUBLIC COMMENT

1. Ms. Linda Reese, 511 Spring Trace, inquired about the zoning ordinance amendments and the process.

J. REPORTS OF THE COUNTY ADMINISTRATOR

Mr. Middaugh reminded the Board about the Closed Session for appointments.

K. BOARD REQUESTS AND DIRECTIVES

Ms. Jones indicated that the Planning Commission consists of appointed public members and the role of the DRC will change to acting on appeals of administrative decisions.

Mr. McGlennon made the motion that Ms. Janet Gonzales be appointed to the Social Services Advisory Board.

On a roll call vote, the vote was: AYE: Kennedy, Goodson, McGlennon, Icenhour, Jones (5). NAY: (0).

L. CLOSED SESSION

Mr. Goodson moved that the Board go into Closed Session for the consideration of a personnel matter, the appointment of individuals to County boards and/or commissions, pursuant to Section 2.2-3711(A)(1) of the Code of Virginia relating to the appointment of a local representative to the Thomas Nelson Community College Board.

Following the Closed Session at 8:10 p.m., Ms. Jones reconvened the Board.

Mr. McGlennon made a motion to adopt the Closed Session resolution.

On a roll call vote, the vote was: AYE: Kennedy, Goodson, McGlennon, Icenhour, Jones (5). NAY: (0).

The Board discussed the possibility of scheduling an additional meeting on November 15 at 6 p.m. to hold the public hearing on the SUP for the St. Bede's mausoleum.

RESOLUTION

CERTIFICATION OF CLOSED MEETING

WHEREAS, the Board of Supervisors of James City County, Virginia, (Board) has convened a closed meeting on this date pursuant to an affirmative recorded vote and in accordance with the provisions of the Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3711 of the Code of Virginia requires a certification by the Board that such closed meeting was conducted in conformity with Virginia law.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby certifies that, to the best of each member's knowledge: i) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the closed meeting to which this certification resolution applies; and ii) only such public business matters were heard, discussed, or considered by the Board as were identified in the motion, Section 2.2-3711(A)(1) of the Code of Virginia, consideration of a personnel matter, the appointment of individuals to County boards and/or commissions.

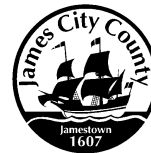
M. ADJOURNMENT until 4 p.m. on October 25, 2011.

Mr. McGlennon made a motion to adjourn.

On a roll call vote, the vote was: AYE: Kennedy, Goodson, McGlennon, Icenhour, Jones (5). NAY: (0).

At 8:15 p.m., Ms. Jones adjourned the Board until 4 p.m. on October 25, 2011.

Robert C. Middaugh
Clerk to the Board



MEMORANDUM COVER

Subject: Approval of the Peninsula Hazard Mitigation Plan 2011 Update

Action Requested: Shall the Board approve the resolution to adopt the Peninsula Hazard Mitigation Plan 2011 Update?

Summary: James City County has participated in the update to the Peninsula Hazard Mitigation Plan 2011 required to maintain eligibility for Federal Emergency Management pre- and post-disaster grant programs and flood mitigation assistance. The original plan was adopted in 2006 and must be updated every five years. The plan has been reviewed by the Virginia Department of Emergency Management and forwarded to the Federal Emergency Management Agency (FEMA) Region III. Approval is contingent upon adoption by the participating governments.

Staff recommends approval of the attached resolution.

Fiscal Impact: Adoption of the plan maintains James City County’s eligibility for pre- and post-disaster hazard mitigation grant programs and flood mitigation assistance.

FMS Approval, if Applicable: Yes No

Assistant County Administrator

Doug Powell _____

County Administrator

Robert C. Middaugh _____

Attachments:
1. Memorandum
2. Resolution
3. Executive Summary

Agenda Item No.: G-2

Date: October 25, 2011

M E M O R A N D U M

DATE: October 25, 2011

TO: The Board of Supervisors

FROM: William T. Luton, Fire Chief

SUBJECT: Adoption of the Peninsula Hazard Mitigation Plan 2011 Update

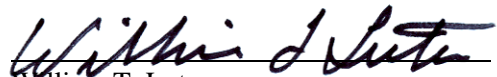
James City County recognizes the threat that natural hazards pose to citizens and property within our community. In 2006, James City County adopted the Peninsula Multi-Jurisdictional Hazard Mitigation Plan required as a condition of future funding for projects under Federal Emergency Management Agency (FEMA) pre- and post-disaster mitigation grant programs as well as flood mitigation assistance. The Plan must be updated every five years to maintain eligibility. Adoption of the Peninsula Hazard Mitigation Plan 2011 Update will maintain compliance with FEMA requirements.

James City County has fully participated in the FEMA-prescribed mitigation planning process to prepare the Peninsula Hazard Mitigation Plan 2011 Update. Updates to the plan address hazard identification and risk analysis information; capability assessment; mitigation goals; and mitigation action plans. The Plan Update in its entirety can be found at <http://www.jccgov.com/eoc/> with the exception of Annex A which addresses Human-Caused Hazards and has been redacted for security reasons.

The Plan has been reviewed by the Virginia Department of Emergency Management and forwarded to Region III of the Federal Emergency Management Agency. Approval is contingent upon adoption by the participating governments.

This endeavor requires authorization by the Board of Supervisors. A resolution that complies with the Commonwealth of Virginia requirements is attached.

Staff recommends approval of the attached resolution.


William T. Luton

CONCUR:

Robert C. Middaugh

WTL/nb
AdopPHMPlan_mem

Attachment

RESOLUTION

APPROVAL OF THE PENINSULA HAZARD MITIGATION PLAN 2011 UPDATE

WHEREAS, James City County, is seeking Federal Emergency Management (FEMA) approval of its Hazard Mitigation Plan 2011 Update, recognizing the threat that natural hazards pose to people and property within our community; and

WHEREAS, undertaking hazard mitigation actions will reduce the potential for harm to people and property from future hazard occurrences; and

WHEREAS, an adopted Peninsula Hazard Mitigation Plan 2011 Update is required as a condition for future funding for mitigation projects under multiple FEMA pre-and post-disaster mitigation grants and flood mitigation assistance; and

WHEREAS, James City County fully participated in the FEMA-prescribed mitigation planning process to prepare this Peninsula Hazard Mitigation Plan 2011 Update; and

WHEREAS, the Virginia Department of Emergency Management and Federal Emergency Management Agency, Region III, have reviewed the Peninsula Hazard Mitigation Plan 2011 Update and approval is contingent upon this official adoption of the participating governments and entities.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby adopts the Peninsula Hazard Mitigation Plan 2011 Update as an official plan.

BE IT FURTHER RESOLVED that James City County will submit this adoption resolution to the Virginia Department of Emergency Management and Federal Emergency Management Agency, Region III, to enable the Plan Update's final approval.

Mary K. Jones
Chairman, Board of Supervisors

ATTEST:

Robert C. Middaugh
Clerk to the Board

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of October, 2011.

PenHazMit_res



Executive Summary

Mitigation is commonly defined as sustained actions taken to reduce or eliminate long-term risk to people and property from hazards and their effects. Hazard mitigation focuses attention and resources on community policies and actions that will produce successive benefits over time. A mitigation plan states the aspirations and specific courses of action that a community intends to follow to reduce vulnerability and exposure to future hazard events. These plans are formulated through a systematic process centered on the participation of citizens, businesses, public officials, and other community stakeholders.

The area covered by this plan includes:

Participating Communities	
Counties	Cities
James City County	Hampton
York County	Newport News
	Williamsburg

The contents of this Plan are designed and organized to be as reader-friendly and functional as possible. While significant background information is included on the processes used and studies completed (e.g., risk assessment, capability assessment), this information is separated from the more meaningful planning outcomes or actions (e.g., mitigation strategy, mitigation action plans).

Chapter 2 includes a complete narrative description of the process used to prepare the Plan. This includes the identification of the planning team and the involvement of the public and other stakeholders. It also includes a detailed summary for each key meeting, along with any associated outcomes.

The Capability Assessment, located in Chapter 3, describes the Peninsula jurisdictions' ability to implement the plan's mitigation actions, programs, and projects through planning, staffing, and funding. It provides a comprehensive examination of each participating jurisdiction's capacity to implement meaningful mitigation strategies and identifies existing opportunities to increase and enhance that capacity. Specific capabilities addressed in this section include planning and regulatory capability, staff and organizational (administrative) capability, technical capability, fiscal



capability, and political capability. Information was obtained through the use of detailed survey questionnaires for local officials and an inventory and analysis of existing plans, ordinances, and other relevant documents. The purpose of this assessment is to identify any existing gaps, weaknesses, or conflicts in programs or activities that may hinder mitigation efforts, and to identify activities that should be built upon to establish a successful and sustainable regional hazard mitigation program.

Regional Hazard Identification and Risk Assessment (HIRA) is presented in Chapter 4. This section serves to provide a detailed description of the region, including prevalent geographic, demographic, and economic characteristics. In addition, transportation, housing, and land use patterns are discussed. This baseline information provides a snapshot of the regional planning area and thereby assists county and municipal officials in recognizing the social, environmental, and economic factors that ultimately play a role in determining community vulnerability to natural and human-caused hazards. It also identifies, analyzes, and assesses the region's overall risk to natural hazards. The risk assessment also attempts to define any hazard risks that may uniquely or exclusively affect the individual municipal jurisdictions.

The Risk Assessment builds on available historical data from past hazard occurrences, establishes detailed profiles for each hazard, and culminates in a hazard risk ranking based on conclusions about the frequency of occurrence, spatial extent, and potential impact of each hazard. FEMA's HAZUS^{MH} loss estimation methodology was also used to evaluate known hazard risks by their relative long-term cost in expected damages. In essence, the information generated through the risk assessment serves a critical function as communities seek to determine the most appropriate mitigation actions to pursue and implement — enabling communities to prioritize and focus their efforts on the hazards of greatest concern and those structures or planning areas facing the greatest risk(s). The hazards analyzed in this plan include:

- Flood;
- High Wind;
- Tornadoes;
- Winter Storms;
- Drought;
- Earthquakes;
- Landslides;
- Wildfire;
- Sinkholes; and
- Dam Failure.



The Mitigation Strategy, found in Chapter 5, consists of broad regional goal statements as well as specific mitigation actions for each local government jurisdiction participating in the planning process. The strategy provides the foundation for detailed jurisdictional Mitigation Action Plans that link specific mitigation actions for each jurisdiction to locally-assigned implementation mechanisms and target completion dates. This section is designed to make the Plan both strategic (through the identification of long-term goals), but also functional through the identification of short-term and immediate actions that will guide day-to-day decision-making and project implementation.

In addition to the identification and prioritization of possible mitigation projects, emphasis is placed on the use of program and policy alternatives to help make the communities of the Peninsula region less vulnerable to the damaging forces of nature, while improving the economic, social, and environmental health of the community. The concept of multi-objective planning was emphasized throughout the planning process, particularly in identifying ways to link hazard mitigation policies and programs with complimentary community goals related to housing, economic development, downtown revitalization, recreational opportunities, transportation improvements, environmental quality, land development, and public health and safety.

The Plan Maintenance Procedures, found in Chapter 6, include the measures that the participating jurisdictions will take to ensure the Plan's continuous long-term implementation. The procedures also include the manner in which the Plan will be regularly evaluated and updated to remain a current and meaningful planning document.



Other Mitigation Activities

In addition to establishing and maintaining various programs and capital improvement plans, the City is also continuing its successful Williamsburg Heritage Tree Program. The purpose of the program is to identify, promote awareness, maintain, and protect designated Heritage Trees located within the City now and for future generations.

Heritage Tree Program Goals

- Establish a process of designating Heritage Trees located on either public or private property;
- Encourage proper maintenance, care, and protection of Heritage Trees;
- Inform and educate the public regarding the notable tree resources in the City; and
- Increase public awareness of the environmental benefit of Heritage Trees and trees in general.

James City County Profile

The following sections present a detailed assessment of critical hazards that affect James City County. Understanding these hazards will assist the Peninsula region in its process of identifying specific risks and developing a mitigation strategy to address those risks.

Capability Assessment – James City County

As an additional tool to assist with the examination of the hazards identified and to evaluate the community's ability to plan, develop, and implement hazard mitigation activities, the planning team developed a local capability assessment for James City County. This assessment is designed to highlight both the codified, regulatory tools available to the community to assist with natural hazard mitigation, as well as other community assets that may help facilitate the planning and implementation of natural hazard mitigation over time. The following Capability Assessment Matrix was used as a basis for James City County's mitigation plan.

Table 3-5 - Capability Matrix - James City County	
	James City County
Comprehensive Plan	Yes
Land Use Plan	Yes
Subdivision Ordinance	Yes
Zoning Ordinance	Yes
Floodplain Management Ordinance	Yes
-Effective Flood Insurance Rate Map Date	2-6-91
-Substantial Damage Language	Yes, but not called "substantial damage"
-Certified Floodplain Manager	No
-Number of Floodprone Buildings	200
-Number of NFIP policies	942 (as of 9/2010)
-Maintain Elevation Certificates	Yes
-Number of Repetitive Losses	27 (as of 10/2010); 2 severe repetitive loss
CRS Rating	Class 9
Stormwater Program	Yes
Building Code Version	VUSBC (IBC 2006)
Full-time Building Official	Yes
- Conduct "As-built" Inspections	Yes
- BCEGS Rating	3
Emergency Operations Plan	Yes
Hazard Mitigation Plan	Yes
Warning Systems in Place	Yes
-Storm Ready Certified	No
-Weather Radio Reception	Yes
-Outdoor Warning Sirens	Yes, just for Surry
-Emergency Notification (R-911)	Yes
-other (e.g., cable override)	CERT, cable over-ride
GIS system	Yes
-Hazard Data	Yes
-Building footprints	Yes
-Tied to Assessor data	Yes
-Land Use designations	Yes
Structural Protection Projects	Yes
Property Owner Protection Projects	Yes
Critical Facilities Protected	Not fully
Natural Resources Inventory	Yes
Cultural Resources Inventory	Yes
Erosion Control Procedures	Yes
Sediment Control Procedures	Yes
Public Information Program/Outlet	Yes



Table 3-5 - Capability Matrix – James City County	
James City County	
Environmental Education Program	Yes

Form of Governance

James City County is divided into five election districts, each of which is represented by an individual who serves on the Board of Supervisors for four years. Terms are staggered, with representatives from three of the districts elected in one year and representatives from the other two districts elected two years later. The Board of Supervisors passes all laws and determines all policies that govern the County. The Board appoints a County Administrator and most boards and commissions, appropriates funds for County operations, and generally oversees all County functions. The County Administrator is the chief administrative officer of the County and is responsible for executing Board policies. The Administrator acts as Clerk to the Board and handles the daily administrative operations of the County, as well as its long-range and strategic planning.

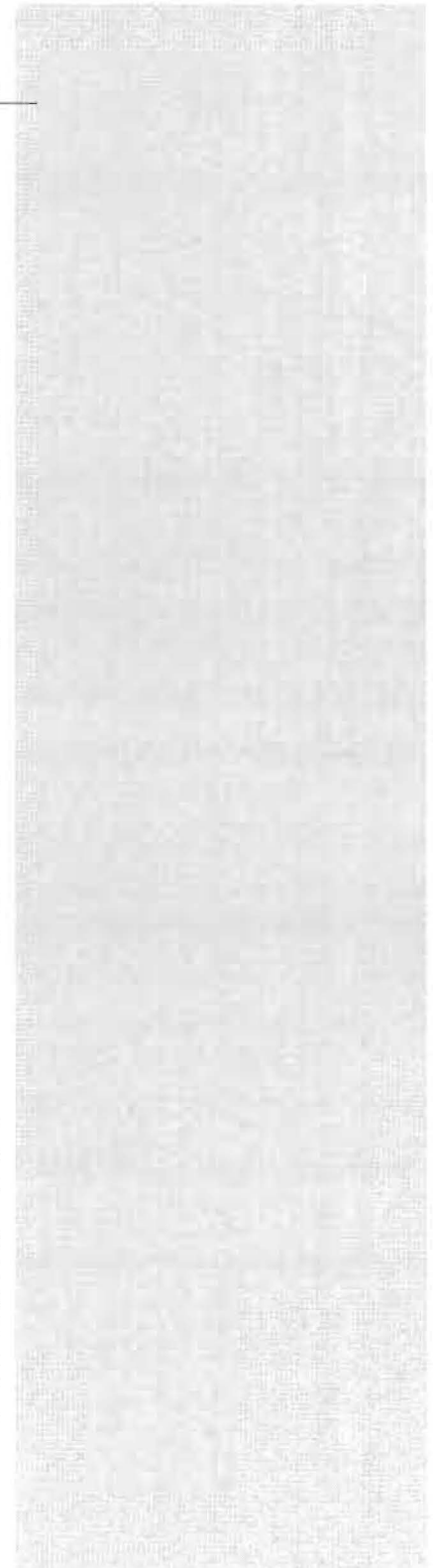
Guiding Community Documents

James City County has a range of guidance documents and plans for each of their departments. These include a comprehensive plan, strategic plans, streetscape policy guide, community appearance guide, and emergency management plans. The County uses building codes, zoning ordinances, subdivision ordinances, and various planning strategies to address how and where development occurs. One essential way the County guides its future is through policies laid out in the Comprehensive Plan.

2003 Comprehensive Plan

James City County’s 2009 Comprehensive Plan features the following:

- A long-range plan for the physical development of the County by focusing on controlling residential growth, while preserving the County’s natural beauty, improving education, and maintaining public services and a healthy economy.
- Land Use designations describing Conservation Areas as “critical environmental areas where ordinary development practices would likely cause significant environmental damage.” These lands include wetlands, marshes, flood hazard areas, steep slopes, critical plant and wildlife habitats, and stream banks. Conservation areas should remain in their natural state. Development, if it occurs, should consider negative impacts and methods to mitigate or eliminate these impacts.





- Environmental concerns including: decreasing water supply and quality, increased soil erosion and stormwater runoff, loss of scenic vistas, destruction of wildlife habitats, deforestation, air pollution, and loss of agricultural lands.
- Environmental goals focused on air, land, noise, solid waste, and water elements, including water quality, protecting wetlands, marshes, and rivers from degradation, protecting shoreline property from erosion and minimizing the need for stream bank and shoreline erosion controls. The floodplain management regulations are cited as contributing toward both water quality and shoreline erosion control.
- Maps and detailed sections regarding aquatic resources, shoreline, and stream bank erosion problems and public/private waterfront access areas.

James City County prepared a *Development Potential Analysis Report* in 2002 to identify and quantify the residential development potential of properties located within the County's Primary Service Area. The Real Estate Assessment Subdivision Data Zone Database was the primary source of reference for identifying parcels and their associated improvement value. A total of 3,850 platted/vacant lots were identified in residential zoning with development potential.

Current development pressure and projects under construction or site plan review are located west of Interstate 64, primarily in the Berkeley, Powhatan, and Stonehouse Districts of the County, especially along Richmond Road in the southern part of Stonehouse. A special *Five Forks Study Area Traffic Impact Alternatives Analysis* was conducted in 2004 to identify and analyze the development and redevelopment potential within the Five Forks Area. Five Forks is a developed area in the immediate vicinity of the intersection of John Tyler Highway (State Route 5) and Ironbound Road (State Route 615). The study focused on existing traffic conditions and expected traffic impacts associated with four future land use scenarios. Emergency evacuation does not appear to be a factor considered in the study.

Zoning & Development Standards

- Identifies existing Federal and State regulations for wetland, floodplain, and RPA/RMA protection.
- The document outlines required standards for new development and redevelopment based on use and zoning designation.



James City County has adopted a floodplain management ordinance that exceeds the minimum requirements of the NFIP. The Flood Zone District is designated as an Overlay District in County Code, Chapter 24, Division 3. The community has 27 properties with NFIP policies, and two severe repetitive loss properties. Manufactured homes are not permitted in the floodplain, although there are some existing units in the floodplain and replacements are allowed with freeboard and proper anchoring. The ordinance outlines very specific hazardous materials/uses that are not permitted in the overlay district, including oil and oil products, radioactive materials, and specific poisons.

One foot of freeboard above the BFE is required for structures in the floodplain. Substantially damaged structures are addressed in §24-602 of the ordinance, entitled "Existing Structures in Floodplain Districts." Although the NFIP term "substantial damage" is not used, the resultant requirements are comparable. Flood hazard information is not currently noted on site plan applications or checklists, or the building permit application.

James City County participates in the NFIP's CRS program, and has maintained a Class 9 rating since 1992, rewarding property owners, countywide, with a five percent reduction in flood insurance premiums.

The County's Development Review Committee (DRC), a subset of the Planning Commission, reviews large or complicated development plans proposed in the County. Emergency Preparedness, Police, and Fire do not participate in DRC reviews; however, the DRC does hear presentations from County staff if there are specific issues requiring attention.

Stormwater Program

The County Environmental Division's role is to protect the natural resources through effective management of public and private land development and enforcement of environmental activities. Through Land Disturbance permits, the division enforces ordinances related to stormwater management, erosion and sediment control, and the Chesapeake Bay Preservation Act. The division also promotes watershed management through development of watershed plans, specifically for Powhatan Creek and Yarmouth Creek.

To meet the requirements of the Chesapeake Bay Preservation and Sediment Control Ordinances, virtually all new commercial and residential developments in James City County require the construction of one or more BMP facilities. The majority of BMP facilities are wet or dry ponds, but a few are infiltration-type facilities. These facilities store stormwater runoff and



treat the water by either slowly releasing the water over a 24-hour period or infiltrating it into the ground.

All BMP facilities require periodic maintenance to ensure that they function as designed and to prolong their useful life. Responsibility for this maintenance is assigned to the BMP owner(s) through a Declaration of Covenants for Inspection/Maintenance. In order to assist BMP owner(s) with the maintenance needs of their BMP, the Environmental Division inspects the BMPs on an annual basis and provides the results of the inspection to the owner(s). The staff also has information available that describes how to maintain the facilities and is available to make presentations to Homeowner Associations.

Public Education

Among the readily available public outreach mechanisms for James City County, the website (<http://www.iccegov.com/index.html>) provides residents with pertinent information, a property information tool, and answers to numerous FAQs. The County also posts most of its guidance documents, including the Comprehensive Plan. The County also provides detailed information on hurricane preparedness and links to other preparedness sites.

The County has many different types of materials available for residents, businesses, teachers, youth, and adult groups. Emergency Preparedness offers refrigerator magnets, a Surry Nuclear Power Station calendar that includes siren testing dates, numerous materials on family disaster planning, and an emergency information flyer. The Surry calendar is distributed to all households within a 10-mile radius of the facility. Fire and Emergency Management safety programs and presentations at fairs, shopping centers, and community groups are regularly held to share information with the public. Regular programming on County television stations, like JCCTV48, the Hurricane Season and Winter Storm Season sections in the Virginia Gazette, the local bi-weekly news, and the County emergency management hotline are additional resources that James City County residents can use to answer questions or learn more about hazards in the area. In addition, the County uses social media accounts on Twitter and Facebook to connect with residents.

County Development Management distributes a *Notice of Flood Hazard* flyer to owners of buildings located in or near floodplains in the County as part of the annual County Flood Hazard Awareness Program. The public library maintains extensive literature on flood hazards and floodplain development.



The County does audience specific presentations and holds an annual open house at the Emergency Operations Center for the public. The informational program Home Sweet Home helps residents better understand James City County's specific preparedness and response options.

Emergency Preparedness

EAS is a national civil emergency alert system that uses message relays between member radio and television stations to inform the public about immediate threats to national security, life, and property. EAS is now routinely used for severe weather warnings and can also be employed to disseminate Amber Alerts for missing children. The enhancement was an initiative of Governor Warner's Secure Virginia Panel designed to improve statewide preparedness, response, and recovery capabilities for emergencies and disasters. In James City County, warnings are disseminated by TV, weather radio, local radio, social media, and by police and fire vehicles equipped with public address systems.

The County has contracted with a private radio station for future public disaster-related information specific to James City County. In cooperation with Williamsburg, James City County installed JCCAlert, a digital text alert system for severe weather, in public buildings including schools and libraries. The system incorporates Thunder Eagle Alert System technology which relays weather, Amber, and emergency alerts to e-mail, text messaging cell phones, and pagers for a large group of people, including government officials, broadcast engineers, and emergency management staff. Emergency management officials work closely with the School Board's emergency planner before, during, and after disasters. James City County also has a Reverse 9-1-1 system to facilitate telephone contact with select groups of residents based on the nature and location of an impending event. The County maintains an ongoing database of County emergency response incidents and each incident is geographically referenced.

James City County's evacuation planning is prepared by the Virginia Department of Transportation. Special needs residents can sign up with Heads Up, James City County's assistance program for residents with special needs, such as hearing impaired or wheelchair bound. The confidential database system is activated should emergency personnel need to respond to a medical emergency at an address or during a countywide disaster. The recently debuted Hampton Roads Special Needs program provides outreach to persons with special needs and can be accessed through an online self-registry. Retirement and nursing homes in the area have been extremely pro-active in preparing their facilities to shelter residents in-place during



disasters. Other medical and custodial care facilities are also proactive in establishing disaster plans.

James City County's CERT program helps the community respond to disasters during the first 72 hours following a disaster when flooded roads, disrupted communications, and emergency demand overwhelm local emergency services. The purpose of CERT training is to provide private citizens with basic skills to handle virtually all of their own needs and then to respond to their community's needs in the aftermath of a disaster.

The Citizen Fire Academy is designed to introduce citizens to the Fire Department, its mission and role in public safety, and to train citizens on their role and responsibilities in fire and life safety. Participants receive information on disaster programs and response, fire extinguisher training, CPR, and how to access the Enhanced 911 system in the most efficient manner.

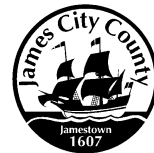
The Neighborhood Connections program provides a mechanism for relaying pertinent information to Homeowners' Association leaders in remote areas, with the expectation that these persons distribute the information to all residents.

York County Profile

The following sections present a detailed assessment of critical hazards that affect York County. Understanding these hazards will assist the Peninsula region in its process of identifying specific risks and developing a mitigation strategy to address those risks.

Capability Assessment – York County

As an additional tool to assist with the examination of the hazards identified and to evaluate the community's ability to plan, develop, and implement hazard mitigation activities, the planning team developed a local capability assessment for York County. This assessment is designed to highlight both the codified, regulatory tools available to the community to assist with natural hazard mitigation, as well as other community assets that may help facilitate the planning and implementation of natural hazard mitigation over time. The following Capability Assessment Matrix was used as a basis for York County's mitigation plan.



MEMORANDUM COVER

Subject: Grant Appropriation - Litter Prevention and Recycling Grant - \$10,224

Summary: The FY 12 Virginia Department of Environmental Quality Litter Prevention and Recycling Grant was awarded to James City County in the amount of \$10,224.

The attached resolution appropriates the grant amount of \$10,224 to the Special Projects/Grants Fund in support of the litter prevention, beautification, and recycling programs.

The Litter Grant Fund is used by the James City Clean County Commission to educate and encourage residents, local businesses, and industry to enhance both the physical and visual environment. Examples of annual programs and activities supported by the litter grant include the Virginia Peninsula Annual Spring Cleanup, Household Hazardous Waste Day Collection, Adopt-A-Spot, and Computer Recycling Days.

Staff recommends adoption of the attached resolution.

Fiscal Impact: N/A

FMS Approval, if Applicable: Yes No

Assistant County Administrator

Doug Powell _____

County Administrator

Robert C. Middaugh _____

Attachments:
1. Memorandum
2. Resolution

Agenda Item No.: G-3

Date: October 25, 2011

MEMORANDUM


DATE: October 25, 2011
TO: The Board of Supervisors
FROM: Jim J. Hill, Solid Waste Superintendent
SUBJECT: Grant Appropriation - Litter Prevention and Recycling Grant - \$10,224

The FY 12 Virginia Department of Environmental Quality Litter Prevention and Recycling Grant was awarded to James City County in the amount of \$10,224.

The attached resolution appropriates the grant amount of \$10,224 to the Special Projects/Grants Fund in support of the litter prevention, beautification, and recycling programs.

The Litter Grant Fund is used by the James City Clean County Commission to educate and encourage residents, local businesses, and industry to enhance both the physical and visual environment. Examples of annual programs and activities supported by the litter grant include the Virginia Peninsula Annual Spring Cleanup, Household Hazardous Waste Day Collection, Adopt-A-Spot, and Computer Recycling Days.

Staff recommends adoption of the attached resolution.



James J. Hill

CONCUR:



John T.P. Horne

JH/gb
GA-RecyLitPrev_mem

Attachment

RESOLUTION

GRANT APPROPRIATION - LITTER PREVENTION AND RECYCLING GRANT - \$10,224

WHEREAS, the Department of Environmental Quality has awarded James City County a Litter Prevention and Recycling Grant in the amount of \$10,224.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby approves the appropriation of funds as follows:

Revenue:

FY 12 Litter Control Grant	<u>\$10,224</u>
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Expenditure:

FY 12 Litter Control Grant	<u>\$10,224</u>
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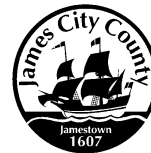
Mary K. Jones
Chairman, Board of Supervisors

ATTEST:

Robert C. Middaugh
Clerk to the Board

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of October, 2011.

GA-RecyLitPrev_res



MEMORANDUM COVER

Subject: Endorsement of the Proposed Virginia Transportation Enhancement Grant for Improvement to the Route 60 East Corridor from the Colonial Williamsburg Area to the Busch Gardens/I-64 Interchange

Action Requested: Shall the Board approve the resolution to support the application to participate in the Route 60 East Transportation Enhancement Grant?

Summary: Currently, under consideration is a multijurisdictional project for the enhancement and beautification of the Route 60 East corridor from its intersection with Page Street, York Street, and Lafayette Street to the I-64 overpass at Busch Gardens. The project includes areas within the City of Williamsburg, James City County, and York County. The three jurisdictions involved intend to apply for a grant through the Virginia Department of Transportation's (VDOT) Enhancement Program to implement this project.

A committee has been formed to refine the improvement plan for the project and grant. The Historic Triangle Collaborative, is comprised of elected officers and staff from all three jurisdictions as well as the Colonial Williamsburg Foundation, Busch Gardens, and Carlton Abbott and Partners P.C.

Staff recommends approval of the attached resolution to support the Route 60 East Transportation Enhancement Grant.

Fiscal Impact: N/A

FMS Approval, if Applicable: Yes No

Assistant County Administrator

Doug Powell _____

County Administrator

Robert C. Middaugh _____

- Attachments:**
- 1. Memorandum
 - 2. Resolution
 - 3. Route 60 Corridor Improvements Conceptual Cost Estimate

Agenda Item No.: G-4

Date: October 25, 2011

MEMORANDUM

DATE: October 25, 2011

TO: The Board of Supervisors

FROM: Steven W. Hicks, Manager of Development Management

SUBJECT: Endorsement of the Proposed Virginia Transportation Enhancement Grant for Improvement to the Route 60 East Corridor from the Colonial Williamsburg Area to the Busch Gardens/I-64 Interchange

Currently, under consideration is a multijurisdictional project for the enhancement and beautification of the Route 60 East corridor from its intersection with Page Street, York Street and Lafayette Street to the I-64 overpass at Busch Gardens. The project includes areas within the City of Williamsburg, James City County, and York County. The three jurisdictions involved intend to apply for a grant through the Virginia Department of Transportation's (VDOT) Transportation Enhancement Program to implement this project. The deadline for the application is November 1, 2011.

A committee has been formed to refine the improvement plan for the project and grant. The Historic Triangle Collaborative, is comprised of elected officials and staff from all three jurisdictions as well as the Colonial Williamsburg Foundation, Busch Gardens, and Carlton Abbott and Partners P.C.

Under the enhancement grant proposal, James City County will be responsible for all costs and work associated with the installation of the landscaping and hardscaping as depicted in the conceptual plan for the segments of the project that are within James City County. James City County would fund its portion of the project and receive an 80 percent reimbursement grant from VDOT. A copy of the initial cost estimates has been attached; however, the County Administrator has expressed to the Board of Supervisors and the Historic Triangle Collaborative his concern about the scale and scope of the project and the County's ability to fund its portion of the project. Therefore, through the attached resolution, the County Administrator has reserved the ability to revise the scope of work for the project as estimates are submitted for each phase of the project.

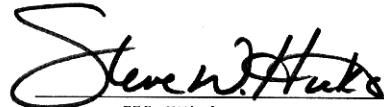
A formal resolution of endorsement for participation in VDOT's Transportation Enhancement Program is required from the local governing body, adopted subsequent to an advertised public hearing by the City of Williamsburg, on behalf of all three jurisdictions as part of the grant application package. The public hearing was held before the Williamsburg City Council, who will act as lead agent in submitting the proposed application jointly on behalf of the City of Williamsburg, James City County, and York County on Thursday, October 13, 2011 at 2:00 p.m. in the Stryker Building, 412 N. Boundary Street, Williamsburg, Virginia 23185. York County considered its portion of the program at a Board of Supervisors meeting on October 18, 2011.

Staff recommends adoption of the attached resolution.

Endorsement of the Proposed Virginia Transportation Enhancement Grant for Improvement to the Route
60 East Corridor from the Colonial Williamsburg Area to the Busch Gardens/I-64 Interchange

October 25, 2011

Page 2



Steven W. Hicks

SWH/nb
VDOTEnhanGr_men

Attachments

RESOLUTION

ENDORSEMENT OF THE PROPOSED VIRGINIA TRANSPORTATION ENHANCEMENT

GRANT FOR IMPROVEMENT TO THE ROUTE 60 EAST CORRIDOR FROM THE COLONIAL

WILLIAMSBURG AREA TO THE BUSCH GARDENS/I-64 INTERCHANGE

WHEREAS, in accordance with Commonwealth Transportation Board construction allocation procedures, it is necessary that a request by resolution be received from the sponsoring local jurisdiction requesting that the Virginia Department of Transportation (VDOT) establish an enhancement project in that jurisdiction; and

WHEREAS, the Williamsburg City Council held a public hearing in conjunction with the communities of Virginia's Historic Triangle – City of Williamsburg, James City County, and York County on October 13, 2011, to receive public comment on the proposed Virginia Transportation Enhancement Grant for improvements to the Route 60 East corridor in the three jurisdictions; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby requests the Commonwealth Transportation Board establish a project for the improvement of the Route 60 East Corridor located from the Colonial Williamsburg Historic Area to Busch Gardens in the jurisdictions of the City of Williamsburg, James City County, and York County.

BE IT FURTHER RESOLVED that James City County agrees to provide a minimum 20 percent of the total cost for planning and design, right-of-way, and construction of that portion of the project located in James City County.

BE IT FURTHER RESOLVED that James City County hereby agrees to enter into an agreement with VDOT to provide oversight that ensures the project is developed in accordance with all State and Federal requirements for design, right-of-way acquisition, and construction of a Federally funded transportation project.

BE IT FURTHER RESOLVED that the James City County Administrator has the ability to review and revise the scope of work for the project as cost estimates are submitted to keep James City County's portion of the project within James City County's budget resources.

BE IT FURTHER RESOLVED that James City County will be responsible for maintenance and upkeep of the portions of the project that are located in James City County and constructed with Enhancement Program funds.

BE IT FURTHER RESOLVED that if James City County subsequently elects to cancel this project, James City County hereby agrees to reimburse VDOT for the total amount of costs properly attributed to James City County expended by the Department through the date the

Department is notified of such cancellation. James City County also agrees to repay any funds previously reimbursed that are later deemed to be ineligible.

Mary K. Jones
Chairman, Board of Supervisors

ATTEST:

Robert C. Middaugh
Clerk to the Board

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of October, 2011.

VDOTEnhanGr_res

Route 60 Corridor Improvements

Conceptual Cost Estimate

September 1, 2011

Route 60 Corridor Improvements

City of Williamsburg Phase 1	\$476,537.00
James City County Phase 1	\$257,600.00
York County Phase 1	\$271,687.50
Phase 1 Total	\$1,005,824.50
City of Williamsburg	\$129,375.00
James City County (Center Median)	\$711,985.70
York County	\$332,350.00
Phase 2 Total	\$1,173,710.70
City of Williamsburg	\$143,750.00
James City County	\$107,927.50
James City County - Utility Relocation	\$1,187,950.00
Phase 3 Total	\$1,439,627.50
A/E, Field Survey, Etc. Fees	\$434,299.52
PROJECT TOTAL	\$4,053,462.22

City of Williamsburg - PHASE 1

Description	Unit Measure	Unit Cost	No. of Units	Total Line Item Cost
Sitework - New				
New Sidewalk on CWF Side - Concrete with Minor Grading (6' Wide)	SF	\$8.00	18360.00	\$146,880.00
Sidewalk Upgrades - Brick - Demo Concrete (5' Wide)	SF	\$20.00	11875.00	\$237,500.00
Multi-Purpose Trail Connection - Concrete with Minor Grading (10' Wide)	LF	\$80.00	1750.00	\$140,000.00
Subtotal Site Improvements				\$384,380.00
Landscaping				
Landscaping - Combination of Large and Small Trees	LF	\$15.00	2000	\$30,000.00
Subtotal Landscaping				\$30,000.00
Sub-Total				\$414,380.00
Contingency 15%				<u>\$62,157.00</u>
Phase 1 Total				\$476,537.00

City of Williamsburg - PHASE 2

Description	Unit Measure	Unit Cost	No. of Units	Total Line Item Cost
Utilities				
Powerline Relocated Underground	LF	\$250	450.00	\$112,500.00
Subtotal Demolition				\$112,500.00
Sub-Total				\$112,500.00
Contingency 15%				<u>\$16,875.00</u>
Phase 2 Total				\$129,375.00

City of Williamsburg - PHASE 3

Description	Unit Measure	Unit Cost	No. of Units	Total Line Item Cost
Lighting				
Replace and Upgrade Existing Lighting	Each	\$2,500	50.00	\$125,000.00
Subtotal Demolition				\$125,000.00
Sub-Total				\$125,000.00
Contingency 15%				<u>\$18,750.00</u>
Phase 3 Total				\$143,750.00
City of Williamsburg TOTAL				\$749,662.00

James City County - PHASE 1

Description	Unit Measure	Unit Cost	No. of Units	Total Line Item Cost
Sitework - CSX Railroad Side				
Selective Demolition and Clearing	AC	\$6,000	2.00	\$12,000.00
Oranamental Fence	LF	\$40.00	3300.00	\$132,000.00
Landscaping - Combination of Trees, Shrubs, Groundcover	LF	\$20.00	4000.00	\$80,000.00
Subtotal Railroad				\$224,000.00
Sub-Total				\$224,000.00
Contingency 15%				<u>\$33,600.00</u>
James City County - PHASE 1				\$257,600.00

James City County - PHASE 2

Description	Unit Measure	Unit Cost	No. of Units	Total Line Item Cost
Sitework - Center Median				
Contractor General Conditions: Mobilization, Traffic Control, Safety etc.	LS	\$80,000.00	1.00	\$80,000.00
Pavement Demolition - 6" Ashphalt + 12" stone	SY	\$10.00	4065.00	\$40,650.00
Backfill & Topsoil	CY	\$12.00	2710.00	\$32,520.00
Concrete Curb	LF	\$20.00	7475.00	\$149,500.00
Brick Edging and Nosing	SF	\$16.00	11088.00	\$177,408.00
Landscaping - Combination of Trees, Shrubs, Groundcover	LF	\$40.00	3476.00	\$139,040.00
Subtotal Center Median				\$619,118.00
Sub-Total				\$619,118.00
Contingency 15%				<u>\$92,867.70</u>
James City County - PHASE 2				\$711,985.70

James City County - PHASE 3

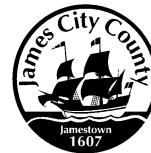
Description	Unit Measure	Unit Cost	No. of Units	Total Line Item Cost
Sitework - Historic Road Sign Pull-off				
Contractor General Conditions: Mobilization, Traffic Control, Safety etc.	LS	\$10,000.00	1.00	\$10,000.00
Relocation of Signs	Each	\$100.00	5.00	\$500.00
Concrete Curb	LF	\$20.00	385.00	\$7,700.00
Earthwork	SY	\$7.50	500.00	\$3,750.00
Ashpalt Paving	SF	\$5.00	3300.00	\$16,500.00
Area Lighting	Each	\$2,500	5.00	\$12,500.00
Subtotal Site Improvements				\$50,950.00
Sitework - New				
Sidewalk Replacement - Concrete (6' Wide) Including Demo	SF	\$12.00	3575.00	\$42,900.00
Subtotal Site Improvements				\$42,900.00
Utilities				
Powerline Relocated Underground	LF	\$200	5165.00	\$1,033,000.00
Subtotal Demolition				\$1,033,000.00
Sub-Total				\$1,126,850.00
Contingency 15%				<u>\$169,027.50</u>
James City County - PHASE 3				\$1,295,877.50
James City County - TOTAL				\$2,265,463.20

York County - PHASE 1

Description	Unit Measure	Unit Cost	No. of Units	Total Line Item Cost
Sitework - Median Treatments				
Landscaping - Combination of Trees, Shrubs, Groundcover	LF	\$45.00	2750.00	\$123,750.00
Subtotal Site Improvements				\$123,750.00
Landscaping - Adjacent to Roadway				
Landscaping - Combination of Large and Small Trees and Shrubs	LF	\$25.00	4500	\$112,500.00
Subtotal Landscaping				\$112,500.00
Sub-Total				\$236,250.00
Contingency 15%				<u>\$35,437.50</u>
York County Total - PHASE 1				\$271,687.50

York County - PHASE 2

Description	Unit Measure	Unit Cost	No. of Units	Total Line Item Cost
Sitework - Median Treatments				
Contractor General Conditions: Mobilization, Traffic Control, Safety etc.	LS	\$30,000.00	1.00	\$30,000.00
Brick Edging and Nosing	SF	\$16.00	4000.00	\$64,000.00
Concrete Curb	LF	\$20.00	1000.00	\$20,000.00
Guardrail Upgrade and Replacement	LF	\$35.00	5000.00	\$175,000.00
Subtotal Site Improvements				\$289,000.00
Sub-Total				\$289,000.00
Contingency 15%				<u>\$43,350.00</u>
York County Total - PHASE 2				\$332,350.00
York County - TOTAL				\$604,037.50



MEMORANDUM COVER

Subject: Termination of Project Administration Agreements Regarding Administration of the Route 60 East Relocation Project

Action Requested: Shall the Board authorize the County Administrator to execute the documents necessary to terminate project administration agreements with the Virginia Department of Transportation (VDOT) and the City of Newport News?

Summary: On September 12, 2006, the Board of Supervisors authorized the County Administrator to execute an agreement with the Virginia Department of Transportation (VDOT) to locally administer the Route 60 East Relocation Project within the County’s jurisdictional limits.

Subsequently, on November 27, 2007, the Board also authorized the County Administrator to execute a project administration with the City of Newport News to allow the County to locally administer the entire project under a single proposal submitted pursuant to the Public–Private Transportation Act of 1995.

After further discussion with VDOT regarding lack of funding to advance the project, it has been determined that it is necessary to terminate the project administration agreements with VDOT and the City of Newport News.

Staff recommends approval of the attached resolution.

Fiscal Impact: _

FMS Approval, if Applicable: Yes No

Assistant County Administrator

Doug Powell _____

County Administrator

Robert C. Middaugh _____

Attachments:
1. Memorandum
2. Resolution

Agenda Item No.: G-5

Date: October 25, 2011

M E M O R A N D U M

DATE: October 25, 2011

TO: The Board of Supervisors

FROM: Steven W. Hicks, Manager of Development Management

SUBJECT: Termination of Project Administration Agreements Regarding Administration of the Route 60 East Relocation Project

On September 12, 2006, the Board of Supervisors authorized the County Administrator to execute an agreement with the Virginia Department of Transportation (VDOT) to locally administer the Route 60 East Relocation Project within the County's jurisdictional limits. The project, financed by the Federal Highway Administration and VDOT, includes the widening and re-alignment of Route 60 beginning at Blow Flats Road and ending in the City of Newport News at Route 105, Fort Eustis Boulevard.

Subsequently, on November 27, 2007, the Board of Supervisors also authorized the County Administrator to execute a project administration with the City of Newport News to allow the County to locally administer the entire project under a single proposal submitted pursuant to the Public-Private Transportation Act of 1995.

After further discussion with VDOT regarding lack of funding to advance the project, it has been determined that it is necessary to terminate the project administration agreements with VDOT and the City of Newport News.

VDOT has agreed to allow sufficient design funds to remain allocated to the project to study the corridor so that it may remain in the Long-Range Transportation Plan and may over time be completed.

Staff recommends adoption of the attached resolution authorizing the County Administrator to execute the documents necessary to terminate the project administration agreements with VDOT and the City of Newport News.


Steven W. Hicks

SWH/nb
Rt60TerAgmt_mem

Attachment

RESOLUTION

TERMINATION OF PROJECT ADMINISTRATION AGREEMENTS REGARDING

ADMINISTRATION OF THE ROUTE 60 EAST RELOCATION PROJECT

WHEREAS, a project to widen and re-align Route 60 East beginning at Blow Flats Road and ending in the City of Newport News at Route 105, Fort Eustis Boulevard is included in the Hampton Roads 2030 Long-Range Transportation Plan; and

WHEREAS, on September 12, 2006, the Board of Supervisors authorized the County Administrator to execute an agreement with the Virginia Department of Transportation (VDOT) to locally administer the Route 60 East Relocation Project within the County's jurisdictional limits; and

WHEREAS, on November 27, 2007, the Board of Supervisors also authorized the County Administrator to execute a project administration with the City of Newport News to allow the County to locally administer the entire project under a single proposal submitted pursuant to the Public-Private Transportation Act of 1995; and

WHEREAS, due to lack of funding to advance the project, it has been determined that it is necessary to terminate the project administration agreements with VDOT and the City of Newport News.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the County Administrator to execute the documents necessary to terminate the project administration agreements with VDOT and the City of Newport News.

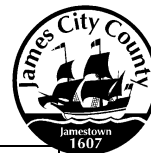
Mary K. Jones
Chairman, Board of Supervisors

ATTEST:

Robert C. Middaugh
Clerk to the Board

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of October, 2011.

Rt60TerAgmt_res



MEMORANDUM COVER

Subject: Amendments to Appropriations in the Capital Budget

Action Requested: Shall the Board approve the resolution, after a public hearing, that reduces appropriations to the Capital Budget?

Summary: The Board of Supervisors has previously adopted budgets that include spending that is identified with possible debt financing. The following adjustments should be made to reduce appropriations:

Funding:

2009/2010 Bond Proceeds	\$(4,494,577)
2011 Bond Proceeds	(3,500,000)
2012 Bond Proceeds	<u>1,000,000</u>
	<u>\$(6,994,577)</u>

Expenditures:

Blayton Elementary School	\$(2,790,704)
Community Gymnasium	(3,210,463)
Hornsby Middle School	(1,723,410)
Public Facility Improvements	<u>730,000</u>
	<u>\$(6,994,577)</u>

The net impact is to reduce the overall appropriations by almost \$7 million.

The Jamestown High School multi-use space and geo-thermal HVAC system replacements at Clara Byrd Baker and DJ Montague Elementary Schools were funded from residual capital balances from the two new schools and a \$1 million Qualified School Construction Bond (QSCB) financing and do not need additional bonded indebtedness. One project, the Warhill community gymnasium, has been deferred.

An additional \$730,000 is recommended to be set aside for several public improvements, including the current retrofit of the old Law Enforcement Center into a Fire Administration/Training facility and the three FY 2012 projects (Fire Station 4, Mid County Park, and the Government Center). These funds will act as a project contingency to cover unanticipated costs of rehabilitation, renovation, and Leadership in Energy and Environmental Design (LEED) certification.

Fiscal Impact: None

FMS Approval, if Applicable: Yes No

Assistant County Administrator

Doug Powell _____

County Administrator

Robert C. Middaugh _____

Attachments:
1. Memorandum
2. Resolution

Agenda Item No.: H-1
Date: October 25, 2011

M E M O R A N D U M

DATE: October 25, 2011

TO: The Board of Supervisors

FROM: John E. McDonald, Manager, Financial and Management Services

SUBJECT: Amendments to Appropriations in the Capital Budget

The Board of Supervisors has previously adopted budgets that include spending that is identified with possible debt financing. The attached resolution amends previous appropriations over the past several years, as follows:

Funding:

2009/2010 Bond Proceeds	\$(4,494,577)
2011 Bond Proceeds	(3,500,000)
2012 Bond Proceeds	<u>1,000,000</u>
	<u>\$(6,994,577)</u>

Expenditures:

Blayton Elementary School	\$(2,790,704)
Community Gymnasium	(3,210,463)
Hornsby Middle School	(1,723,410)
Public Facility Improvements	<u>730,000</u>
	<u>\$(6,994,577)</u>

The net impact is to reduce the overall appropriations by almost \$7 million.

On the funding side, the recently approved Qualified School Construction Bond (QSCB) financing for the Jamestown High School multi-use space has not been appropriated and bond issues for several projects have not and will not be necessary for the projects to move forward. These projects include the Jamestown High School multi-use space and geo-thermal HVAC system replacements at Clara Byrd Baker and DJ Montague Elementary Schools. One project, the Warhill community gymnasium, has been deferred.

On the expenditure side, approximately \$4.5 million of the reduction comes from project budgets for the two new schools. Construction bids were significantly less than engineering estimates and the County and Schools generated budget savings. The County had previously borrowed the money for these major school projects (which also included construction of Matoaka Elementary and an expansion of Stonehouse Elementary Schools) so additional borrowing for other school projects is not necessary. The appropriation to the Warhill community gymnasium is being reduced to correspond with the elimination of associated indebtedness.

An additional \$730,000 is recommended to be set aside for several public improvements, including the current retrofit of the old Law Enforcement Center into a Fire Administration/Training facility and the three FY 2012 projects (Fire Station 4, Mid County Park, and the Government Center). The combination of rehabilitation and refurbishment of existing buildings, when things are discovered behind walls or in foundations and the pursuit of Leadership in Energy and Environmental Design (LEED) certification for each project have created the need for a construction contingency fund for these four projects.

Amendments to Appropriation in the Capital Budget

October 25, 2011

Page 2

Under State law any budget amendment that exceeds one percent of the annual budget can only be made after a public hearing.

When that public hearing closes, staff recommends adoption of the attached resolution to reduce existing appropriations in the Capital Budget.

John E. McDonald

JEM/nb

AmenACapBud_mem

Attachment

RESOLUTION

AMENDMENTS TO APPROPRIATIONS IN THE CAPITAL BUDGET

WHEREAS, the James City County Board of Supervisors has previously adopted capital budgets that anticipated the issuance of bonded indebtedness; and

WHEREAS, the construction climate has resulted in project savings that eliminate the need for new debt; and

WHEREAS, previous appropriations of debt proceeds need to be eliminated in the current Capital Budget.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the following adjustments in appropriations in the Capital Budget:

Revenues:

2009/2010 Bond Proceeds	\$(4,494,577)
2011 Bond Proceeds	(3,500,000)
2012 Bond Proceeds	<u>1,000,000</u>
	<u>\$(6,994,577)</u>

Expenditures:

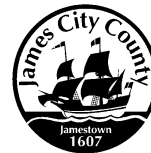
Blayton Elementary School	\$(2,790,704)
Community Gymnasium	(3,210,463)
Hornsby Middle School	(1,723,410)
Public Facility Improvements	<u>730,000</u>
	<u>\$(6,994,577)</u>

Mary K. Jones
Chairman, Board of Supervisors

ATTEST:

Robert C. Middaugh
Clerk to the Board

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of October, 2011.



MEMORANDUM COVER

Subject: HW-0002-2011 and HW-0003-2011. Jamestown and Warhill High Schools Athletic Field Lighting

Action Requested: Shall the Board approve height limitation waivers permitting the construction of athletic field lighting at Warhill and Jamestown High Schools with the conditions listed in the attached resolutions?

Summary: Mr. Dan Smith of James City County (JCC) Parks and Recreation has requested height limitation waivers to illuminate the athletic fields at Jamestown and Warhill High Schools by constructing four 80-foot, six 70-foot, and two 60-foot light poles at Warhill High School and four 80-foot, four 70-foot, and five-60 foot light poles at Jamestown High School.

Staff recommends approval of the applications with the conditions listed in the attached resolutions.

Fiscal Impact: N/A

FMS Approval, if Applicable: Yes No
N/A

Assistant County Administrator

Doug Powell _____

County Administrator

Robert C. Middaugh _____

- Attachments:**
- 1. Staff Report
 - 2. Resolution - Jamestown High School
 - 3. Resolution - Warhill High School
 - 4. Location map/light pole placement guide - Warhill High School
 - 5. Location map/light pole placement guide - Jamestown High School

Agenda Item No.: H-2

Date: October 25, 2011

HEIGHT WAIVER-0002-2011. Jamestown High School Athletic Field Lighting
HEIGHT WAIVER-0003-2011. Warhill High School Athletic Field Lighting
Staff Report for the October 25, 2011, Board of Supervisors Public Hearing

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

PUBLIC HEARINGS

Board of Supervisors:

Building F Board Room; County Government Complex

October 25, 2011, 7:00 p.m.

SUMMARY FACTS

Applicant:

Dan Smith, James City County (JCC) Parks and Recreation

Land Owner:

Williamsburg-James City County (WJCC) Schools

Proposal:

The applicant is requesting height limitation waivers to allow for the construction of 14 athletic field lights at Jamestown High School and 12 athletic field lights at Warhill High School mounted on poles between 60 feet and 80 feet as shown on Attachment Nos. 3 and 4.

Location:

Jamestown High School - 3751 John Tyler Hwy
Warhill High School - 4615 Opportunity Way

Tax Map/Parcel Nos.:

Jamestown High School - 4610100002d
Warhill High School - 3210100018

Parcel Size:

Jamestown High School - 77 acres
Warhill High School - 54 acres

Zoning:

PL, Public Land, with proffers

Comprehensive Plan:

Federal, State, and County Land

Primary Service Area:

Inside

STAFF RECOMMENDATION

Given the distance from adjacent residential development and the location of the athletic fields, staff finds the proposed light poles to have a minimal visual impact on surrounding properties. Staff finds the proposal consistent with the requirements of the Zoning Ordinance and recommends that the Board of Supervisors approve the applications for athletic field lighting at Jamestown and Warhill High Schools.

Staff Contact:

Luke Vinciguerra

Phone: 253-6685

PROJECT DESCRIPTION

Mr. Dan Smith of JCC Parks and Recreation has requested height limitation waivers from the Board of Supervisors to construct four 80-foot, six 70-foot, and two 60-foot light poles at Warhill High School and four 80-foot, four 70-foot and six 60-foot poles at Jamestown High School as shown on Attachment Nos. 3 and 4. The proposed lights are designed to illuminate the athletic fields while minimizing light spillage on surrounding properties. Staff notes there are multiple similar light poles mounted at 80 feet at Warhill Sports Complex.

ANALYSIS

Section 24-535.9 of the James City County Zoning Ordinance states that structures in excess of 60 feet in height may be erected upon the Board of Supervisors granting a height limitation waiver upon finding that:

1. Such structure will not obstruct light from adjacent property;

Staff comment: Given the adjacent mature tree vegetation and distances from adjacent properties, staff finds that the proposed light poles will not obstruct light from adjacent properties.

2. Such structure will not impair the enjoyment of historic attractions and areas of significant historic interest and surrounding developments;

Staff comment: There are no known nearby historic sites or structures adjacent to either high school. The iso-footcandle diagrams and lighting details for Musco brand sports lighting have been reviewed by staff and indicate that the proposed lighting will be contained on each of the parcels associated with these applications. The proposed light fixtures are designed to reduce upward directed light, protecting the night sky from glare. Based on the submitted material, staff finds the proposed light poles will not impair the enjoyment of surrounding developments.

3. Such structure will not impair property values in the area;

Staff comment: The Real Estate Assessments Division indicated there is no evidence that the construction of light poles for athletic fields has a detrimental effect on surrounding property values. The nearest residential properties to the Warhill High School athletic fields is the Villages at Westminster. The Villages at Westminster is across the Route 199 right-of-way and roughly 500 feet away from the nearest proposed light pole. Jamestown Hundred is the nearest residential development from the Jamestown High School athletic fields and is roughly 800 feet away from the nearest proposed light pole.

4. Such structure is adequately designed and served from the standpoint of safety and that the County Fire Chief finds the fire safety equipment installed is adequately designed and that the structure is reasonably well located in relation to fire stations and equipment, so as to offer adequate protection to life and property;

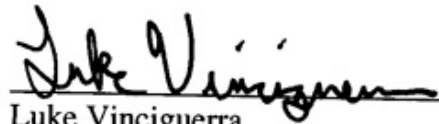
Staff comment: The projects are subject to applicable building code requirements. The Fire Department has reviewed the height limitation waiver applications and has no objections to the requests.

5. Such structure will not be contrary to the public health, safety, and general welfare.

Staff comment: Based on the current proposal and supporting information submitted by the applicant, staff finds the light poles will not adversely affect the public health, safety, or general welfare.

RECOMMENDATION

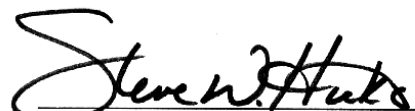
Given the distance from adjacent residential development and the location of the athletic fields, staff finds the proposed light poles to have a minimal visual impact on surrounding properties. Staff finds the proposal consistent with the requirements of the Zoning Ordinance and recommends that the Board of Supervisors approve the applications for athletic field lighting at Jamestown and Warhill High Schools with the conditions listed in the attached resolutions.



Luke Vinciguerra

Allen J. Murphy, Jr.

CONCUR:



Steven W. Hicks

LV/gb
HW02-03011Lighting.doc

ATTACHMENTS:

1. Resolution – Jamestown High School
2. Resolution – Warhill High School
3. Location map/light pole map – Warhill High School
4. Location map/light pole map - Jamestown High School

RESOLUTION

CASE NO. HW-0003-2011. WARHILL HIGH SCHOOL ATHLETIC FIELD LIGHTING

WHEREAS, Mr. Dan Smith on behalf of James City County (JCC) Parks and Recreation has applied for a height limitation waiver to allow for the construction of four 80-foot tall, six 70-foot tall, and two 60-foot tall light poles; and

WHEREAS, the light poles will be located at Warhill High School which is located at 4615 Opportunity Way and is further identified as JCC Real Estate Tax Map No. 3210100018; and

WHEREAS, a public hearing was advertised, adjoining property owners and homeowners associations notified, and a hearing scheduled on Case HW-0003-2011; and

WHEREAS, the Board of Supervisors finds that the requirements of Section 24-535.9 of the James City County Zoning Ordinance have been satisfied in order to grant a height limitation waiver to allow the erection of structures in excess of 60 feet.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, does hereby approve Case No. HW-0003-2011 which permits the construction of athletic field lighting with the following conditions:

1. Height and Location: Light poles shall be placed at the height and general locations as shown in the titled "Warhill High School Light Pole Placement & Location Map."
2. Lighting: Athletic fields will be illuminated with Musco brand lighting or other lighting of equivalent design as determined by the Planning Director to prevent off-site light spillage.

Mary K. Jones
Chairman, Board of Supervisors

ATTEST:

Robert C. Middaugh
Clerk to the Board

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of October, 2011.

HW03-11WHLighting_res

RESOLUTION

CASE NO. HW-0002-2011. JAMESTOWN HIGH SCHOOL ATHLETIC FIELD LIGHTING

WHEREAS, Mr. Dan Smith, on behalf of James City County (JCC) Parks and Recreation, has applied for a height limitation waiver to allow for the construction of four 80-foot tall, four 70-foot tall, and six 60-foot tall light poles; and

WHEREAS, the light poles will be at Jamestown High School which is located at 3751 John Tyler Hwy and is further identified as JCC Real Estate Tax Map No. 4610100002d; and

WHEREAS, a public hearing was advertised, adjoining property owners and homeowners associations notified, and a hearing scheduled on Case HW-0002-2011; and

WHEREAS, the Board of Supervisors finds that the requirements of Section 24-535.9 of the James City County Zoning Ordinance have been satisfied in order to grant a height limitation waiver to allow the erection of structures in excess of 60 feet.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, does hereby approve Case No. HW-0002-2011 which permits the construction of athletic field lighting with the following conditions:

1. Height and Location: Light poles shall be placed at the height and general locations as shown in the document titled "Jamestown High School Light Pole Placement & Location Map."
2. Lighting: Athletic fields will be illuminated with Musco brand lighting or other lighting of equivalent design as determined by the Planning Director to prevent off-site light spillage.

Mary K. Jones
Chairman, Board of Supervisors

ATTEST:

Robert C. Middaugh
Clerk to the Board

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of October, 2011.

HW02-11JTLighting_res

Warhill High School Light Pole Placement & Location Map



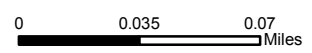
This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and James City County is not responsible for its accuracy or how current it may be. If discrepancies are found, please contact the Real Estate Assessment Division of James City County, Mapping/GIS Section. Aerial Imagery Copyright 2005 James City County.

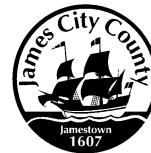
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Jamestown High School Light Pole Placement & Location Map



This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and James City County is not responsible for its accuracy or how current it may be. If discrepancies are found, please contact the Real Estate Assessment Division of James City County, Mapping/GIS Section. Aerial Imagery Copyright 2005 James City County.





MEMORANDUM COVER

Subject: Jolly Pond Dam

Action Requested: Shall the Board approve reopening Jolly Pond Road and implementing the Timmons Group recommendation of the Continued Monitoring Program and Emergency Action Plan (EAP)?

Summary: Timmons Group was recently asked to revisit recommendations (report attached) made for Jolly Pond Dam in 2008 and provide an update regarding the status of the impoundment, Jolly Pond Road, and the plan of action. During the past three years there have been numerous site visits conducted by James City County, Virginia Department of Conservation and Recreation (DCR), and Timmons Group. Most recently a site visit was conducted on August 25, 2011 by Mr. Mike Claud, PE of Timmons Group and Mr. Bernie Farmer, PE, of James City County. As a result, the overall condition of the impounding structure does not appear to have changed significantly from previous observations in 2007 and 2008; thus, no additional risks of failure were observed.

Staff recommends reopening Jolly Pond Road and implementing Timmons recommendation of the Continued Monitoring Program and EAP. As part of the process, a resolution will be presented at the November 8, 2011, Board meeting to request discontinuance of the section of Jolly Pond Road that extends across the top of Jolly Pond Dam from the Virginia Department of Transportation (VDOT) Secondary System. Staff also recommends that should there be a need to invest significant funds as a result of a natural disaster or structural failure (dam, bridge etc.) staff would recommend closing Jolly Pond Road and reconsider a permanent fix based on the availability of funds.

Fiscal Impact:

FMS Approval, if Applicable: Yes No

Assistant County Administrator

Doug Powell _____

County Administrator

Robert C. Middaugh _____

Attachments:

1. Memorandum
2. Resolution
3. Timmons Jolly Pond Dam Report

Agenda Item No.: I-1

Date: October 25, 2011

MEMORANDUM

DATE: October 25, 2011

TO: The Board of Supervisors

FROM: Steven W. Hicks, Manager of Development Management

SUBJECT: Jolly Pond Dam

Overview:

Timmons Group was recently asked to revisit recommendations (report attached) made for Jolly Pond Dam in 2008 and provide an update regarding the status of the impoundment, Jolly Pond Road, and the plan of action. During the past three years there have been numerous site visits conducted by James City County, Virginia Department of Conservation and Recreation (DCR), and Timmons Group. Most recently a site visit was conducted on August 25, 2011, by Mike Claud, PE of Timmons Group, and Bernie Farmer, PE of James City County. The purpose of the site visit was to observe current field conditions of the principal spillway, the emergency spillway, and the overall condition of the impounding structure to make recommendations regarding possible occupation and re-opening of the road by James City County.

Findings:

During the site visit performed on August 25, 2011, very little change from previously documented site inspections was observed. Two water seepage locations on the downstream slope of the dam, previously identified, continue to flow. However, the water is flowing clear and free of debris and sediment. Further, the estimated flow rate of the water does not appear to have increased in magnitude. These seepage areas are believed to originate in or around an abandoned culvert due to their location and proximity to the alignment of the abandoned culvert. Based on the current conditions these seepage areas do not appear to be causing a threat to the overall integrity of the dam. There have also been several significant rain events since the original engineering assessment that, were there structural issues, would have caused deterioration. In the event that there was a desire or immediate need to address dam seepage, preliminary discussions with contractors to install a seepage cutoff wall and grout the existing culvert in place indicate that costs for this work would be approximately \$225,000.

The existing principal spillway, an approximate 20-foot concrete weir with bridge structure, previously reported in good condition, continues to show signs of normal deterioration. Future wash-outs of the embankment area around the structure may eventually expose the bridge abutments; however, no immediate threat to the structure was observed. The existing emergency spillway, a five-foot to six-foot concrete weir near the eastern side of the impoundment, previously noted as in good condition, is also showing signs of normal deterioration. Established, old-growth large trees and vegetation were observed along both the upstream and downstream earthen embankments, which are characterized by steep slopes. In summary, the overall condition of the impounding structure does not appear to have changed significantly from previous observations in 2007 and 2008; thus, no additional risks of failure were observed.

A Dam Breach Analysis and Hazard Classification Study was performed on Jolly Pond Dam by Timmons Group in 2007. The purpose of the study was to identify the Hazard Classification for the dam in accordance with the Virginia Impounding Structure Regulations. In addition, the study was to determine if the existing dam was capable of passing the required spillway design flood. The study included hydrologic calculations, based on existing conditions for the watershed, to determine storm flows to the dam and downstream of the dam to a point approximately 5,000 feet beyond the Jolly Pond Road (State Route 633) crossing.

The impoundment and outlet structures were analyzed for storm events in both non-breach and breach situations. Based on this information the hazard classification study determined that the dam fell within the requirements of a low hazard class due to no increased risk to existing downstream occupied structures or state regulated roads during any of the analyzed storm events. In addition, it was determined that the existing combination of structures at Jolly Pond Dam would not be capable of passing the required spillway design storm flow in accordance with State regulations.

According to DCR Dam Safety regulations, low hazard potential is defined where an impounding structure failure would result in no expected loss of life and would cause no more than minimal economic damage. Jolly Pond Road is considered "limited use" because the vehicle per day (VPD) count is 400 vehicles or less. A report prepared by Kimley-Horn and Associates Inc. (included in Timmons' report), indicated that past recorded VPD counts along the section of road over the dam were less than 100 VPD and this section of road is not expected to exceed 400 VPD based on present and future use.

In order to ensure no expected loss of life, the impounding structure is required by DCR Dam Safety to have an Emergency Preparedness Plan the County is committed to an aggressive monitoring program and implement an Emergency Action Plan (EAP) should the Jolly Pond Road re-open.

Considerations for Future Corrective Action:

An alternatives analysis study prepared by Timmons Group in 2008 included detailed considerations for several improvement options to obtain compliance with DCR Dam Safety regulations and maintain vehicular access across the dam. These options represented significant costs associated with repairs to the dam. In addition, this study also included consideration of a Continued Monitoring approach that would not involve actual repairs to the dam but would provide for inspections and emergency planning to establish safety measures for maintaining vehicular access across the dam.

Based on funding availability, it is possible that no long-term solution will be adopted by the County. Assuming implementation of the Continued Monitoring program and EAP are adopted and acted upon, much of the concern over the structural integrity of the dam should be alleviated. The Continued Monitoring program would use both observations and physical data collection to monitor structural changes in the dam, the EAP would serve to close Jolly Pond Road in extreme or sustained inclement weather conditions. The County would also provide continued maintenance to maintain the roadway and clear debris from both the road and spillway areas.

Though incorporation of the above measures will not bring the dam into compliance with DCR Dam Safety regulations, the risk for detriment to public safety is significantly reduced. However, with this option, the dam will continue to be out of compliance with DCR Dam Safety regulations and eventually the State may decide to take action against the dam owner.

Should the County move forward with re-opening the section of Jolly Pond Road that extends across the top of Jolly Pond Dam, the recently enacted amendments to § 33.1-152.1 of the Code of Virginia, allows the County to discontinue this section from the Virginia Department of Transportation (VDOT) Secondary System to a County maintained roadway.

Recommendation

Staff recommends re-opening Jolly Pond Road and implementing Timmons' recommendation of the Continued Monitoring program and EAP. A resolution will be presented at the November 8, 2011, Board meeting to petition that VDOT for discontinuance of the section of Jolly Pond Road that extends across the top of Jolly Pond Dam from the VDOT Secondary System. This is the first and only procedural step to remove the road section from the VDOT secondary road system and then to allow the County to operate the section as a County

road. As part of that process, VDOT will publish a notice of intent to discontinue maintenance and notify all abutting property owners by registered letter at least 30 days prior to action on the proposed discontinuance. A public hearing is conducted by VDOT only at the request of the Board. Board guidance on requesting a public hearing would be appropriate.

As the County is not accepting, nor should the County accept, ownership of Jolly Pond Dam, in the event that there was a natural disaster or dam failure, a subsequent Board of Supervisors would need to assess if it would be possible to keep the road open. The actions recommended to the Board are not intended to signify or represent that the County will continue to maintain that portion of Jolly Pond Road as a County road.



Steven W. Hicks

SWH/nb
JollyPndDam_mem

Attachment

RESOLUTION

JOLLY POND ROAD

WHEREAS, Timmons Group provided an update regarding the status of the impoundment of water by Jolly Pond Dam, the status of Jolly Pond Road, and the plan of action for any necessary repairs; and

WHEREAS, a site visit was conducted on August 25, 2011, by representatives of Timmons Group and James City County to observe current field conditions of the principal spillway, the emergency spillway, and the overall condition of the impounding structure in order to make recommendations regarding possible management and re-opening of the road by James City County; and

WHEREAS, the overall condition of the impounding structure does not appear to have changed significantly from previous observations in 2007 and 2008 and no additional risks of failure were observed; and

WHEREAS, among the options presented in the alternatives analysis study prepared by Timmons Group in 2008 was the option to institute an aggressive Continued Monitoring program and an Emergency Action Plan; and

WHEREAS, pursuant to § 33.1-150 of the Code of Virginia, 1950, as amended, the County may petition the Commonwealth Transportation Board for discontinuance of a road from the Secondary System of State Highways if such road appears to no longer serve public convenience warranting its maintenance by the Virginia Department of Transportation at public expense; and

WHEREAS, it no longer serves the public convenience for the portion of Jolly Pond that extends across the Jolly Pond Dam to be included in the Secondary System of State Highways; and

WHEREAS, the County desires to take this portion of road within the County road system, which will allow the eventual re-opening of Jolly Pond Road.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes implementation of the Continued Monitoring program and the Emergency Action Plan.

BE IT FURTHER RESOLVED that the Board hereby petitions the Commonwealth Transportation Board and requests the Virginia Department of Transportation take the necessary actions to discontinue the aforesaid portion of Jolly Pond Road as part of the Secondary System of State Highways pursuant to § 33.1-150, Code of Virginia, as amended.

BE IT FURTHER RESOLVED that a certified copy of this resolution be forwarded to the Resident Engineer for the Virginia Department of Transportation.

Mary K. Jones
Chairman, Board of Supervisors

ATTEST:

Robert C. Middaugh
Clerk to the Board

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of
October, 2011.

JollyPndRd_res

JOLLY POND DAM ENGINEERING REPORT

OCTOBER 18, 2011



Prepared For:
James City County

Prepared By:
Timmons Group
1001 Boulders Parkway
Suite 300
Richmond, VA 23225

Attention:
Mike Claud, PE
Tel. 804.200.6413



TIMMONS GROUP

YOUR VISION ACHIEVED THROUGH OURS.

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APPENDICIES

Appendix A..... Kimley-Horn Memorandum

1.0 Overview

Timmons Group was recently asked to revisit recommendations made for Jolly Pond Dam in 2008 and provide an update regarding the status of the impoundment, Jolly Pond Road, and the plan of action. During the past three years there have been numerous site visits conducted by James City County, Virginia Department of Conservation and Recreation (DCR) and Timmons Group. Most recently a site visit was conducted on August 25, 2011 by Mike Claud, PE of Timmons Group and Bernie Farmer, PE of James City County. The purpose of the site visit was to observe current field conditions of the principal spillway, the emergency spillway, and the overall condition of the impounding structure to make recommendations regarding possible occupation and reopening of the road by James City County.

2.0 Background Information

A Dam Breach Analysis and Hazard Classification Study was performed on Jolly Pond Dam by Timmons Group in 2007. The purpose of the study was to identify the Hazard Classification for the dam in accordance with the Virginia Impounding Structure Regulations. In addition, the study was to determine if the existing dam was capable of passing the required spillway design flood. The study included hydrologic calculations, based on existing conditions for the watershed, to determine storm flows to the dam and downstream of the dam to a point approximately 5,000 feet beyond the Jolly Pond Road (State Route 633) crossing.

The impoundment and outlet structures were analyzed for flows resulting from the 100-year, ½, and full Probable Maximum Flood (PMF) storm events in both non-breach and breach situations. Based on this information the hazard classification study determined that the Dam fell within the requirements of a low hazard class due to no increase risk to existing downstream occupied structures or state regulated roads during any of the analyzed storm events. In addition, it was determined that the existing combination of structures at Jolly Pond Dam would not be capable of passing the required spillway design storm flow in accordance with State regulations.

According to VA DCR Dam Safety regulations, low hazard potential is defined where an impounding structure failure would result in no expected loss of life and would cause no more than minimal economic damage. Jolly Pond Road is considered “limited use” because the VPD count is 400 vehicles or less. A memorandum prepared by Kimley-Horn and Associates, Inc. dated September 15, 2011 (see Appendix A), indicated that past recorded VPD (vehicle per day) counts along the section of road over the dam were less than 100 VPD and this section of road is not expected to exceed 400 VPD based on present and future use.

Because existing Jolly Pond Road (State Route 633) crosses the top of the dam and the dam is not currently in compliance with the Virginia Impounding Structure Regulations, the section of road across the dam has been permanently closed by the Virginia Department of Transportation.

3.0 Current Conditions of the Dam

During the site visit performed on August 25, 2011, very little change from previously documented site inspections was observed. Two water seepage locations on the downstream slope of the dam, previously identified, continue to flow. However, the water is flowing clear and free of debris and sediment. Further, the estimated flow rate of the water does not appear to have increased in magnitude. These seepage areas are believed to originate in or around an abandoned culvert due to their location and proximity to the alignment of the abandoned culvert. Based on the current conditions these seepage areas do not appear to be causing a threat to the overall integrity of the Dam.

The existing principal spillway, an approximate 20 foot concrete weir with bridge structure, previously reported in good condition continues to show signs of normal deterioration. Future wash-outs of the embankment area around the structure may eventually expose the bridge abutments; however, no immediate threat to the structure was observed. The existing emergency spillway, a 5' to 6' concrete weir near the eastern side of the impoundment, previously noted as good condition, is also showing signs of normal deterioration. Established, old-growth large trees and vegetation were observed along both the upstream and downstream earthen embankments, which are characterized by steep slopes (approximate ratio 1H:1V). In summary, the overall condition of the impounding structure does not appear to have changed significantly from previous observations in 2007 and 2008; thus, no additional risks of failure were observed. Further, since monitoring began in 2008, there have been 44 significant rainfall events (greater than 1/2 inch of rainfall in 24-hr duration), including rainfall resulting from Hurricane Irene (6.77"). None of the storm events resulted in overtopping or significant deterioration of the impoundment.

4.0 Considerations for Future Corrective Action

In accordance with recently enacted amendments to section 33.1-152.1 of the Code of Virginia, James City County intends to pursue re-opening the existing section of Jolly Pond Road that extends across the top of Jolly Pond Dam as a County maintained roadway.

An alternatives analysis study prepared by Timmons Group in 2008 included the following options to obtain compliance with DCR Dam Safety regulations and maintain vehicular access across the dam.

4.1 Improvements to maintain the pond, dam and road access

The most efficient and cost effective strategy to achieve the desired results would involve construction of a new impoundment designed to meet current DCR Dam Safety regulations, and demolishing the existing undersized and poorly maintained structure. Current dam safety regulations for Low Hazard dams require that they pass the 100-year storm flow; however, the existing combination of spillways at Jolly Pond Dam are only

capable of passing 1,342 cfs, which is only 31% of the 100-year storm. The entire impoundment structure, including spillways and the road, would need to be reconstructed in order to obtain a valid Certificate of Operation.

This solution would require an extensive amount of engineering design and construction, but would comply with State Regulation requirements. Jolly Pond Road would remain open and in service, and the pond would remain intact. The cost for this option has been estimated at approximately \$2,556,875.

4.2 Improvements to maintain the Pond and Dam but close road access

This approach would close the section of Jolly Pond Road across the dam and only perform repairs as needed to achieve State Regulation compliance for the dam. The road closure could result in a reduction in the spillway design storm requirements. Current dam safety regulations for Low Hazard dams require that they pass the 100 year storm design flow. The existing combination of spillways at Jolly Pond Dam are capable of passing 31% of the 100 year storm design flow of 4,332 cfs. However, it may be possible to use iterative flood hazard calculations to reduce the required design storm to less than the 100 year storm based on actual site conditions.

Several spillway configurations were examined for the 50- and 100- year storm design flows, resulting in proposed widths ranging from 92 feet to 220 feet. Overtopping protection to reduce the spillway requirements was also considered as part of this solution, due to the elimination of Jolly Pond Road. Articulated block was proposed as a potential protective medium due to its stability and the ability to provide vegetated banks.

Regardless of spillway configuration and/or overtopping protection outlined the upstream and downstream slopes would need to be re-established at acceptable grades, and all woody vegetation removed. Existing seepage concerns would need to be addressed as well, which may be achieved by taking intermediate measures, or may require the excavation and placement of a new clay core.

This solution would require engineering and construction. The major drawback; however, being the closure of Jolly Pond Road and its resulting potential detour. Advantages of the approach are less expensive modifications, minimal environmental permitting, and maintaining the pond. The cost for this option has been estimated at approximately \$1,166,250.

4.3 Elimination of the pond through a controlled breach of the dam

This approach would eliminate the pond and remove the dam from State Regulation requirements. However, under this solution Jolly Pond Road would remain in operation. VDOT regulations would control the hydraulic structure design criteria through the

converted road embankment, which would require the structure to pass at a minimum the 10 year storm design flow and would allow road overtopping in the 100 year storm. The use of box culverts would pass the required 10 year storm design flow while meeting VDOT hydraulic and freeboard requirements. This solution would require an environmental impact assessment and coordination with several regulatory agencies for accurate decision making due to the many variables, *i.e.*, accumulated sediment in the pond bottom, provisions for a stable creek bed, potential wetland creation, *etc.* The major drawback for this solution is the loss of the pond; however, advantages include the continued operation of Jolly Pond Road, the elimination of threat of imminent failure of the dam, the preservation of woody vegetation along the existing embankment, and the potential of environmental mitigation banking credits. The estimated cost for this solution is \$902,500.

4.4 Continued monitoring

This approach would provide immediate steps to facilitate re-opening of the road but does not provide a long term solution to get the dam into compliance with State Regulation requirements. According to DCR Dam Safety regulations, low hazard potential is defined where an impounding structure failure would result in no expected loss of life and would cause no more than minimal economic damage. Jolly Pond Road is considered "limited use" because the Vehicle per Day (VPD) count is 400 vehicles or less. In order to ensure no expected loss of life, the impounding structure should have an Emergency Preparedness Plan "clearly outlining a reliable and timely approach for notification of the proper local emergency services by the dam owner regarding the hazards of continued use of the road during an emergency condition."

A stringent weekly monitoring program, with exception for daily monitoring in inclement or extreme weather, would be included as part of the Emergency Action Plan filed with DCR Dam Safety. The monitoring program would include detailed data collection and written record keeping focused primarily on the seepage points and any evidence of piping. The proposed program would minimize the risk to public safety.

Should there be signs of additional sediment and increased in flow rate through weekly inspections at the existing seepage locations, sealing the existing abandoned drain pipe with grout and installing a grout curtain cutoff wall may be required to maintain the structural integrity of the dam. Preliminary discussions with contractors to install a seepage cutoff wall and grout the existing culvert in place indicate that costs for this work would be approximately \$225,000.

5.0 Conclusions

Should James City County choose to takeover maintenance and operation of Jolly Pond Road and reopen the road across the dam, Timmons Group is of the opinion that the hazard classification of the dam will remain a low hazard. Further, Timmons Group recommends that

the County consider implementing weight load restrictions on the existing road and bridge structures to minimize structural impacts to the dam.

Based on funding availability, it is possible that no long term solution will be adopted by the County. Assuming continued implementation of the monitoring program and EAP are adopted and acted upon, much of the concern over the structural integrity of the dam should be alleviated. The monitoring program would use both observations and physical data collection to monitor structural changes in the dam, the emergency action plan would serve to close Jolly Pond Road in extreme or sustained inclement weather conditions. In addition, if the known seepage areas are repaired this would further diminish the risk of a Sunny Day failure. The County would also provide continued maintenance to maintain the roadway and clear debris from both the road and spillway areas.

Though incorporation of the above measures will not bring the dam into compliance with DCR Dam Safety's regulations, the risk for detriment to public safety is significantly reduced. However, with this option, the dam will continue to be out of compliance with DCR Dam Safety regulations and eventually the State may decide to take action against the dam owner.

Timmons Group recommends the County consider implementing the Continued Monitoring approach. Should the need arise to invest significant dollars in response to a natural disaster or structural failure (dam, bridge, etc.), we recommend the County consider closing Jolly Pond Road across the dam until permanent repair can be completed.

Appendix A

September 15, 2011



Suite 500
4500 Main Street
Virginia Beach, Virginia
23462

Mr. Steven Hicks
Development Management
James City County
101-A Mounts Bay Road
Williamsburg, VA 23187

Re: Jolly Pond Road Dam Traffic Volume Projections

Dear Mr. Hicks:

At the request of the James City County of Development Management, Kimley-Horn and Associates, Inc. (KHA) has reviewed and summarized the VDOT Annual Average Daily Traffic (AADT) data for Jolly Pond Road near the Jolly Pond Road Dam. A Vicinity Map of Jolly Pond Road is shown in **Figure 1**. As shown in **Figure 1**, Jolly Pond Road begins as Route 611 from the north and changes to Route 633 in the south. All AADT data is based on VDOT AADT Volume Estimates. **Table 1** summarizes the VDOT AADT Volume Estimates from 2007-2010.

Table 1 – Jolly Pond Road Annual Average Daily Traffic (AADT) Volume Estimates

Segment	2007	2008	2009	2010
Deerwood Dr to Bush Neck Rd	250	250	250	280
Bush Neck Rd to Centerville Rd	47	47	47	30

All VDOT AADT Volume Estimates are shown in the **Appendix**.

Based on data shown in **Table 1**, the existing AADT Volume Estimate for Jolly Pond Road is under 300. It is projected that Jolly Pond Road in the future will not exceed 400 vpd.

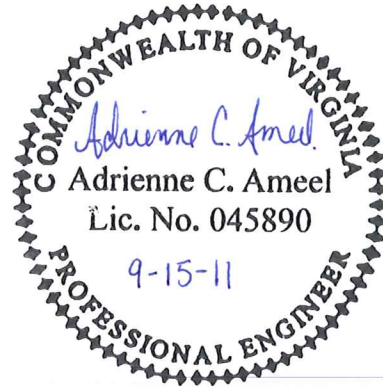


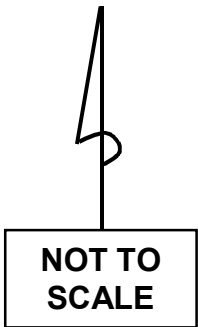
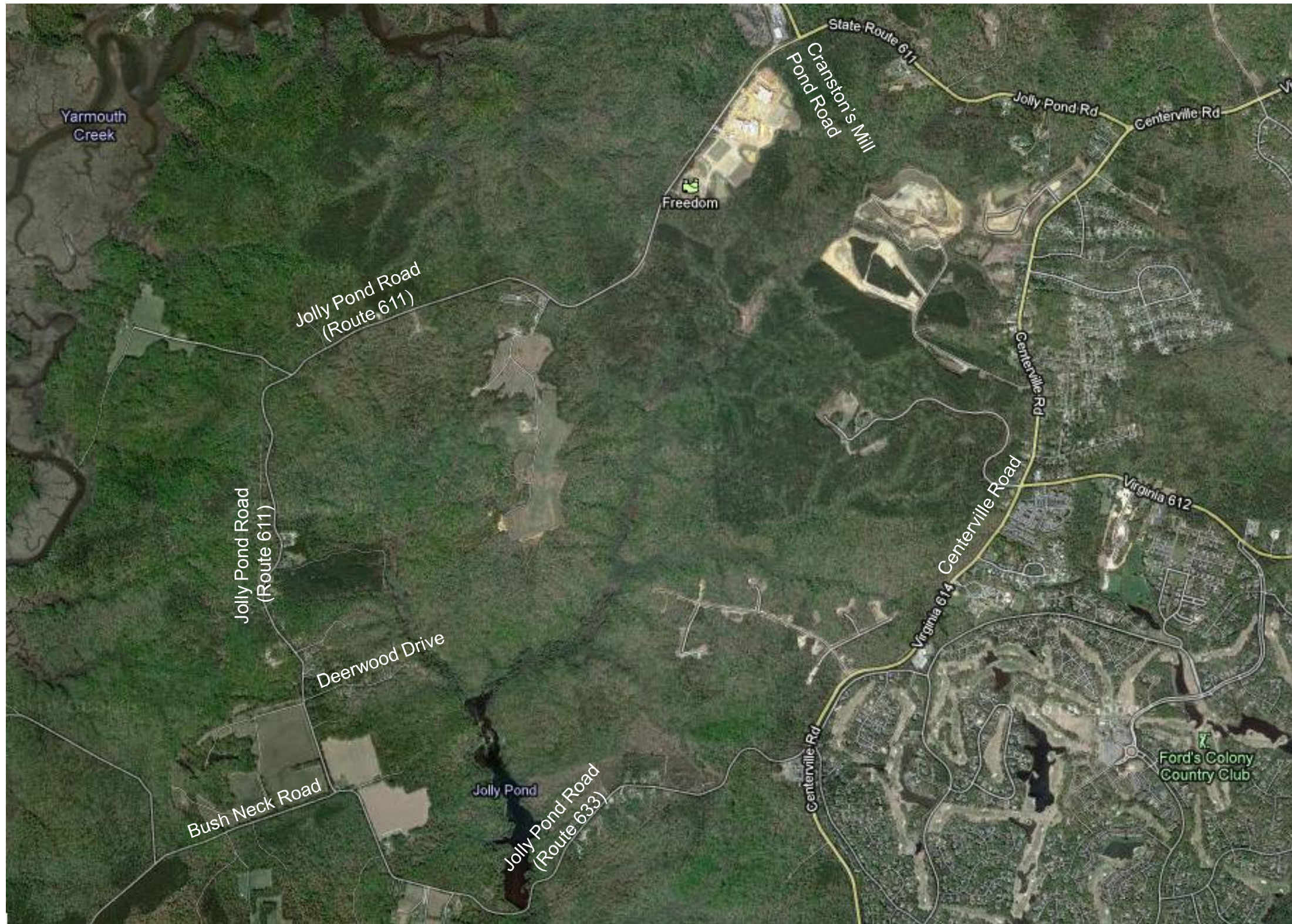
Thank you for the opportunity to be of service. If there are any questions, if we can provide additional analysis, or further guidance is necessary, please don't hesitate to contact us.

KIMLEY-HORN AND ASSOCIATES, INC.

Carroll E. Collins, AICP
Project Manager

Adrienne C. Ameel, P.E.
Engineer





APPENDIX

2007

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

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Jurisdiction Report

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James City County
City of Williamsburg

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2007
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						2Axle	3+Axle	1Trail	2Trail							
James City County																
(609) Cedar Point Lane	0.23	140	R								NA		NA			06/08/2004
(609) Cedar Point Lane	0.11	1000	R								NA		NA			06/08/2004
(609) Cedar Point Lane	0.27	1300	R								NA		NA			06/08/2004
(609)	0.30	340	R								NA		NA			05/25/2004
(610) Brickyard Rd	0.60	47	R								NA		NA			06/08/2004
(610) Forge Rd	1.11	1800	R								NA		NA			06/08/2004
(610) Forge Rd	3.10	2400	F	98%	1%	1%	0%	0%	0%	C	0.099	F	0.631	2600	F	2007
(611) Jolly Pond Rd	0.20	250	R								NA		NA			06/09/2004
(611) Jolly Pond Rd	0.10	170	R								NA		NA			06/09/2004
(611) Jolly Pond Rd	3.79	1200	R								NA		NA			06/09/2004
(611) Jolly Pond Rd	1.20	1300	R								NA		NA			06/09/2004
(612) Longhill Rd	1.41	7000	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.538	7600	F	2007
(612) Longhill Rd	1.96	17000	F	98%	1%	1%	0%	0%	0%	C	0.091	F	0.664	19000	F	2007
(612) Longhill Rd	0.19	14000	R								NA		NA			06/09/2004
(612) Longhill Rd	0.27	9200	R								NA		NA			06/09/2004
(613) Brick Bat Rd	2.58	360	G								NA		360	G		2007
(613) News Rd	2.20	3200	F	98%	0%	1%	1%	0%	0%	F	0.095	F	0.544	3500	F	2007
(613) News Rd	0.65	7600	F	98%	0%	1%	1%	0%	0%	C	0.087	F	0.649	8200	F	2007
(613) News Rd	0.12	10000	F	98%	0%	1%	1%	0%	0%	F	0.086	F	0.522	11000	F	2007
(614) Greensprings Rd	1.99	2700	F	92%	1%	2%	5%	1%	0%	F	0.109	F	0.678	2900	F	2007
(614) Centerville Rd	3.70	4300	F	92%	1%	2%	5%	1%	0%	F	0.09	F	0.566	4700	F	2007
(614) Centerville Rd	2.97	8700	F								0.093	F	0.526	9500	F	2007
(614) Centerville Rd	1.30	10000	F	92%	1%	2%	5%	1%	0%	C	0.092	F	0.520	11000	F	2007

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						2Axle	3+Axle	1Trail	2Trail							
James City County																
(627) Malvern Circle	0.05	20	R								NA		NA			06/15/2004
(629) Hickory Signpost Rd	1.30	620	R								NA		NA			06/15/2004
(630)	0.05	110	R								NA		NA			06/15/2004
(630)	0.35	20	R								NA		NA			06/15/2004
(631)	3.85	380	R								NA		NA			06/18/2004
(631)	2.10	1500	F	95%	2%	2%	1%	0%	0%	C	0.1	F	0.582	1600	F	2007
(632) Cranstons Mill Pond Rd	1.49	570	R								NA		NA			06/18/2004
(633) Bush Neck Rd	3.20	210	R								NA		NA			08/15/2007
(633) Jolly Pond Rd	2.20	47	R								NA		NA			06/18/2004
(634) Fire Tower Rd	0.90	120	R								NA		NA			06/08/2004
(635)	0.23	60	R								NA		NA			06/18/2004
(636)	0.14	130	R								NA		NA			06/18/2004
(639)	0.60	240	R								NA		NA			06/29/2004
(639) Llewellyn Dr	0.06	60	R								NA		NA			06/29/2004
(639) Llewellyn Dr	0.03	20	R								NA		NA			06/29/2004
(640) Powhatan Springs Rd	0.31	680	R								NA		NA			06/29/2004
(641) Tyler Dr	0.27	160	R								NA		NA			06/29/2004
(642) Four Mile Tree Rd	0.25	50	R								NA		NA			06/29/2004
(642) Four Mile Tree Rd	0.17	100	R								NA		NA			06/29/2004
(642) Four Mile Tree Rd	0.10	40	R								NA		NA			06/29/2004

2008

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						2Axle	3+Axle	1Trail	2Trail							
James City County																
(609) Cedar Point Lane	0.23	140	R			FR-136					NA			NA		06/08/2004
(609) Cedar Point Lane	0.11	1000	R			47-1605 Elmwood Lane					NA			NA		06/08/2004
(609) Cedar Point Lane	0.27	1300	R			47-602 Old Mill Lane; Fenton Mill Rd					NA			NA		06/08/2004
(609)	0.30	340	R			47-607 S, Croaker Rd 47-607 N, Croaker Rd					NA			NA		05/25/2004
(610) Brickyard Rd	0.60	47	R			Dead End					NA			NA		06/08/2004
(610) Forge Rd	1.11	1800	R			47-715 North Riverside Dr					NA			NA		06/08/2004
(610) Forge Rd	3.10	2400	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.631	2600	G	2008
(611) Jolly Pond Rd	0.20	250	R			47-633 Jolly Pond Rd; Bush Neck Rd					NA			NA		06/09/2004
(611) Jolly Pond Rd	0.10	170	R			47-764 Deerwood Dr					NA			NA		06/09/2004
(611) Jolly Pond Rd	3.79	1200	R			0.10 ME 47-764 Deerwood Dr					NA			NA		06/09/2004
(611) Jolly Pond Rd	1.20	1300	R			47-632 Cranstons Mill Pond Rd					NA			NA		06/09/2004
(612) Longhill Rd	1.41	7300	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.538	7900	G	2008
(612) Longhill Rd	1.96	18000	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.664	19000	G	2008
(612) Longhill Rd	0.19	14000	R			47-615 Longhill Connector Rd					NA			NA		06/09/2004
(612) Longhill Rd	0.27	9200	R			SR 322 Eastern State Hospital					NA			NA		06/09/2004
(613) Brick Bat Rd	2.58	360	G			WCL Williamsburg					NA			360	G	2008
(613) News Rd	2.20	3300	G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.544	3600	G	2008
(613) News Rd	0.65	7900	G	98%	0%	1%	1%	0%	0%	C	0.087	F	0.649	8500	G	2008
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(614) Centerville Rd	3.70	4500	G	92%	1%	2%	5%	1%	0%	F	0.09	F	0.566	4900	G	2008
(614) Centerville Rd	2.97	9100	G			47-633 Jolly Pond Rd					0.093	F	0.526	9900	G	2008
(614) Centerville Rd	1.30	10000	G	92%	1%	2%	5%	1%	0%	C	0.092	F	0.520	11000	G	2008
						47-1500 Adams Hunt Dr										
						US 60 Richmond Rd										

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(612) Longhill Rd	0.19	14000	R			47-615 Longhill Connector Rd					NA			NA		06/09/2004
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(613) News Rd	2.20	3200	G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.544	3500	G	2009
(613) News Rd	0.65	7600	G	98%	0%	1%	1%	0%	0%	C	0.087	F	0.649	8200	G	2009
(613) News Rd	0.12	10000	G	98%	0%	1%	1%	0%	0%	F	0.086	F	0.522	11000	G	2009
(614) Greensprings Rd	1.99	2700	G	92%	1%	2%	5%	1%	0%	F	0.109	F	0.678	2900	G	2009
(614) Centerville Rd	3.70	4300	G	92%	1%	2%	5%	1%	0%	F	0.09	F	0.566	4700	G	2009
(614) Centerville Rd	2.97	8700	G			47-633 Jolly Pond Rd					0.093	F	0.526	9500	G	2009
(614) Centerville Rd	1.30	10000	G	92%	1%	2%	5%	1%	0%	C	0.092	F	0.520	11000	G	2009
						47-1500 Adams Hunt Dr										
						US 60 Richmond Rd										

Virginia Department of Transportation
Traffic Engineering Division
2009
Annual Average Daily Traffic Volume Estimates By Section of Route
James City Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
James City County																
(627) Malvern Circle	0.05	20	R								NA			NA		06/15/2004
(629) Hickory Signpost Rd	1.30	620	R								NA			NA		06/15/2004
(630)	0.05	110	R								NA			NA		06/15/2004
(630)	0.35	20	R								NA			NA		06/15/2004
(631)	3.85	380	R								NA			NA		06/18/2004
(631) Chickahominy Rd	2.10	1500	G	95%	2%	2%	1%	0%	0%	C	0.1	F	0.582	1700	G	2009
(632) Cranstons Mill Pond Rd	1.49	570	R								NA			NA		06/18/2004
(633) Bush Neck Rd	3.20	210	R								NA			NA		08/15/2007
(633) Jolly Pond Rd	2.20	47	R								NA			NA		06/18/2004
(634) Fire Tower Rd	0.90	120	R								NA			NA		06/08/2004
(635)	0.23	60	R								NA			NA		06/18/2004
(636)	0.14	130	R								NA			NA		06/18/2004
(639)	0.60	240	R								NA			NA		06/29/2004
(639) Llewellyn Dr	0.06	60	R								NA			NA		06/29/2004
(639) Llewellyn Dr	0.03	20	R								NA			NA		06/29/2004
(640) Powhatan Springs Rd	0.31	680	R								NA			NA		06/29/2004
(641) Tyler Dr	0.27	160	R								NA			NA		06/29/2004
(642) Four Mile Tree Rd	0.25	50	R								NA			NA		06/29/2004
(642) Four Mile Tree Rd	0.17	100	R								NA			NA		06/29/2004
(642) Four Mile Tree Rd	0.10	40	R								NA			NA		06/29/2004

2010

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

47

James City County
City of Williamsburg

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

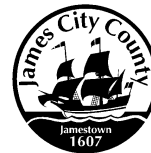
**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
2010
Annual Average Daily Traffic Volume Estimates By Section of Route
James City Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
James City County																
(609) Cedar Point Lane	0.23	150	R													04/06/2010
						FR-136										
(609) Cedar Point Lane	0.11	1000	R													04/06/2010
						47-1605 Elmwood Lane										
(609) Cedar Point Lane	0.27	1300	R													04/06/2010
						47-602 Old Mill Lane; Fenton Mill Rd										
(609)	0.30	370	R													04/06/2010
						47-607 S, Croaker Rd 47-607 N, Croaker Rd										
(610) Brickyard Rd	0.60	40	R													04/06/2010
						Dead End										
(610) Forge Rd	1.11	1800	R													04/06/2010
						47-715 North Riverside Dr										
(610) Forge Rd	3.10	2700	F	96%	1%	1%	0%	2%	0%	C	0.095	F	0.621	2800	F	2010
						47-603 Diascund Res Rd										
						US 60 Richmond Rd										
(611) Jolly Pond Rd	0.20	280	R													04/06/2010
						47-633 Jolly Pond Rd; Bush Neck Rd										
(611) Jolly Pond Rd	0.10	170	R													04/06/2010
						47-764 Deerwood Dr										
(611) Jolly Pond Rd	3.79	1200	R													04/06/2010
						0.10 ME 47-764 Deerwood Dr										
(611) Jolly Pond Rd	1.20	1200	R													04/06/2010
						47-632 Cranstons Mill Pond Rd										
(612) Longhill Rd	1.41	7200	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.503	7300	F	2010
						47-614 Centerville Rd										
(612) Longhill Rd	1.96	17000	F	98%	1%	1%	0%	0%	0%	C	0.093	F	0.619	18000	F	2010
						0.24 ME 47-830										
(612) Longhill Rd	0.19	12000	R													04/06/2010
						47-615 Longhill Connector Rd										
(612) Longhill Rd	0.27	8800	R													04/06/2010
						SR 322 Eastern State Hospital										
						WCL Williamsburg										
(613) Brick Bat Rd	2.58	360	G											360	G	2010
						SR 5 John Tyler Mem Hwy										
(613) News Rd	2.20	3600	F	99%	1%	0%	0%	0%	0%	F	0.102	F	0.562	3700	F	2010
						47-614 S, Centerville Rd 47-614 N, Centerville Rd										
(613) News Rd	0.65	8300	F	99%	1%	0%	0%	0%	0%	C	0.096	F	0.659	8400	F	2010
						47-1480 W, Powhatan Secondary										
(613) News Rd	0.12	11000	F	99%	1%	0%	0%	0%	0%	F	0.093	F	0.506	11000	F	2010
						47-5000 Monticello Ave										
						47-615 Ironbound Rd; 47-783										
(614) Greensprings Rd	1.99	3200	F	96%	1%	2%	1%	0%	0%	F	0.103	F	0.652	3200	F	2010
						FR-665										
(614) Centerville Rd	3.70	4800	F	96%	1%	2%	1%	0%	0%	F	0.094	F	0.605	4900	F	2010
						SR 5 W, John Tyler Mem Hwy SR 5 E, John Tyler Mem Hwy										
(614) Centerville Rd	2.97	8400	F								0.084	F	0.503	8600	F	2010
						47-633 Jolly Pond Rd										
(614) Centerville Rd	1.30	9700	F	96%	1%	2%	1%	0%	0%	C	0.085	F	0.544	10000	F	2010
						47-1500 Adams Hunt Dr										
						US 60 Richmond Rd										

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						2Axle	3+Axle	1Trail	2Trail							
James City County																
(627) Malvern Circle	0.05	20	R								NA			NA		04/22/2010
(629) Hickory Signpost Rd	1.30	670	R								NA			NA		04/01/2010
(630)	0.05	120	R								NA			NA		03/16/2010
(630)	0.35	20	R								NA			NA		03/16/2010
(631)	3.85	380	R								NA			NA		03/16/2010
(631) Chickahominy Rd	2.10	1700	F	91%	3%	4%	1%	1%	0%	C	0.102	F	0.571	1700	F	2010
(632) Cranstons Mill Pond Rd	1.49	520	R								NA			NA		03/16/2010
(633) Bush Neck Rd	3.20	210	R								NA			NA		08/15/2007
(633) Jolly Pond Rd	2.20	30	R								NA			NA		03/16/2010
(634) Fire Tower Rd	0.90	150	R								NA			NA		03/22/2010
(635)	0.23	80	R								NA			NA		03/15/2010
(636)	0.14	150	R								NA			NA		03/15/2010
(639)	0.60	270	R								NA			NA		03/15/2010
(639) Llewellyn Dr	0.06	50	R								NA			NA		03/15/2010
(639) Llewellyn Dr	0.03	20	R								NA			NA		03/15/2010
(640) Powhatan Springs Rd	0.31	690	R								NA			NA		03/15/2010
(641) Tyler Dr	0.27	160	R								NA			NA		03/15/2010
(642) Four Mile Tree Rd	0.25	50	R								NA			NA		04/06/2010
(642) Four Mile Tree Rd	0.17	100	R								NA			NA		04/06/2010
(642) Four Mile Tree Rd	0.10	40	R								NA			NA		04/06/2010



MEMORANDUM COVER

Subject: Resolution to Rescind Approval of Commercial Districts Zoning Ordinances

Action Requested: Shall the Board rescind approval of the Commercial Districts Zoning Ordinances enacted at the October 11, 2011, meeting?

Summary: Attached is a resolution to rescind approval of the amendments made to the Commercial Districts Zoning Ordinances at your October 11 meeting. It has been brought to staff's attention that there are discrepancies in various versions of the ordinances reviewed by the Board of Supervisors, Planning Commission, and Policy Committee. The resolution directs the Planning Commission to review the ordinances at its December 7 meeting to address the known discrepancy of fast food restaurants and to ensure that no other discrepancies exist.

Staff acknowledges that discrepancies exist and believes that reconsideration is in order.

Staff recommends approval of the attached resolution.

Fiscal Impact: _____

FMS Approval, if Applicable: Yes No

Assistant County Administrator

Doug Powell _____

County Administrator

Robert C. Middaugh _____

Attachments:
1. Memorandum
2. Resolution

Agenda Item No.: I-2

Date: October 25, 2011

MEMORANDUM

DATE: October 25, 2011

TO: The Board of Supervisors

FROM: Robert C. Middaugh, County Administrator

SUBJECT: Resolution to Rescind Approval of Commercial Districts Zoning Ordinances

This item has been placed on the Board of Supervisors agenda by Chairman Jones at the request of Mr. Kennedy. Mr. Kennedy's request is for the Board to consider rescission of the Commercial ordinance amendments passed at the last meeting of the Board.

Attached is a resolution to rescind approval of the amendments made to the Commercial Districts Zoning Ordinances at your October 11 meeting. Specifically rescinded by the resolution are the following:

- Article I, Section 24-11, Commercial Special Use Permits
- Article III, Section 34-147, Development Review Committee Criteria
- Article V, Division 9, Limited Business, LB
- Article V, Division 10, General Business, B-1
- Article V, Division 11, Limited Business/Industrial, M-1
- Article V, Division 12, General Industry, M-2

It has been brought to staff's attention that there are discrepancies in various versions of the ordinances reviewed by the Board of Supervisors, Planning Commission, and Policy Committee. The resolution directs the Planning Commission to review the ordinances at its December 7 meeting to address the known discrepancy of fast food restaurants and to ensure that no other discrepancies exist.

Staff acknowledges that discrepancies exist and believes that reconsideration is in order. If rescinded, the ordinances in place prior to the October 11 approval of the amendments would take effect.

Staff recommends approval of the attached resolution.

Robert C. Middaugh

RCM/gb
RescCDZoing_mem

Attachment

RESOLUTION

TO RESCIND APPROVAL OF COMMERCIAL DISTRICTS ZONING ORDINANCES

WHEREAS, the Board of Supervisors, at its October 11 meeting, approved amendments to the Commercial Districts Zoning Ordinances, specifically the following:

Article I, Section 24-11, Commercial Special Use Permits;
Article III, Section 34-147, Development Review Committee Criteria;
Article V, Division 9, Limited Business, LB;
Article V, Division 10, General Business, B-1;
Article V, Division 11, Limited Business/Industrial, M-1; and
Article V, Division 12, General Industry, M-2; and

WHEREAS, the Chairman of the Planning Commission had identified discrepancies between what was considered by the Planning Commission and its Policy Committee, and the ordinances considered by the Board; and

WHEREAS, there are discrepancies between the version seen by the Board at its work session and the version that the Board considered at its October 11 meeting.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby rescinds the approval of the Commercial Districts Zoning Ordinances as described above at the October 11 meeting.

BE IT FURTHER RESOLVED that the Board of Supervisors directs the Planning Commission to review the Commercial Districts Zoning Ordinances at its December 7 meeting, address the known discrepancy of fast food restaurants, and ensure that no other discrepancies exist.

Mary K. Jones
Chairman, Board of Supervisors

ATTEST:

Robert C. Middaugh
Clerk to the Board

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of October, 2011.

RescCDZoing_res